

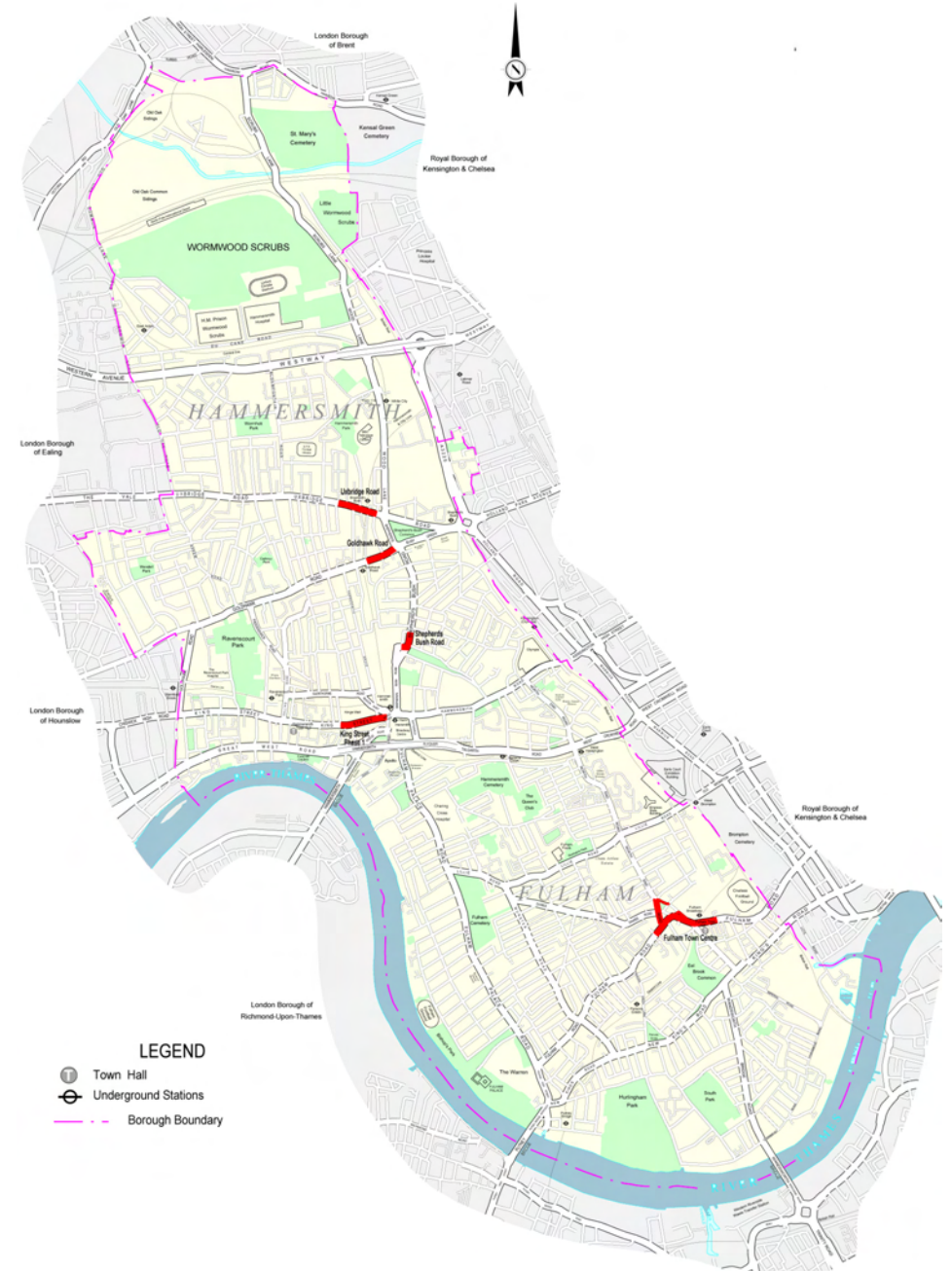
Draft

Acknowledgements

This document was written and its production was led by Annelise Johns of the Highways and Engineering Department, Paul Goodacre of the Council's Conservation and Design Department, Angela Dixon, Hammersmith and Fulham Historic Building Group, and with the assistance of Roger Weston, *Thames Strategy* - Kew to Chelsea and West London River Group.

The graphics were prepared by Shina Bid and the maps by Brent Cole and Brent Nijssen.

We extend our thanks to Steve McAndrews, for his arboriculture insights and finally, Graeme Swinburne for his support and commitment to the delivery of this document.



Foreword

By Councillor Nicholas Botterill; Deputy Leader & Cabinet Member for Environment.



In the London Borough of Hammersmith and Fulham, we are fortunate to have five miles of river frontage. The River Thames and its unique environment is unquestionably the Borough's greatest natural asset.

The Council has acknowledged the importance of the riverside in its planning policies. Environmental improvements, both large and small, have been secured and implemented as a result.

It is timely for us to review our riverside to ensure that we enhance its character and maximise its potential to become a high quality open space, attractive, and well-connected, with improved landscaping and bio-diversity - a resource that is available and accessible to all.

For most of the Borough's residents, the River Thames is not far away. Access to five miles of river walk, along which many of the Borough's best parks, views and traffic free environments can be enjoyed, is a much-valued amenity.

With this document we are promoting the Riverside Walk and stating our intention to protect and enhance the amenity of the riverside as the Thames passes through our Borough.

I hope those with interests in the riverside and its future will support our approach, and share our vision.

Structure Of The Document

This report has been prepared by a multi-disciplinary working group of officers in collaboration with, and using the extensive knowledge of, local residents.

The document has been informed by the existing policies and guidance from earlier studies and strategies that have promoted the Riverside.

The Council has defined the boundary of the Thames Policy Area within the Borough in line with strategic guidance, and has adopted the Thames Strategy: Kew to Chelsea as Supplementary Planning Guidance to the Unitary Development Plan.

The Greater London Authority recognises the strategic importance to London of waterside spaces

and routes in its policies on the Blue Ribbon network contained within the London Plan.

These policies remain the basis of the Council's approach to the riverside.

For ease of reference, the current policy context for the Borough's riverside, including design standards and guidance for improvements to the Riverside Walk, is reviewed in Appendices A and B.

Following a brief introduction, this document outlines the broad enhancement objectives for the Riverside Walk.

The report then divides the length of the riverside into six character areas. These areas are based on the conservation area designations along its length, from the Mall conservation area at the Borough's western boundary, to the Sands End conservation area at its eastern boundary.

For each character area and sub-area, the historical context and character is analysed, the opportunities for improvements are highlighted, and an outline of proposed enhancement works is presented.

The enhancement proposals have been developed by the group following a series of site visits and workshops.



Introduction

The River Thames is of strategic importance to London and its region having had a major influence on the settlement pattern and the development of the capital into a world city. It provides the setting for many of London's internationally renowned townscapes and landscapes. Furthermore, the Thames and the riverside have, in more recent times, become an important leisure and recreational facility and a corridor of significant ecological and nature conservation value. The river has been described as a "wildlife super highway".

The River Thames is the main topographical feature in the Borough, defining its southern boundary. It contributes to the character and development patterns of Hammersmith and Fulham in many ways. The bridges across the Thames, for example, have a major effect on accessibility in the Borough. There is a strong relationship between the river, the river edge, landward development and open spaces within the borough.

The riverside in Hammersmith and Fulham has seen many changes over the centuries, and the last thirty years are no exception. Several key sites have been the subject of major development proposals. In this time accessibility to the river, and an appreciation of the amenity value of the river has significantly developed with the shift away from old riverside industries creating the opportunity for opening up the riverside for new uses and new facilities.

The London Borough of Hammersmith and Fulham is keen to develop and promote the amenity value of the river and ensure that the riverside in the Borough contributes to the wider context of the Thames, namely the long-distance Thames Path National Trail, running some 180 miles along the banks of the river from its source in Kemble Gloucestershire to the Thames Barrier at Greenwich.

The provision of a fully connected, high quality riverside walk is the key underlying objective. Visual links between the river and its hinterland should be strengthened making routes on the Riverside Walk to be aware of their connections to inland development.

The quality of the adjoining developments and open spaces which provide the setting for the walk are equally important. Where the walk passes alongside open spaces, the open area becomes an integral part of the route and its design should acknowledge this relationship and its riverside setting. The Riverside Walk can, to some extent, borrow from these adjoining open spaces. However, it will be important that opportunities to add to the natural landscape along the walk itself are seized, in order that the appearance of the green corridor is reinforced and the habitat value for wildlife is increased.

Where new developments are proposed on riverside sites, their design should respect the riverside setting, and the built form should allow for connections to the riverside, and the provision of a Riverside Walk no less than 6 metres wide in all cases, incorporating if possible additional adjacent open space. It should be of an appropriate high quality design, materials and planting. The Council would adopt and maintain the route as a public highway.

In 2005, the Council launched Streetsmart which developed a new approach to designing and maintaining the borough's streets. A multi-disciplinary approach to street design was introduced and a commitment made to carry out a full analysis of the character of the townscape proposed for change, known as the "Streetscape Healthcheck". Designs are then developed from this analysis to

ensure that they are appropriate to their specific context and thereby reinforce local distinctiveness. The Streetsmart methodology has been adopted for this report and should be followed when developing the proposals further; it is particularly relevant to the five miles of Riverside Walk where the character of the local environment alongside the river varies throughout its length from Chiswick Mall to Chelsea Creek. The use of Streetsmart methodology will ensure that any proposals respect the local character of each part of the walk and the adjoining area.

In recognition of the importance of the riverside and its environs to the townscape of the borough, the entire riverside is covered by seven conservation area designations for each of which the Council has published a conservation area profile which includes an appraisal and general design guidelines. These are, The Mall, Fulham Reach, Crabtree, Bishops Park, Putney Bridge, Hurlingham and Sands End. The profiles describe the special character of each conservation area and how the river contributes to that character, including views of the river corridor as a whole and river-related use. Conservation area designations relate to the stretches of differing character, and provide the basis for the analysis included in this report, and the foundation upon which proposals for the riverside can be developed.

Enhancement Objectives

The overarching goals for the riverside are to achieve a fully connected, high quality Riverside Walk with priority given to pedestrians, to encourage and promote its use, to enhance its character and to improve biodiversity and the green landscape along this linear open space.

Improvements to the riverside should fulfil the following objectives:

Improve accessibility and connectivity.

The Riverside Walk is a linear open space, which acts as a connecting link between a series of open spaces, big and small. The use and value of it would be enhanced by improving pedestrian permeability both along the path and in the streets and passages that lead to and from it. This should be achieved through appropriate townscape design to make routes available and accessible to all, and through discreet signage which is consistent and legible.

Create a sense of place.

The use of the river and lands adjacent to the Riverside Walk largely define the local character and sense of place. By incorporating cultural and historical details into the design of the Riverside Walk a sense of place can be reinforced.

Infrastructure such as wharves, piers, cranes, drawdocks and steps are evidence of the important industrial heritage of the Thames and contribute much to the character of the Riverside Walk and the creation of a sense of place. Proposals for development and regeneration should aim to restore and maintain evidence of heritage elements. Plaques giving relevant history and recording names and uses of disused wharves will be erected where appropriate.

River related sport and community recreational facilities should be encouraged as they generate value and a sense of local ownership. Existing parks, playgrounds and open spaces adjacent to the walk add character and spaciousness, and should be protected and enhanced. Existing visual connections to the river which contribute to the wider character should be protected.

Improve quality of the environment

Much of the riverside area is already dedicated as public footway maintained at public expense out of limited financial resources. It is therefore important that the riverside walkway specification is of a high quality in order to limit or reduce future maintenance costs. Furniture, paving and lighting that is high quality and consistent in design and are in keeping with local character can greatly enhance the Riverside Walk and thus encourage its usage. The pallet of materials are intended to be appropriate to the character of the Riverside Walk. The pursuit of quality and consistency of design is equally important where the route diverts inland. Materials and street furniture should conform to standards set out in the Council's Streetsmart Guide (see Appendix B), which would ensure that the design specification provides for ease of maintenance and cleansing.

Improve safety and security.

People on the Riverside Walk should feel safe and secure when using the route.

Use can be maximised by ensuring the public are not deterred by poor lighting, uneven surfaces or spaces that can be perceived as unwelcoming. Lighting should generally be in accordance with Streetsmart standards (see appendix B), but may need to be adapted to minimise the impact on nocturnal wildlife. Consideration should also be given to the

safety of river users by the provision of grab chains and ladders on river walls where appropriate, and by the suitable design of parapets and balustrades, to facilitate egress from the river.

Protect and enhance biodiversity

Existing mature trees add greatly to the appearance of the Riverside Walk and are much valued features along many stretches. Additional tree planting and soft landscaping using indigenous species should be introduced along the route, reflecting and reinforcing the character of the area. Where the Riverside Walk is restricted in width, every effort should be made to ensure sympathetic planting and landscape management on the landside of the walk where space allows.

Green spaces provide opportunities for wildlife and the improvement of landscape and visual amenity. Biodiversity along and adjacent to the Riverside Walk can be improved by various measures. For example, by installing timber fenders along the river wall to provide micro-habitats for specialist flora and invertebrates. Furthermore, with fewer working wharves along the Thames, there is little commercial need for a vertical wall, thus there may be opportunities to improve biodiversity by an alternative design for flood defence which would "make space for water" and create habitat and encourage biodiversity.

Appendix C provides generic soft landscaping guidelines for the Riverside Walk in Hammersmith and Fulham.

Whilst soft landscaping enhancements would be expected to bring their own rewards by increasing insect and bird species, opportunities to encourage other specific animals should be sought. In particular the re-introduction of the water vole

[*Arvicola amphibious*] should be encouraged where there is soft banksides to burrow in, and grasses and reeds to feed on. Locations along this highly urbanised stretch of the Thames will be limited but certain foreshore locations with little modification could be appropriate as could ponds close to the riverside walk. Barnes Wetland Centre may prove a useful local inoculation of this protected species, that could be used with the appropriate permissions from Natural England and WWT.

The Mall

The boundary of the Mall study area is shown on the map opposite. It is subdivided into five areas which reflect the variations in character of this study area

Brief History Of The Area

The name Hammersmith has long been associated with the northern bank of the River Thames extending from Chiswick to borough boundary at Chiswick Mall to just below Hammersmith Bridge. This historic part of the riverside is now within the Mall Conservation Area.

Given the importance of the river for communication and transport, it is likely that the earliest settlement in the Hammersmith area would have been close to the river, perhaps based around Hammersmith Creek. By the 17th century a small dock had been developed there to supply the Cromwell Brewery nearby and take produce from Hammersmith market gardens to the London city markets.

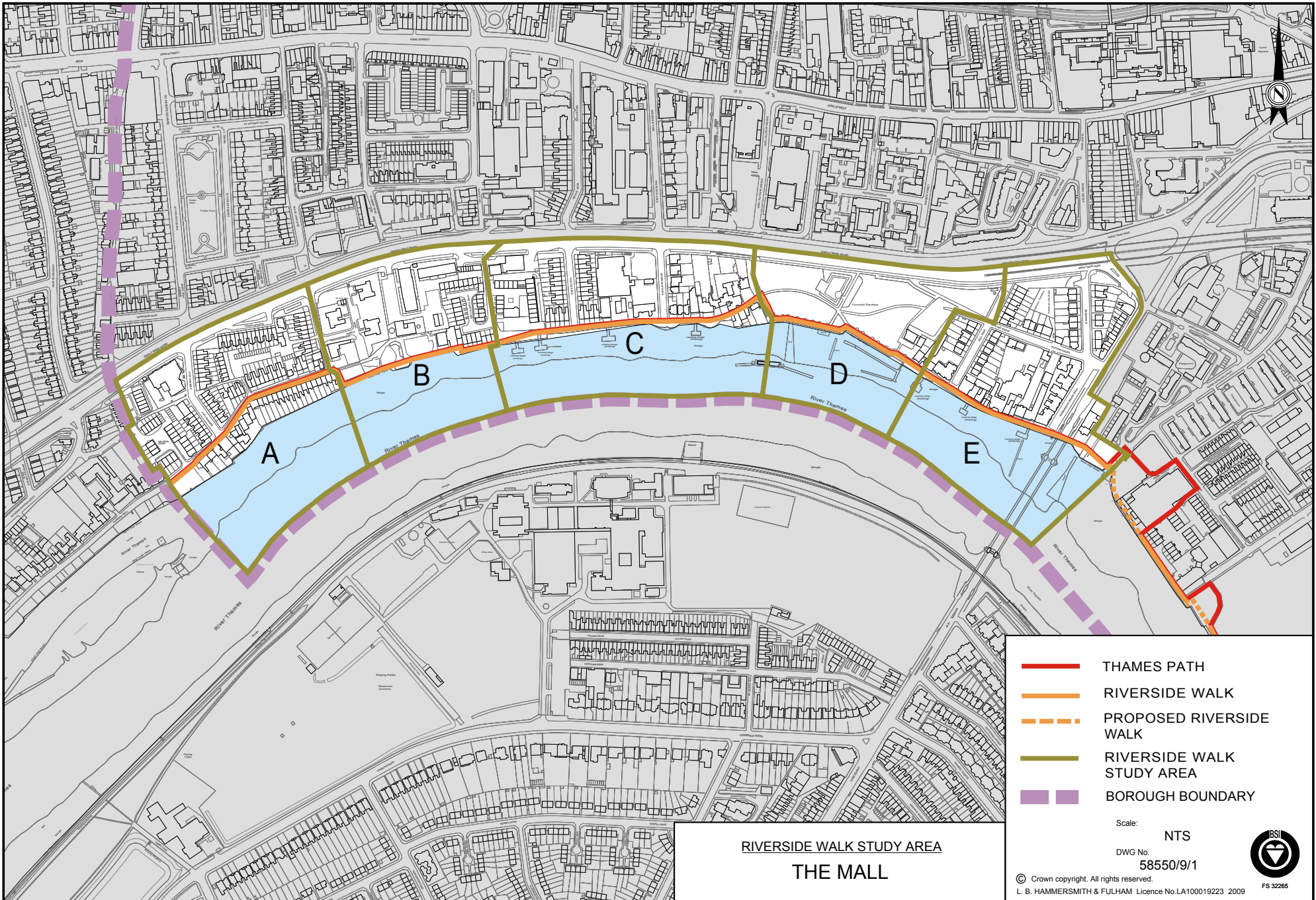
From the mid 17th century a number of substantial houses were built along the waterfront. The south facing bend in the river and the rural setting were regarded as particularly healthy. The area became an important residential quarter with the best houses situated on the waterfront. By the 18th century the settlement pattern continued from Queen Caroline Street to Lower, Upper and Chiswick Malls, with houses overlooking the Thames.

Character Appraisal

The character of this area derives from the historic built form and its relationship with the river. Fragments of 17th and 18th century Hammersmith survive and these are focused around the three groups of listed buildings: Hammersmith Terrace, Upper Mall and Lower Mall. These are much valued for their historic and outstanding architectural quality.

Of great importance to this area is the riverfront and river with its splendid panoramas both upstream to Chiswick Mall and downstream past Hammersmith Bridge. The listed Grade II* Hammersmith Bridge is the major landmark along this stretch of riverside. It forms the focus to many views along the river and itself affords impressive views of the study area. The rural character of the southern bank is visually important providing a leafy backdrop to views out from the area. The river's recreational use adds much to the area's character and appearance with several boat houses and clubs located along the frontage. The predominant land use is residential, however, other uses include offices, education and open space. The area contains two significant open spaces – the Upper Mall open space and Furnivall Gardens. Both of these spaces run seamlessly to the riverside, integrating the riverside walk into the landscaped open space in an attractive way. There are a number of pubs along the river front, which together with the piers, landing stages, steps and residential moorings add interest and ensure that this part of the riverside area is an important amenity used year-round by many people.





RIVERSIDE WALK STUDY AREA
THE MALL

- THAMES PATH
- RIVERSIDE WALK
- PROPOSED RIVERSIDE WALK
- RIVERSIDE WALK STUDY AREA
- BOROUGH BOUNDARY

Scale: NTS
DWG No. 58550/9/1

© Crown copyright. All rights reserved.
L. B. HAMMERSMITH & FULHAM Licence No.LA100019223 2009



FS 32265

The Mall: Sub-area A: Chiswick Mall to Hammersmith Terrace

Character Appraisal

As the route crosses the borough boundary, the Riverside Walk runs inland along Chiswick Mall, where glimpses of the river can be seen through gardens leading down to the river's edge. It passes Hammersmith Terrace, an elegant row of listed Grade II, mid-18th century houses

The main character of this stretch is derived from the groups of terraces of different scales and styles, and the variety of internal views due to the compact nature of the fabric and irregular street pattern. Generally, views of the river are screened and there is a strong sense of enclosure.

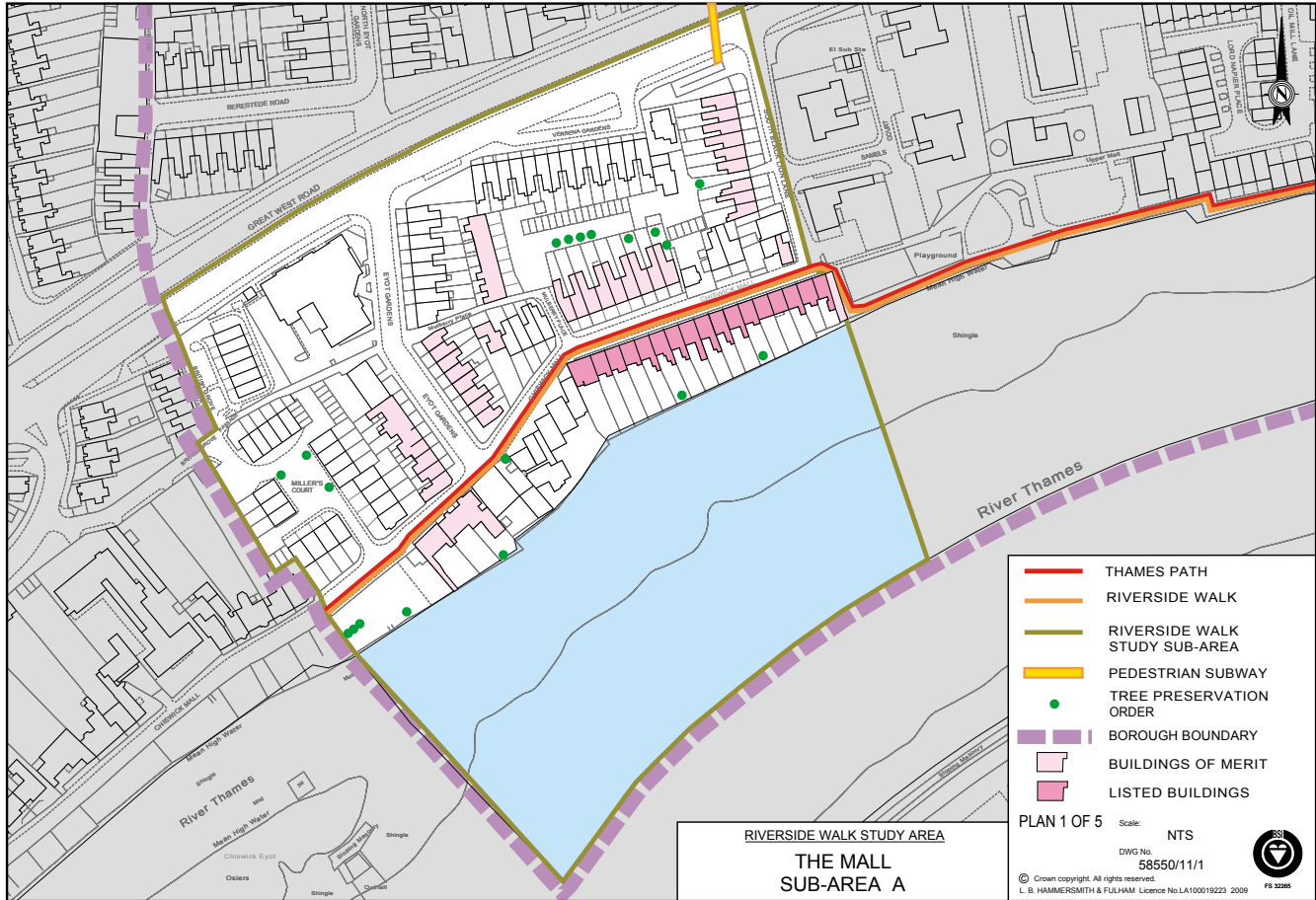
The footway on the south side of Chiswick Mall is very narrow in places and access on the northern footway is restricted around South Black Lion Lane making it difficult for disabled users. Black Lion Lane runs at right angles to the River at the downstream boundary of this sub-area. It was once an important historical connection from King Street to the river and Black Lion Stairs, but is now severed by the Great West Road and accessed via a subway. St Peter's Church can be seen looking north from South Black Lion Lane, and is a reminder that the whole area formed an entity before the construction of the Great West Road.



Improvement Opportunities

Where the Riverside Walk diverts inland along Chiswick Mall and Hammersmith Terrace, pedestrians commonly opt to use the road rather than the pavement due to the low volume of traffic. However there is opportunity to improve footway accessibility along this stretch. The pavements along the north side of Chiswick Mall would benefit from being upgraded using the Streetsmart palette of materials; and lighting appropriate to the age and character of the townscape would improve the appearance of this stretch.

This stretch would also benefit from improving the connections leading to the Riverside Walk, thereby reinforcing the historical connections to the riverfront, particularly along Black Lion Lane.



Proposed Enhancement Works

Small Scale

- Reinforce connectivity from adjoining streets to the river with clear and consistent signage
- Install drop kerbs where necessary
- Replace inconsistent paving along Chiswick Mall. Repave to Streetsmart standards
- Install lighting appropriate to the architectural character of the townscape



The Mall: Sub-area B: Black Lion Lane to Oil Mill Lane

Character Appraisal

From Black Lion Stairs the Riverside Walk runs alongside the river. The character along this stretch is greatly influenced by the adjacent Upper Mall Open Space. This park area is bordered by two very popular riverside public houses; the picturesque Black Lion P.H. in South Black Lion Lane sits alongside the section of retained wall from the demolished waterworks with a plaque to Tierney Clark [who designed the first Hammersmith Bridge], at the upstream end. The Old Ship P.H. at the downstream end. Some parts of the Riverside Walk and park are set on different levels, with steps and ramps leading onto a raised viewing platform and into areas of the park. An interpretation board located at the river wall and benefiting from the panoramic views is a valuable asset here. There are plenty of benches in this area and heritage lighting adds to the character. The low infilled balustrade allows for uninterrupted views upstream, downstream and across to the wooded towpath. The path is laid with precast concrete slabs of consistent colour with rough granite setts along the edges. This paving design was formalised here and is now promoted in the Council's Streetsmart Guide for the Riverside Walk.

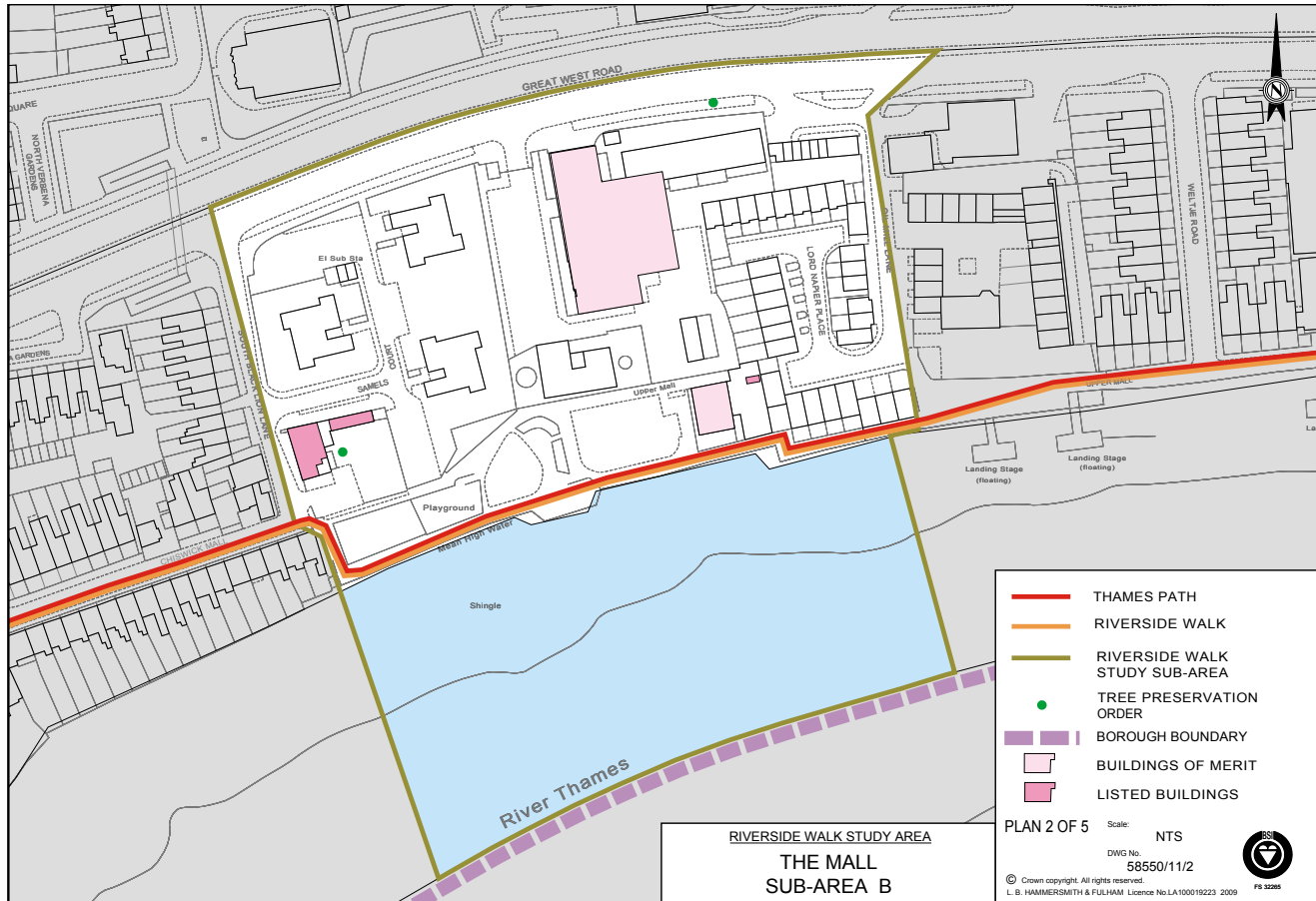
Moving downstream past the Old Ship P.H., with its listed porch on the rear elevation, the Riverside Walk narrows slightly and runs underneath flats which over-sail the path. It then opens out onto the wide open space in front of Linden House (Grade II), home to the London Corinthian Sailing Club, founded in 1894. Pedestrians, cyclists, sailors and rowers use this stretch heavily.



Improvement Opportunities

The park adjacent to the Riverside Walk influences the overall character of this stretch. Thus there is potential to strengthen the relationship with the river, through improved landscaping, accessibility and connectivity throughout the park.

The paving outside Linden House is inconsistent in style and aside from the elevated signalling box used for starting races, this expanse is relatively featureless and would benefit from being upgraded. Improvements would create a sense of place that enhances the current use of the site while improving amenity and biodiversity.



Proposed Enhancement Works

Small scale

- Reaffirm existing separation of pedestrians and cyclists with improved signage
- Plant to enhance the Riverside Walk for pedestrians and improve biodiversity, both in the park and along the walk e.g. by Black Lion Stairs and along the back wall of the park
- Plant specimen native tree in pit designed for this use in paving
- Repair Black Lion Stairs
- Consider small heritage plaque on Black Lion Stairs
- Encourage owners of the Old Ship P.H. to put listed porch on view

Large scale

- Improve landscaping in the park particularly along the rear wall and around the public houses
- Refurbish hard surfacing and install street furniture based on the Streetsmart design pallet
- Refurbish the play area with sympathetically designed equipment
- Consider an improvement scheme which includes both hard and soft landscaping for the area in front of Linden House



The Mall: Sub-area C: Upper Mall from Linden House to Furnivall Gardens

Character Appraisal

From the open space in front of the listed Linden House, the Riverside Walk becomes narrower and shares its route with a residential access road, Upper Mall. This road is privately owned, although the footway is maintained by Hammersmith and Fulham council.

Upper Mall is predominantly residential but includes a number of boat clubs, school buildings and a small museum. This section of the Riverside Walk is enclosed by a strong built frontage facing the river on one side and a high infilled balustrade on the other. This is the oldest stretch of the river wall, with two curved bastions dating from c.1650. The river wall between numbers 20 and 36 Upper Mall is listed. Along some of this stretch the balustrade is around 1.5m high, restricting views out across the river. Victorian style lighting enhances the character and appearance of the townscape.

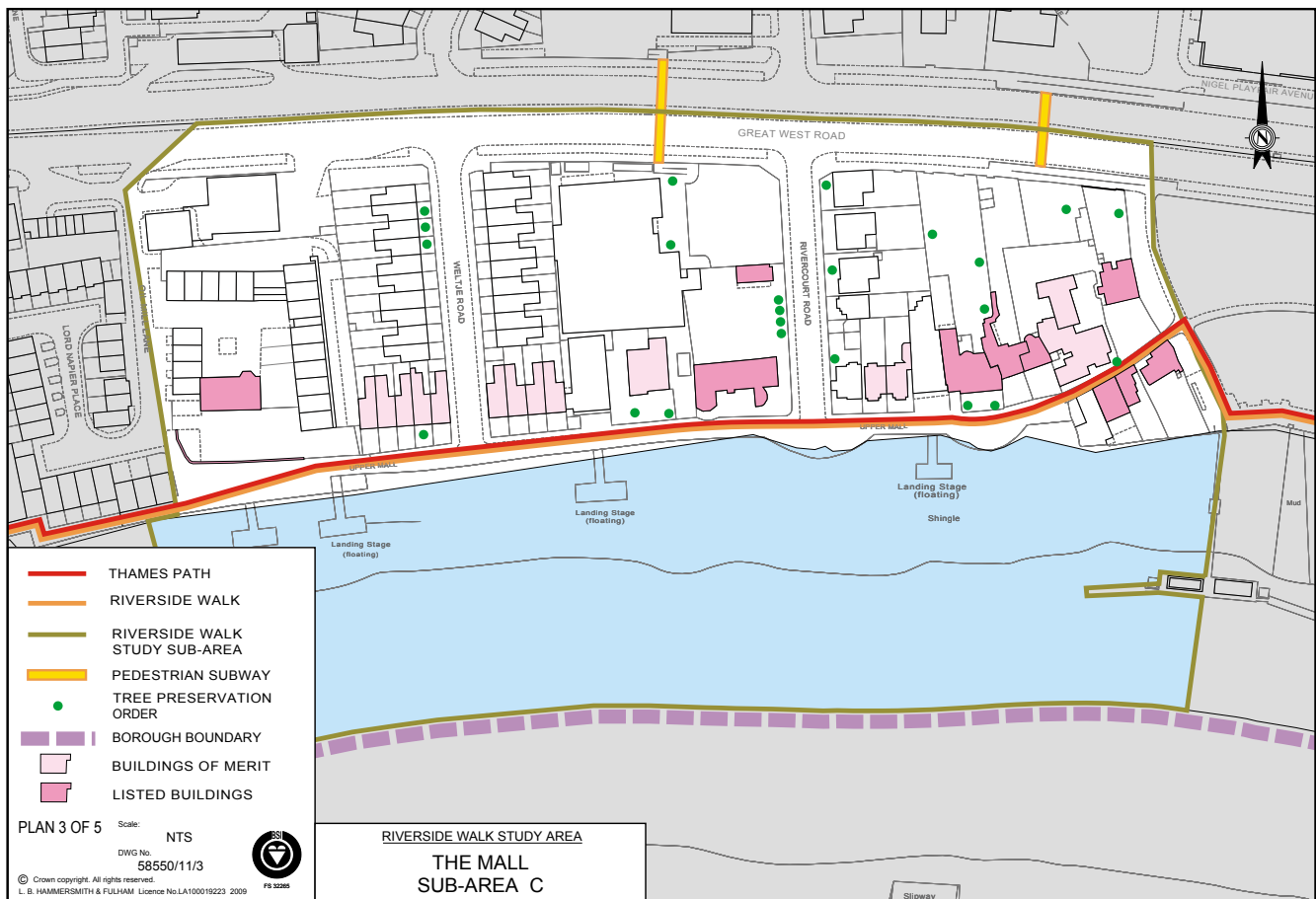
Kelmscott House (Grade II), dating from c.1785, forms part of a group of historic properties facing the riverfront. William Morris lived here from 1877 until his death in 1896 and established his design workshops and printing press on the premises. Numbers 13 and 15 are the former Doves Bindery (Grade II) where the Doves Press operated and Cobden Sanderson lived. The Dove P.H. (Grade II) dates to 1790. Here the picturesque narrowness of the passageway which opens out dramatically into Furnivall Gardens, revealing impressive river views, is a key element of the stretch.



Improvement Opportunities

Along Upper Mall, parked cars currently dominate this publicly accessible private road and more often than not also park across the pavement. This creates a de-facto shared service where pedestrians, cyclists and car users co-exist, though currently in an unsatisfactory manner. The road surface is in poor condition and there is street sign clutter. There is opportunity here to greatly improve this stretch, which would benefit users of the riverside walk and in particular those users with disabilities.





Proposed Enhancement Works

In collaboration with owners, the council will explore ways of improving the current layout of this stretch of Riverside Walk. An improved design along Upper Mall would ideally create a shared surface with pedestrian priority. A new layout would protect resident parking, improve accessibility and allow the potential replacement of the elm trees that once stood in the bastions along this stretch of river.

Small scale

- Plant additional trees
- Improve signage
- Replace broken bollards

Large scale

- Repave the section of the Upper Mall footway leading to the Dove Passage with old York stone paving, consistent with the existing passageway leading to Furnivall Gardens

The Mall: Sub-area D: Furnivall Gardens

Character Appraisal

Here the Riverside Walk opens up as it passes alongside Furnivall Gardens - one of the borough's most impressive public parks due to its riverside setting. The Gardens benefit from the absence of any boundary fencing, providing an integrated connection with the Riverside Walk. Tree canopies create a sense of shelter and tranquillity.

The Gardens were laid out to celebrate the Festival of Britain, on land which was one of the oldest parts of historic Hammersmith known as "Little Wapping". This centred on Hammersmith Creek, into which ran Stamford Brook. All that is visible of this former creek is the outfall to the river, close to the Dove Pier. Within the grounds there is an enclosed garden that covers the site of a Quaker burial ground,

Due to the low height of the balustrade, there are good views along the Thames in both directions. The recreational and residential boats moored at the western edge of this area provide interest and activity at the water's edge, strengthening links with the river.



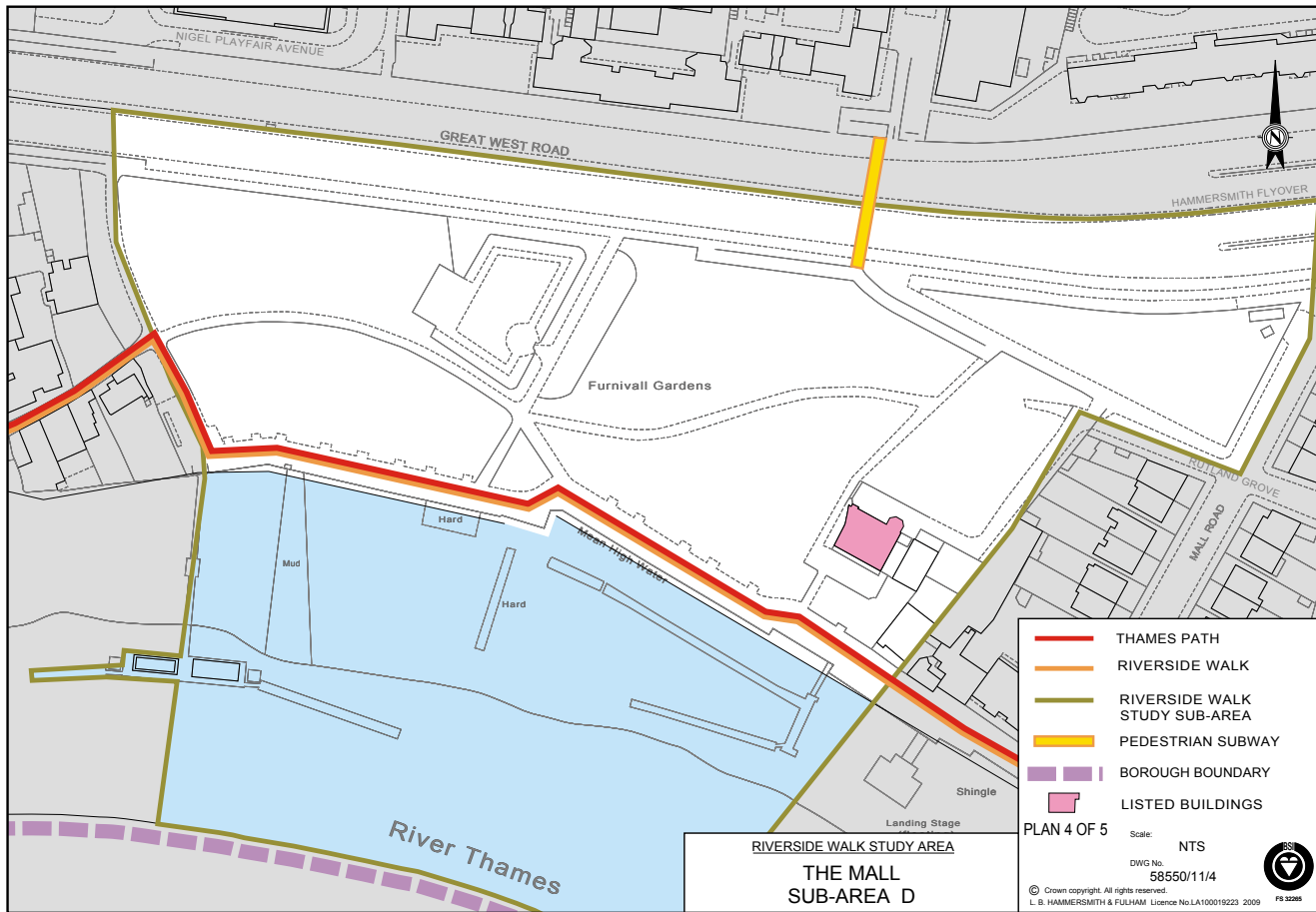
Improvement Opportunities

Historic links to the centre of Hammersmith are severed by the Great West Road. Although improvements have been made to links with Hammersmith Broadway, there is potential to further reinforce this connection. It is possible to see the river from Nigel Playfair Avenue, on the north side or the Great West Road. There is opportunity here for signage and interpretation to strengthen historical connections from here to the river.

Noise pollution from the Great West Road disturbs the tranquillity along this stretch. Public enjoyment of the Riverside Walk and Gardens would be improved by reduced noise levels.

There is an opportunity to maximise awareness and use of the gardens with some small scale improvements.





Proposed Enhancement Works

Small scale

- Replace of out of date signage and street furniture with an improved and consistent design
- Re-site Thames Water sign on river wall
- Reinforce connectivity from Hammersmith centre to the river with improved pedestrian signage and interpretation facilities along King Street, particularly at Nigel Playfair Avenue.
- Replace vandalised history plaque on wall by culverted outflow of creek

Large scale

- Consider re-installing the floral clock, part of the original design of the Gardens on its existing base
- Consider a management strategy for Furnivall Gardens that maximises the use of the park and improves awareness of its historical location
- Investigate landscape solutions to reduce the impact of noise generated by the Great West Road
- Seek better connections between Hammersmith Town Centre and Furnivall Gardens



The Mall: Sub-area E: Lower Mall

Character Appraisal

The character of the Riverside Walk in Lower Mall derives from a strong built river frontage of high townscape value leading to Hammersmith Bridge. The group includes several fine buildings between the listed Grade II Westcott Lodge at the western end of the group and the group of attractive listed Grade II late Georgian houses with decorative iron verandas close to the bridge. Kent House [listed Grade II] dating from 1762 is a very fine example of domestic architecture from this period.

The Riverside Walk along this stretch is wide and open affording good views across the river. It accommodates outdoor seating for both of the very popular public houses – The Rutland and The Blue Anchor which add vitality and animate the space.

A significant contribution to the character of the space is also provided by the presence of, and extensive use by, members of the, Auriol Kensington Rowing Club and Furnivall Sculling Club. The national headquarters of the British Rowing is also located here.

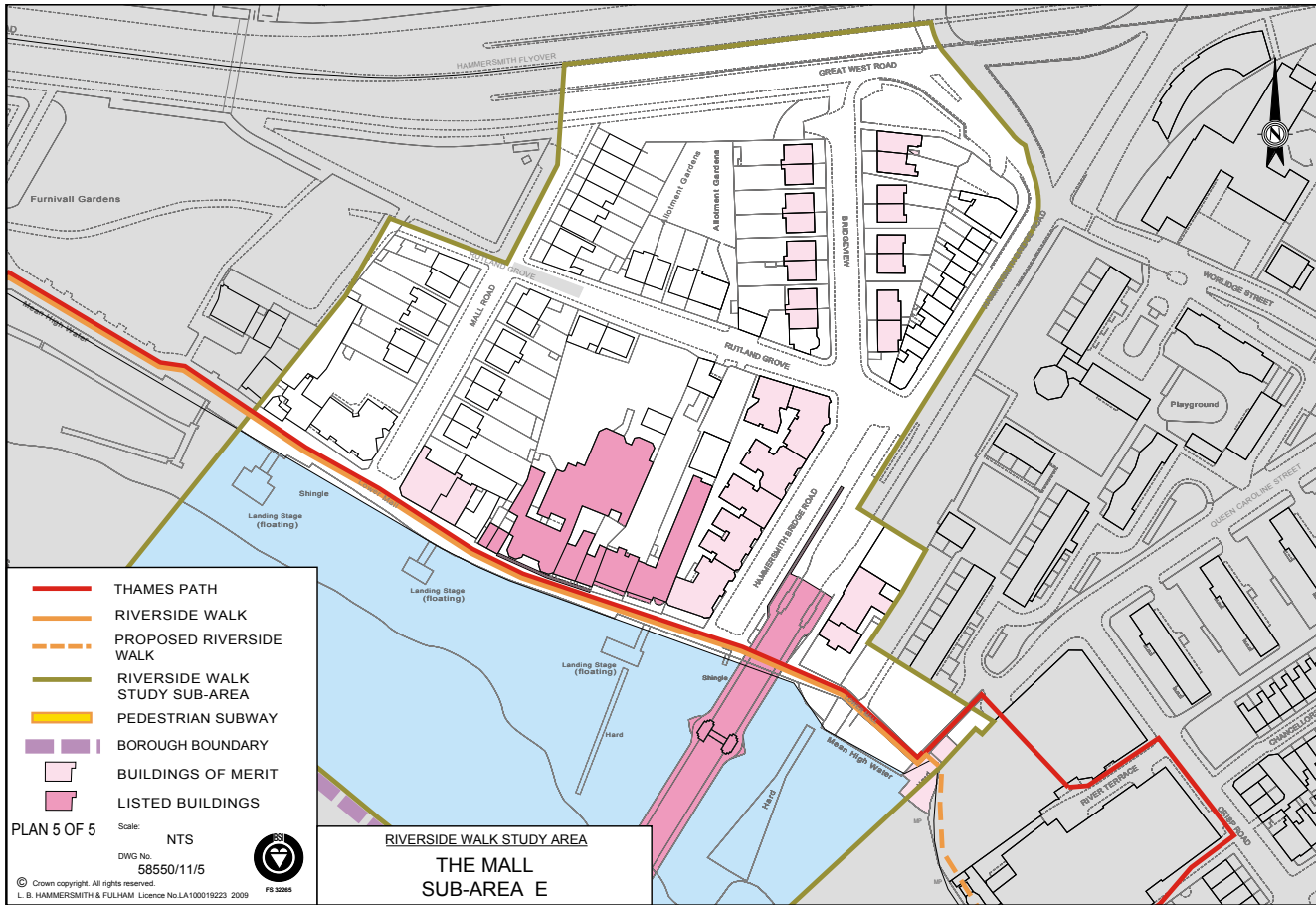
Just before Hammersmith Bridge, the walk narrows slightly. Two mature trees add interest and scale to the route. The particularly high wall near to the bridge restricts sightlines out across the river.

Hammersmith Bridge [listed Grade II*], designed by Sir Joseph Bazalgette is the focus of this part of the riverside. It is an important landmark along this stretch and is particularly dominant in views along Lower Mall. In addition, the bridge itself affords impressive views back to the riverside walk and its setting, and across to the Barnes bank. The present bridge replaced an earlier suspension bridge designed by Tierney Clark. Bazalgette incorporated the old piers and abutments into his design.



Just downstream of Hammersmith Bridge, a high shingle bank has allowed trees and plants to establish, adding interest and improving biodiversity.

Beckett's Wharf, is now a raised platform with benches which provides a vantage point to enjoy splendid views of Hammersmith Bridge, Harrods Depository and the wooded towpath on the opposite bank.



Proposed Enhancement Works

Small Scale

- Reinforce the connectivity between Hammersmith Town Centre and the river with improved signage and interpretation facilities
- Consider a new planting scheme that enhances the connectivity to Hammersmith town centre, for example tree planting along Queen Caroline Street
- Repaint brickwork under Hammersmith Bridge in a more appropriate colour
- Improve awareness of the historical significance of the location through an interpretation board
- Enhance planting of shingle bank

Large Scale

- Investigate potential for creating new stronger links to Hammersmith Town Centre
- Develop a scheme at Beckett's Wharf which improves the area by harmonising the different sites and levels, if possible retreats the flood defences, and provides an appropriate setting for the bridge and Riverside Walk
- Return the drawdock back into every day use
- Return the wharf back into use as a short stay site for river users



Fulham Reach

The boundary of the Fulham Reach study area is shown on the map opposite. It is subdivided into three areas which reflect the variations in character of this study area.

Brief History Of The Area

This study area stretches from just below Hammersmith Bridge to Fulham Football Ground. It is an area which, in the early 20th century, was developed almost entirely for industrial use. Where buildings from this age remain on the Riverside Walk, usually detours inland around them.

There is evidence that this riverside area was occupied as early as the pre-historic period. In the 1970s, during the redevelopment of Rosebank and adjoining wharves, archaeologists uncovered Neolithic artefacts, late Iron Age pottery, an isolated Roman coin, and more recently a Saxon settlement.

The river was wider and shallower than it is today and the low-lying meadows at Fulham frequently flooded. The banks were fringed with osiers and reeds. At low tide there is a high and dry sandbank along this stretch of the Thames. There may well have been a ford across the river in earlier times.

Fulham Reach remained rural in character until the late 19th century, when the market gardens and the few country houses were replaced by industry. The first and largest of the industrial development schemes was on the site of Brandenburg House. The Haig Distillery was erected in 1857 on part of the former grounds, and in 1872 Alexander Manbre built his sugar refinery on the remainder on the site.

The Anglo-American Oil Company established Dorset Wharf in the late 19th century. This signalled the start of a sustained period of wharf construction; Tea Rose Wharf was built soon after Dorset Wharf, followed by Blake's Wharf and Eternit Wharf in 1910.

By 1914 the whole of the riverside between Haig's Distillery and Fulham Football Ground was developed for industrial use. Housing developments subsequently sprang up to accommodate workers in the industries which were being established along the river. This stock of late Victorian and Edwardian housing still forms the hinterland to the riverside corridor.

The industrial use began to decline in the 1970s and as the wharves closed, they have been replaced in a series of phases by residential and office developments linked by the Riverside Walk.

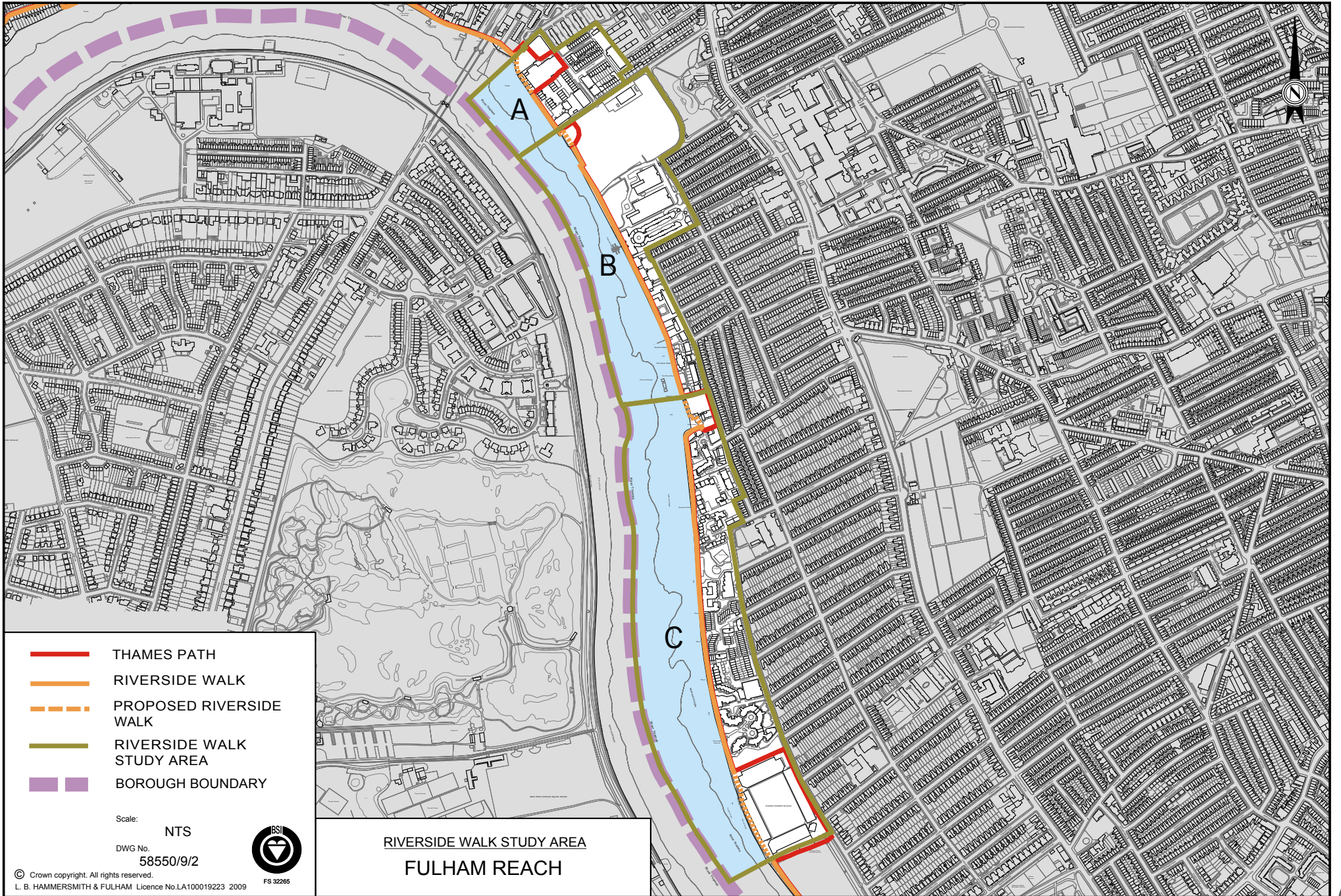
Character Appraisal

Although the height of buildings along the Riverside Walk varies, the overall pattern is of a built up urban character, providing a hard edge with few trees alongside the river frontage with relief in places provided by open spaces.

The views across to the rural Surrey bank are an important element in defining the character of this stretch of river. From the opposite side of the river looking across to the conservation area, the views are of an urban riverside with a variety of uses broken by areas of open space often lacking in tree planting.

The predominant land use is residential and office use. There is also a significant recreation presence provided by Fulham Football Ground at the southern boundary of this area. The stands and floodlight pylons are clearly visible as vistas along the Thames.

There are a number of access points to the Riverside Walk from the hinterland, although they are not always easily identifiable.



- THAMES PATH
- RIVERSIDE WALK
- PROPOSED RIVERSIDE WALK
- RIVERSIDE WALK STUDY AREA
- BOROUGH BOUNDARY

Scale: NTS
 DWG No. 58550/9/2



RIVERSIDE WALK STUDY AREA
 FULHAM REACH

© Crown copyright. All rights reserved.
 L. B. HAMMERSMITH & FULHAM Licence No.LA100019223 2009

FS 32265

Fulham Reach: Sub-Area A: Queen's Wharf to Chancellor's Wharf

Character Appraisal

In this sub-area, the Riverside Walk runs inland for a short distance, around Queen's Wharf and Riverside Studios, before leading back to the riverfront at Chancellor's Wharf. Here the Riverside Walk opens up and affords picturesque views of Hammersmith Bridge and across to the wooded towpath and the listed Harrods Depository now converted into residential use. Connectivity to the river is enhanced by the open balustrade on the river wall. Plants that have colonised the riverside of the wall are clearly visible and add interest.

Improvement Opportunities

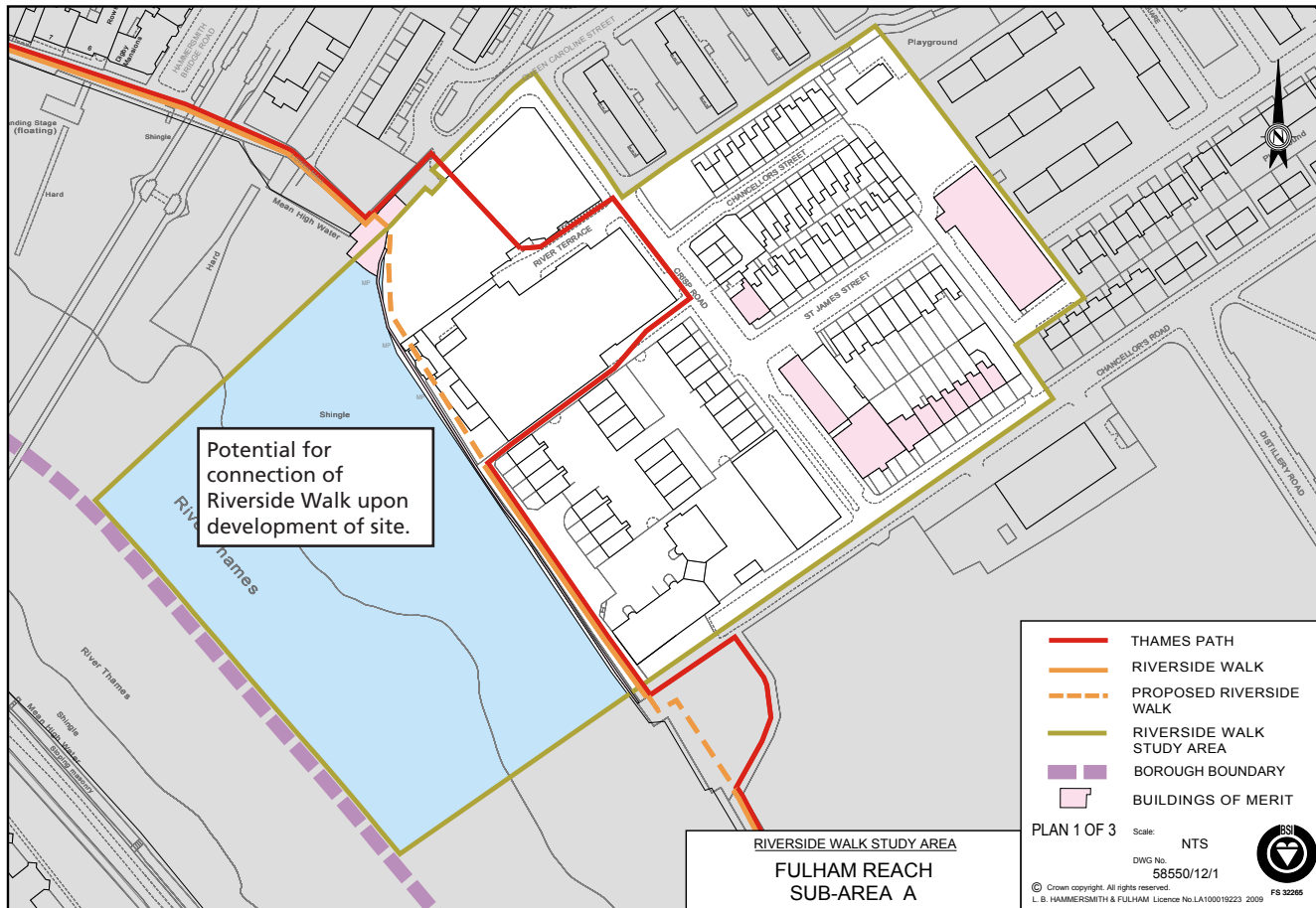
The provision of a connected Riverside Walk adjacent to the river is a key objective, and the Council will seek to create a connected riverside walk through any future development on this part of the riverside.

The paving along River Terrace and parts of Crisp Road is inconsistent and would benefit from being upgraded. It would be important to improve directional signage from Crisp Road to the river. Currently signage for the Thames Path is on the opposite side of the road and can be easily overlooked.

There are visual links from St James Street and along Chancellor's Wharf to the river, thus there is opportunity here to strengthen connectivity with improved signage.

Chancellor's Wharf consists of a significant area of hard paving. There is opportunity here to improve the visual aspect of the Riverside Walk through landscaping and installing new furniture and lighting to Streetsmart standards. This will be particularly important once the links through the adjoining sites are secured and a connected route alongside the river has been achieved.





Proposed Enhancement Works

Small scale

- Improve awareness of historical location through a suitably located interpretation board close to Hammersmith Bridge
- Refurbish riverside railings
- Install new paving, seating and lighting to Streetsmart standards
- Where the Riverside Walk diverts inland, upgrade paving to Streetsmart standards
- Improve signage from Crisp Road to the Thames Path

Large scale

- Redesign the Riverside Walk fronting Chancellors Wharf to Streetsmart standards incorporating tree planting.
- Secure a connected Riverside Walk to appropriate standards through any redevelopment of the riverside sites



Fulham Reach: Sub-Area B: Chancellor's Road to Greyhound Wharf

Character Appraisal

After the short stretch alongside the river at Chancellor's Wharf, the Riverside Walk makes a temporary diversion away from the river for a short distance, with a narrow path cutting through vacant land at Hammersmith Embankment. This future development site is part-shielded from view by high fencing. Upon completion of development here, the Council will have secured a stretch of Riverside Walk adjacent to the river, publicly accessible green space and a water sports centre.

Through the rest of this sub-area the Riverside Walk runs alongside the river. There are good views along this stretch, thanks in part to the very low balustrade. Plants that have colonised the river-side of the wall add interest. The character of the Riverside Walk is greatly influenced by the adjacent Hammersmith Embankment, a large mixed-use development. Around one quarter of the stretch is occupied by the completed phase 1 of the office development scheme, with a large green space on the riverside. However it is fenced off from the Riverside Walk and although it contributes visually to the setting of the route, it remains primarily disconnected.

The path downstream is backed mainly by residential developments, some with balconies overhanging the Riverside Walk, which create a sense of enclosure. The Riverside Walk regains a sense of openness at the River Café with raised planting areas and forecourt area.

At the downstream end of this sub-area, the character of the Riverside Walk is influenced by the adjacent residential developments and open areas. A sunken ball park provides an unattractive and inappropriate setting for the route. Views out from the Riverside Walk include a dolphin (a former mooring structure) and panoramas across to the wooded towpath and the Barnes Wetland Centre on the Surrey bank.



Improvement Opportunities

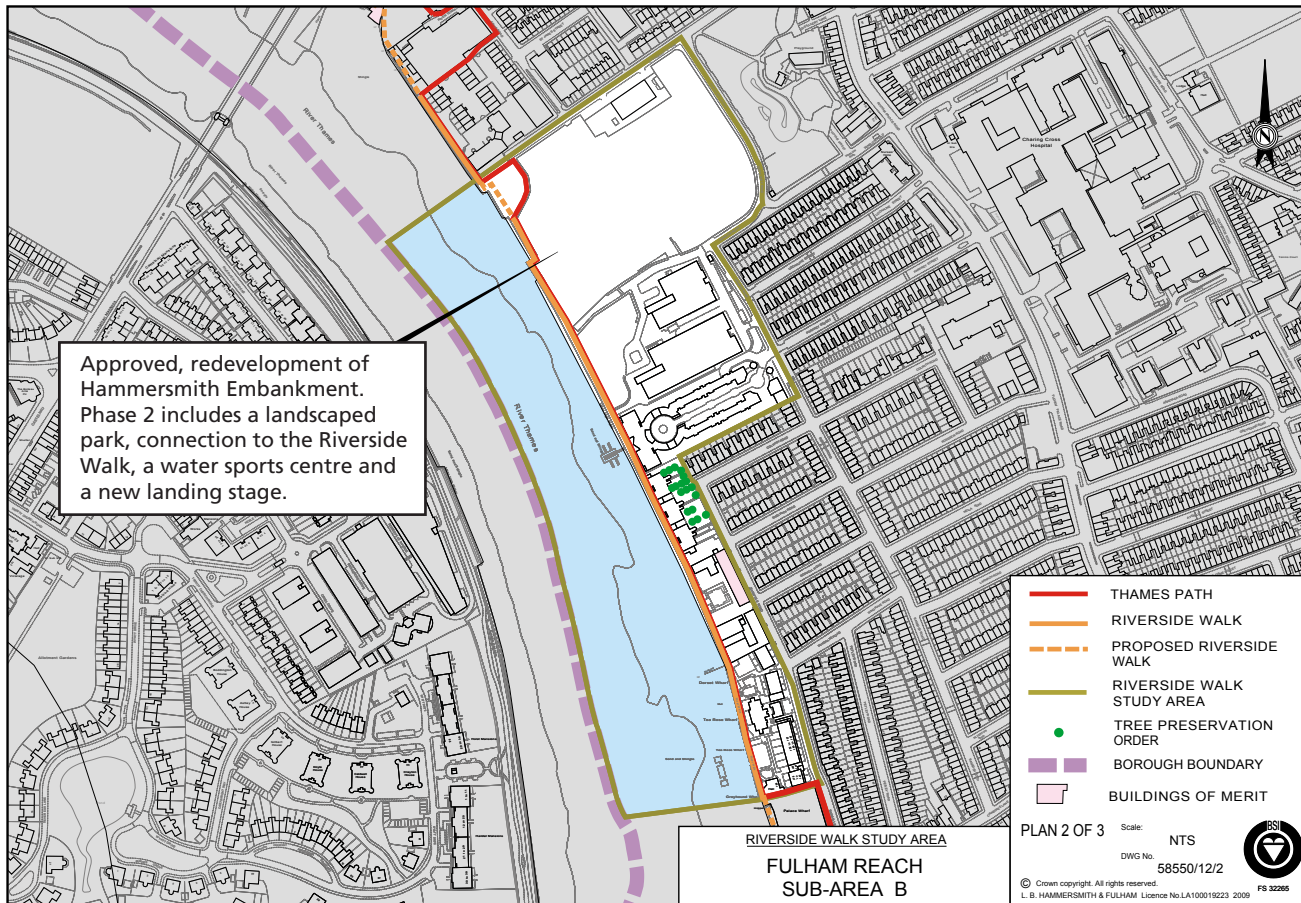
The style of paving, lighting, seating and river wall is inconsistent and some is in poor repair. There is a great opportunity here to improve the character by upgrading the paving, lighting and furniture.

The section of the route between Kings Reach and Thames Wharf is one of the few remaining stretches of the Riverside Walk that has not been adopted by the Council and cannot therefore be laid-out to Streetsmart specification without the agreement of the riparian owners

The dolphin is an example of disused river infrastructure that is a valuable asset with potential for future development and use.

Tea Rose Wharf, at the downstream end of this sub-area, is a site on many levels, with several sunken or fenced landscaped areas. There is opportunity to improve the landscaping in this area and enhance connectivity to the river.





Proposed Enhancement Works

Small scale

- Plant additional trees and soft landscaping to enhance the Riverside Walk for pedestrians and improve biodiversity and views along the riverside
- Remove small obstruction in Riverside Walk opposite the dolphin
- Plant native trees in empty tree pits
- Encourage further colonisation on the river side of wall
- Improve awareness of historical significance of Parish boundary with an information plaque
- Collaborate with the riparian owners of private stretches of the Riverside Walk to enable the redesign of the footway and future maintenance to be to Streetsmart standards.

Large scale

- Replace paving, furniture and lighting to Streetsmart standards and install additional benches where necessary
- Consider potential for retention and use of dolphin.
- Restore historic section of river wall including buttresses, parish boundary stone and other artefacts.
- Ensure that the provision of a water sports centre, publicly accessible park and new landing stage are achieved through Hammersmith Embankment development
- Improve landscaping at Dorset Wharf and Tea Rose Wharf
- Consider recording names of old wharves with discreet signage

Fulham Reach: Sub-Area C: Greyhound Wharf to Fulham Football Club

[Note : Palace Wharf and Crabtree Drawdock are within Crabtree Conservation Area]

Character Appraisal

Another inland diversion occurs at the upstream edge of this sub-area, at Palace Wharf, which is on the Council's register of Buildings of Merit. As the path heads inland it is narrow and hemmed in by high brick walls. The path runs along Rainville Road which forms the boundary between the Fulham Reach and the Crabtree conservation areas.



The path reconnects with the river alongside the Crabtree pub, where a drawdock provides access to the river. Here the foreshore widens to form an amenity space [except at high tide] with two willow trees growing in the shingle beach. This was once an important river crossing point.

The width of the Riverside Walk varies, and at points is bordered by some open grassed areas. Along this varied stretch there is a combination of sections with either a balustrade or low vertical railings. Plants that have colonised the river side of the wall add interest.

Further along the character of the Riverside Walk is influenced by Rowberry Mead open space. It benefits from some attractive mature planting and children's play areas, but has poorly designed balustrade around two old silo pits which border the riverside walk.

At the downstream boundary of this sub-area, the Riverside Walk again turns inland, around Fulham Football Ground via Stevenage Road.

Improvement Opportunities

The council will seek to improve the connectivity of the Riverside Walk through any future development.

There is opportunity to improve connectivity as the walk heads back to the riverside from Rainville Road to Crabtree Wharf. The signage here could be improved as there are two possible routes to reconnect with the Thames Path, one is narrow with steps, while the other is more direct and is level.

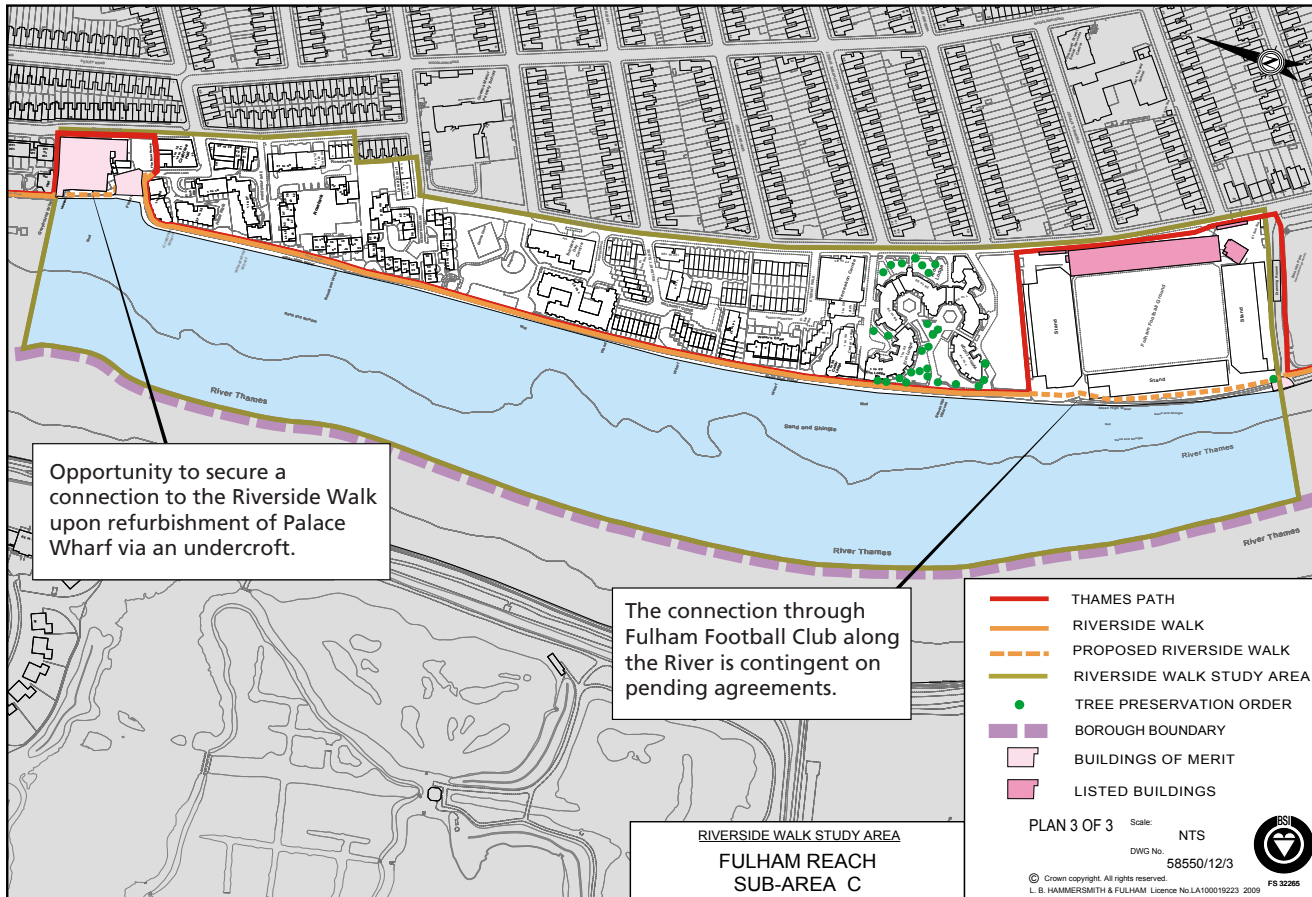
The area adjacent to the drawdock could be enhanced by the removal of parked cars, and the implementation of a scheme for its environmental improvement which linked it to adjoining spaces.

Crabtree Lane was once an important historical connection to the River and there is opportunity to strengthen links to the river with improved signage.

The paving along this whole section of Riverside Walk is inconsistent and would, together with the street furniture, benefit from being upgraded to Streetsmart standards.

Rowberry Mead is a series of segregated open spaces on various levels, creating a defensive relationship with the river. There is opportunity to here to improve the landscaping and strengthen connectivity to the Riverside Walk and river.

Where the Riverside Walk diverts inland again at Fulham Football Ground, there is potential to improve accessibility and strengthen links with the river.



Proposed Enhancement Works

Small scale

- Create a more flexible space with an emphasis on planting for biodiversity at Rowberry Mead
- Replace balustrade at Rowberry Mead
- Improve existing planting for biodiversity in Stevenage Park
- Encourage further colonisation on river side of wall
- Replace balustrade at Stevenage Park to Streetsmart standards
- Plant trees in empty tree pits
- Investigate planting trees in land adjacent to the Riverside Walk
- Improve signage where route diverts inland

Large scale

- Seek a connected riverside walk through Palace Wharf and Crabtree Wharf with appropriate landscaping.
- Improve connectivity between the hinterland and the Riverside Walk at Rowberry Mead
- Renew children's play area at Rowberry Mead
- Promote recreational use and improve landscaping of Crabtree drawdock
- Investigate potential of improving setting of pathway alongside Stevenage Park and Fulham Football Ground.
- Upgrade paving and install new lighting and furniture to Streetsmart standards
- Improve paving to Streetsmart standards where the Riverside Walk diverts inland



Bishops Park

Brief History Of The Area

The outstanding feature in this study area is Fulham Palace which is a courtyard house of medieval origin and is listed Grade I. Together with its associated buildings, including the Lodge, Chapel and stable buildings [all of which are listed in their own right], the Palace sits within a strong landscape setting, which along with Bishops Park forms an attractive backdrop of historic importance to the riverside.

The Bishop of London held the Manor of Fulham from 704, when the Bishop of the East Saxons bought the estate of Fulham from the Bishop of Hereford. The medieval palace was demolished in 1506. The Palace, we see today was surrounded by a moat, which sadly in the 1920s was filled in. The moated site is the Borough's only Ancient Monument. The Bishops of London continued to live at Fulham Palace until 1973 when the Hammersmith and Fulham Council took a long lease on the Palace and its grounds.

The population of Fulham grew in the 19th century and In 1883 the Bishop of London offered the meadow lying between the Palace Moat and the River, known as the Church Meadow, together with the adjoining Bishop's Walk, totalling about 5 acres, as an open space for the people of Fulham.

The Ecclesiastical Commissioners took over the Bishop's demesne lands and between 1884 and 1889 parts of the land known as Bishop's Meadow, Kent Meadow and West Meadow were conveyed to Fulham District Board of Works to be converted into a public recreation ground

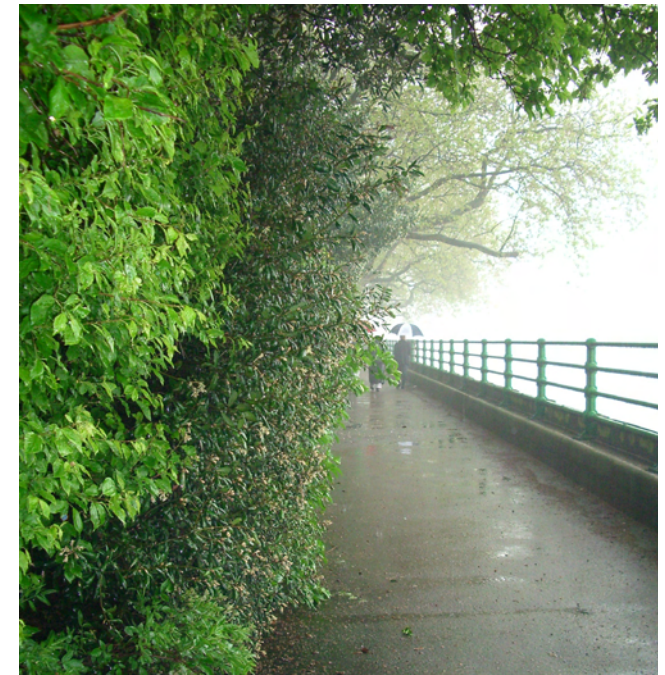
In 1889 a riverwall was erected along the whole frontage of the site by the firm of Joseph Mears. The wall included flights of steps 30 feet wide at each end. The embankment was completed in 1893.

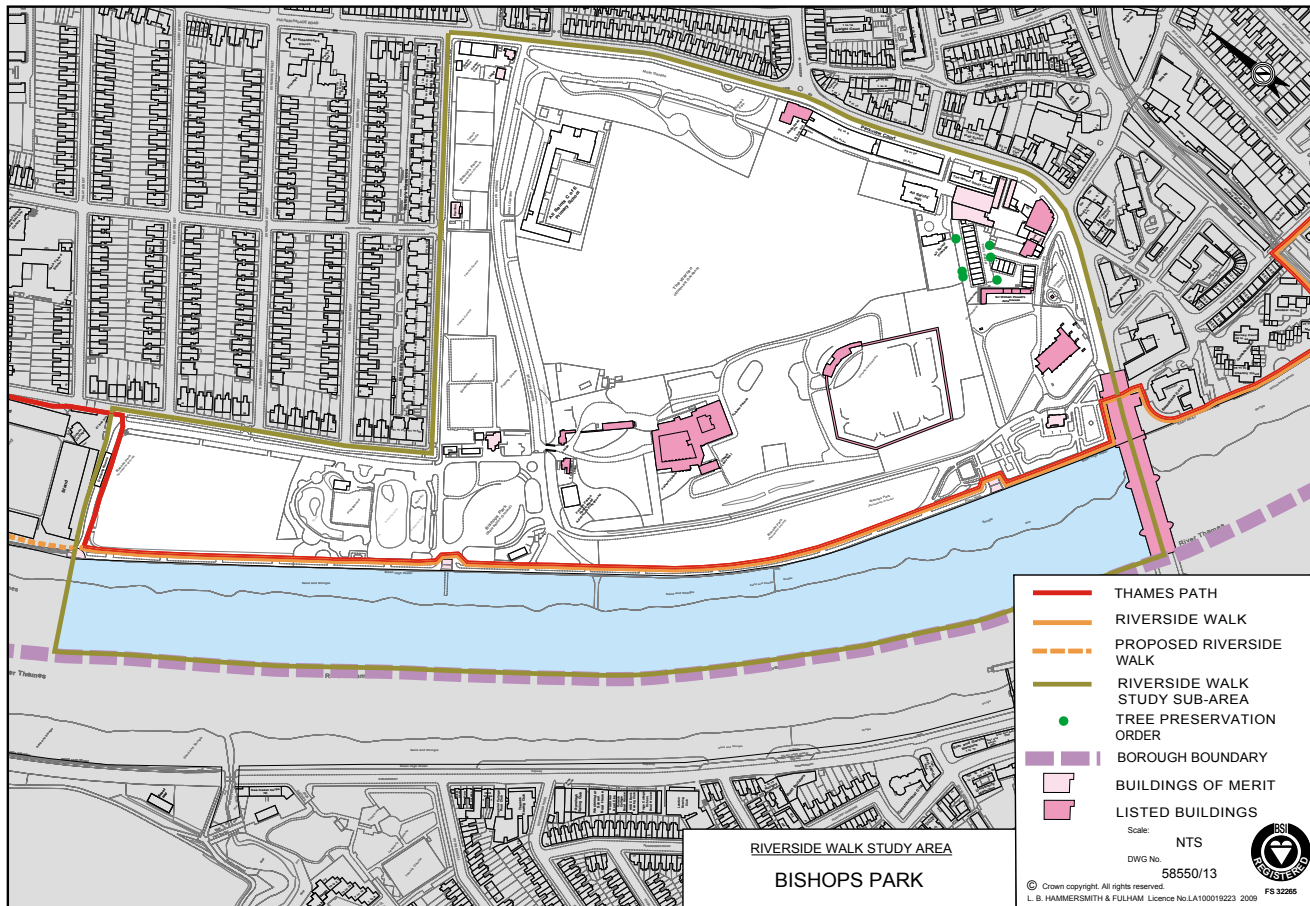


Bishops Park was formally opened by Sir John Hutton, Chairman of the London County Council in 1893. Further extensions to the park were added up to 1926. The entire area is designated Metropolitan Open Land and a Nature Conservation Area. Bishops Park and Fulham Palace Garden are included in the English Heritage Register of Historic Parks and Gardens.

Two important buildings lie within this connected landscape setting close to Putney Bridge at the downstream end of this area. Pryors Bank is a late 19th century half-timbered lodge set within its own gardens, and of particular visual prominence in riverside views is the Grade II* listed All Saints Church.

In 1836 the second University Boat Race was rowed from Westminster to Putney, and races took place in five of the next nine years. In 1845 the race was moved to the stretch of the river between Putney and Mortlake where it continues as an annual event today.





Proposed Enhancement Works

Though proposed enhancement works are included in the application for the overall enhancement of Bishops Park, i.e replacement paving, seating and landscaping, elements affecting the riverside to be considered are prioritised as the following:

Small scale

- Repaint existing railings in an appropriate colour - black
- Remove the damaged and redundant wood boarding at the base of the railings lining the riverside path.
- Refurbish all furniture including the benches in accordance to Streetsmart standards, while fostering the adopt-a –bench system where possible.
- Restoration of 2 sets of river stairs
- Incorporate lighting of an appropriate design that lessens the impact on nocturnal species.

Large scale

- With reference to the proposals included in the Lottery application bid, investigate landscape solution to protect and increase diversity of the shrubs, that can help enhance the Bishops Park section of Riverside Walk.
- Remove derelict changing rooms adjacent to Fulham Football Club boundary, including the removal of the metal wall supports and improvements to the planting along the wall, followed by the restoration of the existing path using appropriate materials.
- Consider a new path in Bishop’s Meadow on the landward side of the Plane trees to respond to the growing congestion from increased volumes of users of both pedestrian and cyclists.

Character Appraisal

This section of the riverside walk emerged from the construction of the embankment in 1889. Upon completion of the embankment, London Plane saplings were planted which today, as a long double line of fully grown London Plane Trees, create an attractive setting for the riverside.

Noteworthy are the panoramic views to the Putney Bridge, the Boat Houses at Putney Hard and Barnes Wetland Centre.

Improvement Opportunities

Significant improvements would be achieved if a scheme waiting for Heritage Lottery funding gets the go-ahead. The overall objectives are: the restoration and reinstatement of the park’s key heritage features, the rationalisation of management and maintenance activities and the provision of facilities and features that cater for local borough and London-wide audiences, encouraging increased usage and an improved visitor experience.

Putney Bridge

Brief History Of The Area

This is the site of one of the earliest bridge crossings of the Thames. Until the construction of the Old Fulham Bridge located further down river in 1729, there were no bridges across the river Thames between London Bridge and Kingston.

Before Old Fulham Bridge was built, the only communication between Fulham and Putney was by ferry. The approach to the ferry, at Fulham, was through the site of the existing Swan drawdock, to the west of the old Fulham Bridge.

Old Fulham Bridge was demolished in 1886. The present Putney Bridge (listed Grade II) which connects Fulham with Putney was erected 1882-86 to the west of the old bridge and designed by Sir Joseph Bazalgette. In the 1930s, however, the bridge was doubled in width by adding to the existing structure. The Bridge was constructed on the same alignment across the river as formerly occupied by the aqueduct of the Chelsea Waterworks Company.

By the mid 19th century there was an isolated grand house, Willow Bank (1816-17) situated on the area between the river inlet and the railway bridge, the grounds of which, included the surrounding open land. By the 1890s, Willow Bank had been demolished, the former grounds became vacant and Willow Bank had been planted with shrubs.

Character Appraisal

This section of river walk differs considerably from the previous stretch upstream with fewer trees and a predominantly residential character. The upstream section connects via the mural clad underpass under Putney Bridge. Once out of the underpass, the path splits in two directions. The first turns immediately right towards the river; the second takes the path



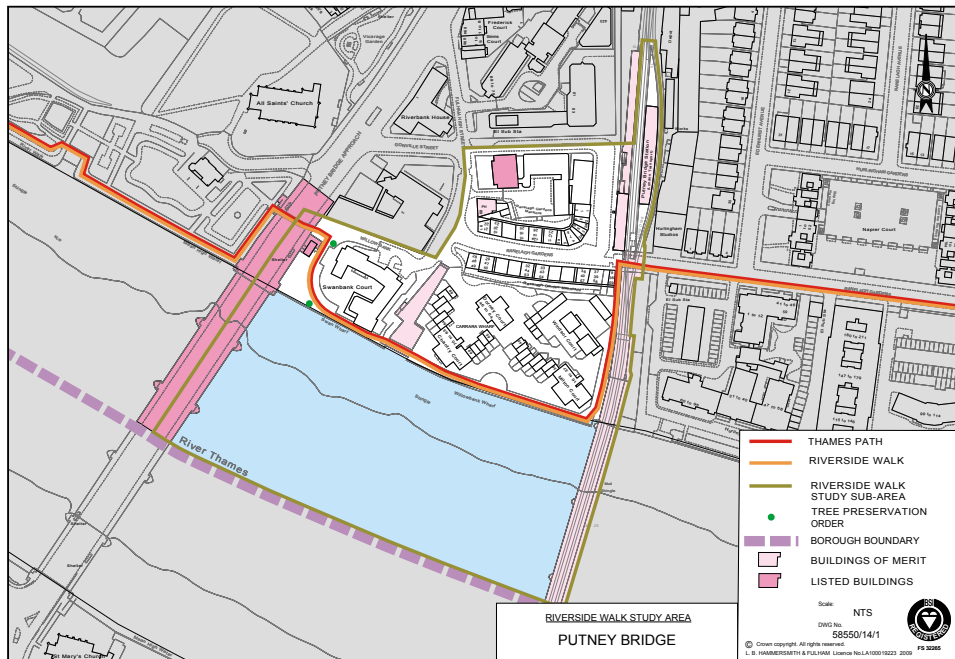
along Willow Bank and then right towards the river.

Both routes lack active frontages and are lined by fences and walls, which adds to the lack of natural surveillance and tends to give the perception of an isolated place.

The footway materials are varied, worn and uneven; the application of Streetsmart standard would give the area cohesiveness and legibility needed at this section of the Riverside Walk.

The section of Riverside Walk adjacent to Swanbank Court includes numerous trees including a mature willow that make a significant contribution to the appearance of the route.

The path leading to the bridge over Swan Drawdock Nature Reserve is circuitous but accessible. This disused drawdock is an example of creative design where residential development and the Riverside Walk have provide a niche which has allowed a riverside nature area to be developed within the urban fabric.



Improvement Opportunities

This stretch between Putney Bridge and the Putney Railway Bridge downstream has much potential for improvements to create a sense of place which could be harnessed through a thoughtful infusion of both soft and hard landscaping improvements. By addressing the need to improve the quality of the current footway materials, refurbish the street furniture, and infill the vast spaces with appropriate planting to offset the expanses of hard surfacing,

this riverside area could be transformed into a quiet oasis in which to enjoy the views.

Fortunately, this section of the Thames Path benefits from generous space around the route, enabling significant opportunities for the introduction of planting to visually soften the townscape. The improvements to this site should be focussed on two areas. The first is the area adjacent to Swanbank Court, immediately east of Putney Bridge, where improvements to the hard surfacing need to balance emergency vehicles access with a surface treatment accommodate users with disabilities. As part of any scheme, consideration should be given to designing out potential misuse of the area by improving opportunities for natural surveillance.

A second scheme should consider enhancements to the link between Carrara Wharf and Ranelagh Gardens. The use of lighting and improvements to the detailed design of the path and boundary treatments, would dramatically transform this

backland connection, and would foster a more welcoming approach to this part of the Riverside Walk's longest inland diversion.

Proposed Enhancement Works

Small scale

- Plant trees where possible – tree planting and soft landscaping should be included in any scheme for this area.
- Remove obstructions in the footway, remove graffiti, repaint railings in a more appropriate colour e.g. black or invisible green
- Consider an information board at Swan Drawdock

Large scale

- Future footpath improvements to Swanbank Court need to achieve a balance between competing demands of the space. The improvements need to take into account the requirement for access for emergency vehicles while responding to the objective to enhance the path through the incorporation of the Streetsmart standard of materials and tree planting. Future design initiatives should consider additional opportunities for natural surveillance to lessen the opportunities for antisocial behaviour.
- The incorporation of a lighting scheme, sensitive to nocturnal species is needed for the path between the river to Ranelagh Gardens, parallel to the rail bridge. This should be completed along with the removal of the current surface treatment of the fence that lines the base of the bridge, to help foster a safer connection.
- With the help of the West London Wildlife Trust, local species of planting should be cultivated further in the Swandock Nature Reserve.

As the path leads into Carrara Wharf it widens again, revealing views of the river which are framed by the road and the rail bridges spanning the Thames. The railings on the crossing over Swan Drawdock are brightly painted and incongruous. Their appearance would be greatly improved by an appropriate colour scheme. However it is the extensive emphasis of hard surfacing and lack of planting along this stretch of Riverside Walk that gives the area a severe, stark character. Before linking with the following inland section, the path narrows and presents a poor aspect with layers of wire and boarded boundary walls, and open views into commercial uses which occupy the space beneath the rail bridge. This link to Ranelagh Gardens and the foot bridge over the river, is particularly narrow and dark, exacerbated by bollards in the footway and poor lighting. This diversion inland continues for another 1548 metres before rejoining the river at Broomhouse Lane.

Hurlingham

Brief History Of The Area

The history of this section of the riverside walk is dominated by Hurlingham Club Grounds, Hurlingham Park, and the surrounding residential development. From at least the 11th century the land within this area belonged to the Bishops of London and formed nursery gardens and meadows along the Riverside. Hurlingham House, which was built from 1760 as a villa fronting the River Thames, now forms the main part of the Hurlingham Club. The land comprising the Hurlingham Riverside Walk study area rises from the Thames, and is protected from the river by an embankment.

The Hurlingham Club was founded in 1869 and the grounds are shown in the OS map of 1894, along with residential development to the north. By 1916, the surrounding area had been developed with residential terraces. The Hurlingham Club estate was severely affected by the Second World War. Serious damage was inflicted to both the east and west ends of the Club House. Following the War, the Polo playing fields were acquired by London County Council, for public recreation grounds and housing. Today, the Polo playing fields form part of Hurlingham Park, which, along with the club grounds, are designated Metropolitan Open Land.

From the riverbank of the Hurlingham House grounds there are views across the river to riverside residential development and Wandsworth Park. From the opposite bank, Hurlingham House grounds provide an important green edge formed by mature trees and open space and the natural foreshore in front of the embankment. In winter there are glimpses of the listed Hurlingham House.



Character Appraisal

The route through this study area is predominantly inland. The Thames Path begins its inland diversion from Ranelagh Gardens beneath the Putney Bridge Viaduct where recent works to upgrade the public realm have created a "gateway" to this inland stretch of the Thames Path.

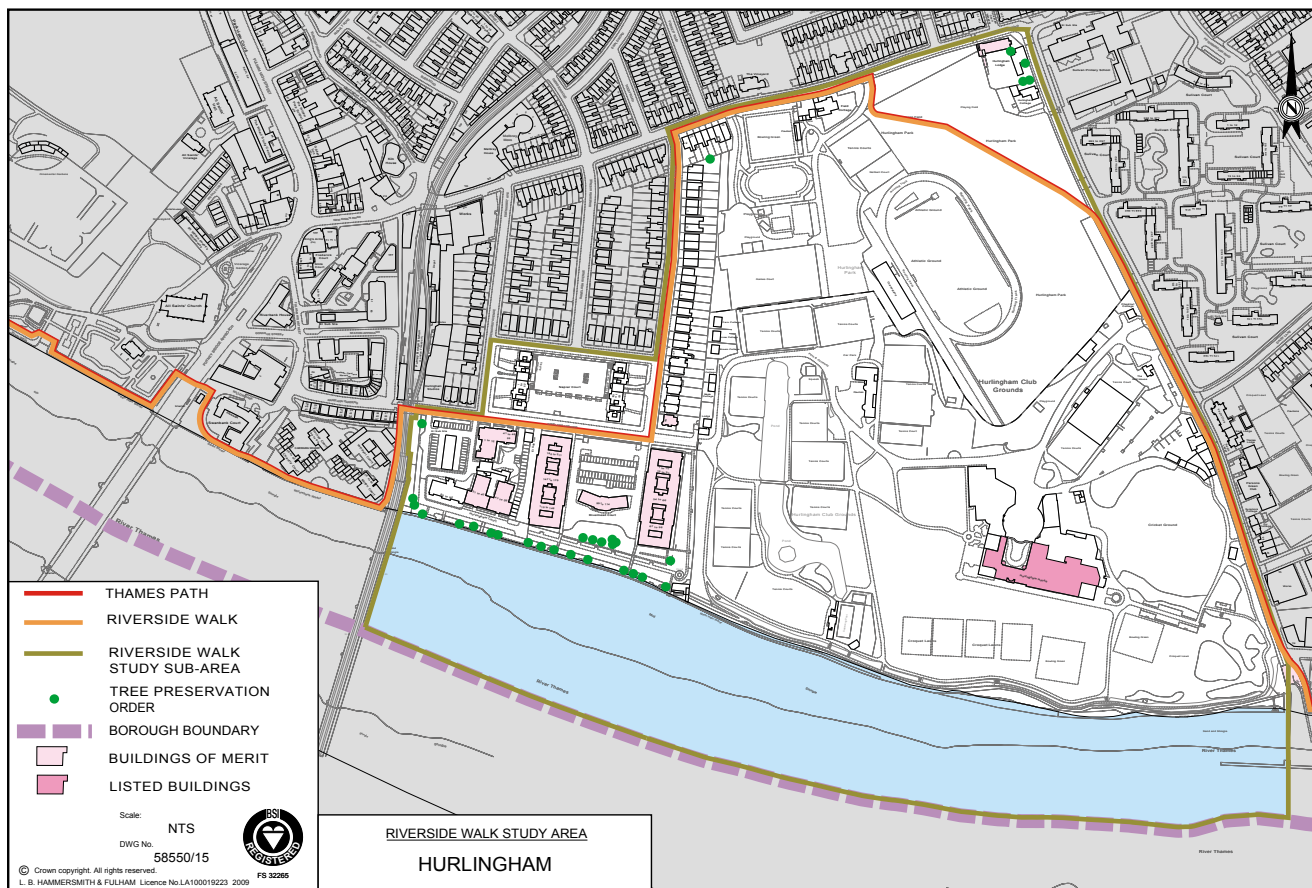
Though the distinctive feature of the river is lost on this stretch of the path, the inland detour provides a scenic link.

From Ranelagh Gardens the path continues north along Napier Avenue, where trees in front gardens add to the attractive setting. In the summer months, this Avenue provides an impressive display of wisteria growing at a number of properties which adds to the enjoyment of this route. The path veers east towards Hurlingham Park, along Hurlingham Road. Among the more notable buildings is The

Vineyard, listed Grade II, on the north side of Hurlingham Road which dates from the early seventeenth century.

Though Hurlingham Road is a relatively enclosed space due to the terraced nature of the development with a compact grain, the terraces that line Hurlingham Road have different architectural detailing to their facades which provides variety and interest. The eastern end of the route enters Hurlingham Park on the south side of the road. The direction of the Thames Path is not obvious. The route is greatly enhanced by the spaciousness and informal diagonal crossing offered by this detour. Views of the white tennis domes seen across the park impact on the otherwise mature green landscape.

Where the path exits from the east of Hurlingham Park on to Broomhouse Lane, there are a number of five buildings. At the corner of Daisy Lane and Broomhouse Lane sits the 'Elizabethan School', listed Grade II, which is a striking landmark building,



Further south, are Sycamore and Ivy Cottage (both Buildings of Merit), dating from the eighteenth century when Broomhouse Lane was not the busy traffic thoroughfare it is today.

Improvement Opportunities

Though opportunities for improving the link between the park and the river should be considered, the existing river's edge which forms the most southern boundary of the Hurlingham grounds, is one of the few naturally tidally inundated Thames-side embankment areas in West London and probably the first such area upstream of Tower Bridge. It

supports several mature willows and riparian ground flora species which together with the tidal debris provides shelter for a range of invertebrates for birds to feed on. Whilst it is clearly the most ideal link for the riverside walk, hard landscaping could pose potential permanent harm to the quality of this fragile ecosystem. Additional issues arise when considering a permanent link inland with the negative impact this might make on Metropolitan Open Land. While opportunities should always be considered the costs of permanent impacts on the environment are considered to be too great in this instance.

Proposed Enhancement Works

Small scale

- Improve the footways of this inland detour, such as increasing the width where possible and upgrading to Streetsmart standards.
- Consideration should be made to improve the signage of this inland detour
- Investigate the possibility of introducing the water vole to the natural banking
- Introduce tree planting to mitigate the views of the white tennis domes across the park

Large scale

- Under the Park and Culture Department's Parks Renewal Programme Hurlingham Park is targeted as a vital school sports zone and has future planned maintenance scheduled to refurbish the pitches and soft landscaping. The route, which crosses the park to reach Broomhouse Lane requires a clearer way and more direct lines of sight between the markers



Sands End

The boundary of the Sands End study area is shown on the map opposite. It is subdivided into three areas which reflect the variations in character of this study area

Brief History Of The Area

Prior to modern industrial development the land within the area which is today referred to as Sands End formed Town Meadows. The area was generally open, liable to flooding and dissected by creeks. The western edge of the area at Broomhouse is designated as an archaeological priority area in the Unitary Development Plan due to Medieval and possible Saxon settlement.

Broomhouse Drawdock is an ancient river access point first recorded in the fifteenth century and even then it was said to be "beyond the memory of man". There was a ferry across to the other bank and a small remnant of the stone causeway can be seen at low tide.

Much of Sands End was transformed between the 1890's and 1916 by industrial development taking advantage of the river frontage.

The River Thames provided the impetus for the extensive industrial and storage development which grew in the Sands End area. Delivery of raw materials by river, particularly coal, stimulated the development of Fulham Power Station and a gas works.

The industry was served by two important dock structures. Firstly, the Gas Light and Coke company dock, constructed in the 1860s, connects with Chelsea Creek through a sluice under the railway embankment. The outline of the dock can be clearly seen on the ground although some of it is filled in. Part has become a pond populated by wildlife. Secondly, Chelsea Basin which gave access for coal barges, and allowed transfer to rail. A goods yard developed along the extensive railway sidings during the early part of the 20th Century. The basin is now remodelled as the marina in the Chelsea Harbour development.

The industrial areas were also accessed by Townmead and Carnwath Roads, which run parallel with the river frontage. By 1916 extensive residential areas to the north of the study area were also complete.

The land remained predominantly industrial in use until the 1980s when the decline of traditional industries and uses led to the buildings being vacated, and eventually, the clearance of many sites.

Redevelopment schemes have since, diversified activities across Sands End bringing residential use to some of the river frontage, and opening up the riverside for public use.

The bridges across the Thames are key features in the area. Wandsworth Bridge provides views along the Thames in both directions. It was completed in 1939, replacing a metal latticework bridge dating from 1873.

Cremorne Railway Bridge constructed in 1863 is listed grade II*. It is a five span wrought iron bridge which is one of the earliest railway bridges across the Thames and remains little altered since its construction.

Character Appraisal

The sweeping curve of the river, especially from Wandsworth Bridge to Battersea Reach is a particularly important feature and a principal component in defining the character of this area. The curve allows for ever-changing panoramic views to be enjoyed as the viewing point moves downstream.

A number of commercial wharves remain of which Comleys, Swedish and Hurlingham wharves are safeguarded. Apart from the working wharves, few reminders of the industrial period from the twentieth century remain, with the notable exception of –

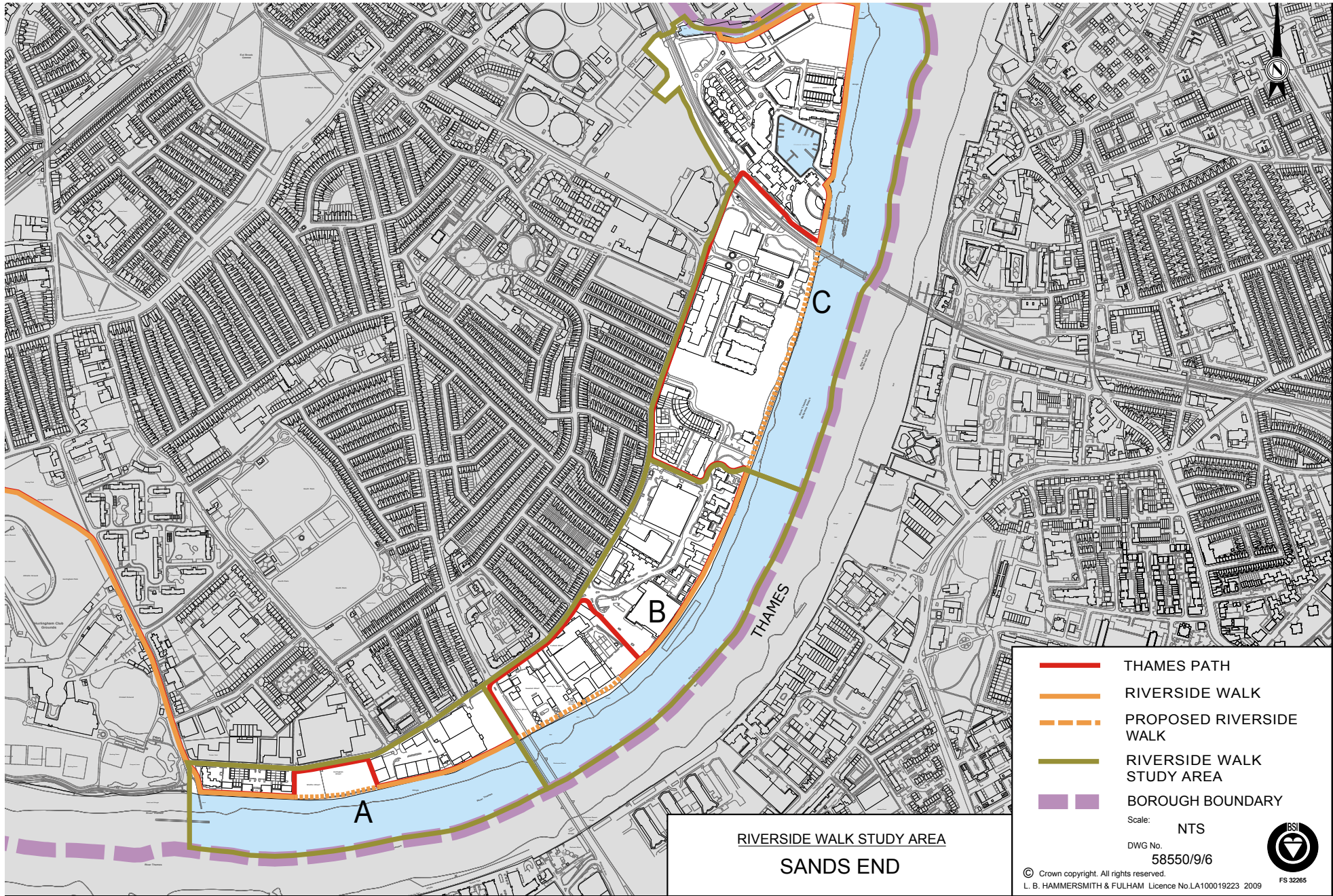
A. the handsome, ornate façade of the Fulham wharf warehouse which has been vacant for many years and is now in poor condition.

B. the electricity substation dating from 1936 with a well-proportioned elegant façade, and

C. the remains of the Fulham Power Station building of 1897 which has been successfully converted for storage use.

These buildings, (or parts of buildings) together with some surviving boundary walls, provide reminders of the traditional industrial architecture and contribute to the character of the area. Currently the area is predominantly residential, with some retail, business and leisure uses that were introduced in recent years.

The Sands End study area has been identified as a regeneration area within the Council's LDF Core Strategy for South Fulham. This area therefore is subject to future regeneration initiatives which prioritise progress of riverside improvements further.




RIVERSIDE WALK STUDY AREA
SANDS END

- THAMES PATH
- RIVERSIDE WALK
- PROPOSED RIVERSIDE WALK
- RIVERSIDE WALK STUDY AREA
- BOROUGH BOUNDARY

Scale: NTS

DWG No. 58550/9/6

© Crown copyright. All rights reserved.
L. B. HAMMERSMITH & FULHAM Licence No.LA100019223 2009



FS 32265

Sands End: Sub-Area A: Broomhouse Lane to Wandsworth Bridge Road

Character Appraisal

Following the inland detour the path returns to the riverside at Broomhouse Drawdock. The width of the riverside walk that runs parallel to the residential development, is relatively generous but is paved as a functional strip with little planting. There are striking views from this section of the river. This is undermined by the strictly functional appearance of this section river with a high concrete wall, white rail that inhibits the ability to look over to the river below, and the lack of biodiversity. This short stretch adjacent to the river is little used as the route diverts inland once again to circumvent Hurlingham and Whiffen Wharves.

The path narrows considerably as it travels inland towards Carnwath Road around the two wharves. The footpaths are uneven, and the boundary treatment securing the wharf sites are unattractive and inhospitable in appearance. The route rejoins the riverside after Hurlingham Wharf, where it is continuous up to Wandsworth Bridge. The commercial premises that adjoin this section of riverside have a poor relationship with the river and in most cases turns their back to the river presenting a blank rear or side elevation to the riverside with unattractive commercial signage and air-conditioning units.

The path between Hurlingham Wharf and Wandsworth Bridge is a stretch which contains much potential for improvement aimed at minimising the impact of the wide expanse of blank walls of the commercial units facing the river. The footway in this section meets the standard width of six metres and includes pockets of shrub planting which, in summer, softens this otherwise barren stretch.

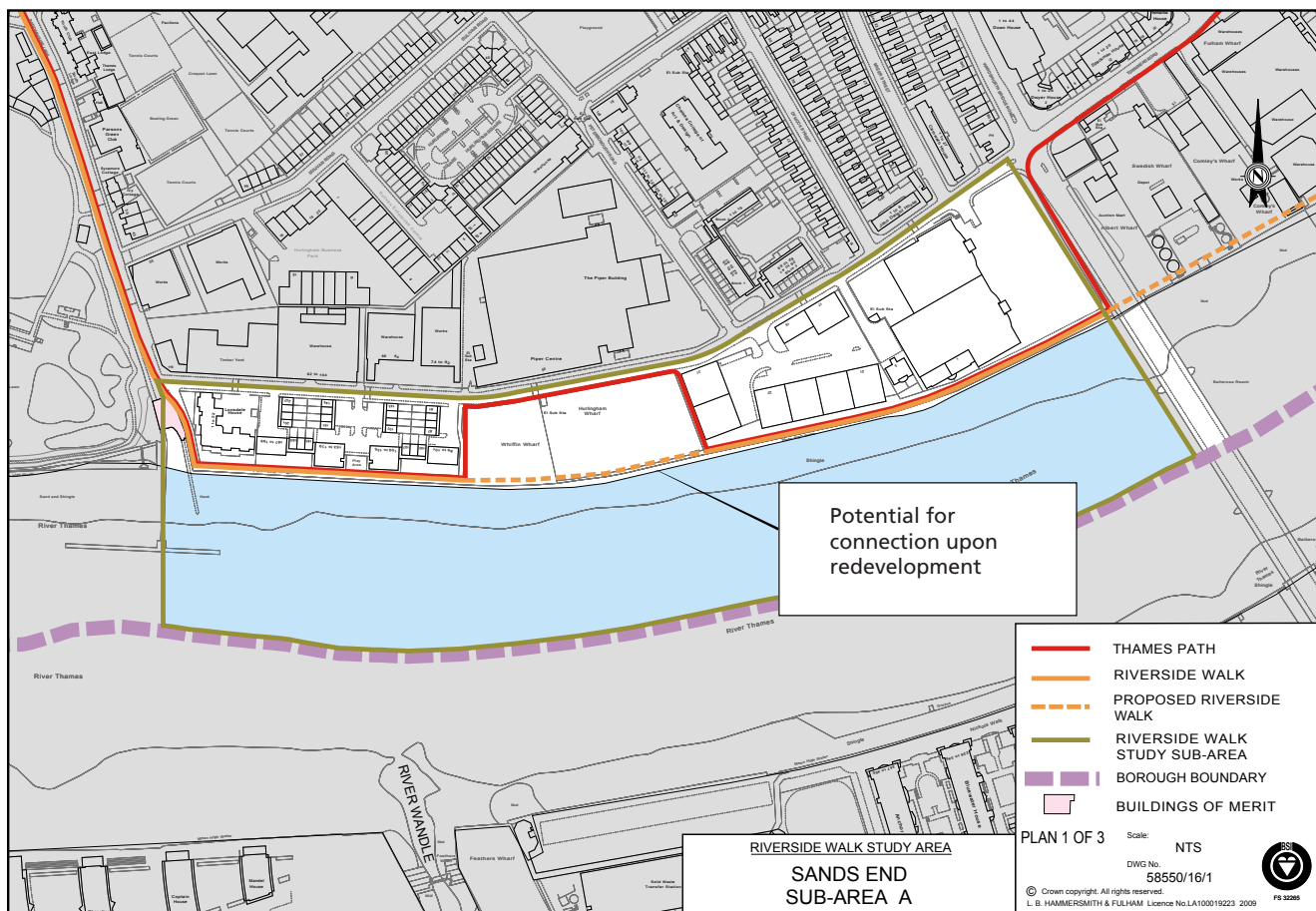
This final section before Wandsworth Bridge is lined with two large retail units which, similar to



their neighbours, have a poor relationship with the river. There is a neglected strip of trees and shrubs that grow along this narrow strip that separates the Riverside Walk and the car park.

The Riverside Walk turns abruptly at Wandsworth Bridge where it begins a further inland stretch before beginning its final uninterrupted length to Chelsea Creek.





Improvement Opportunities

The provision of a largely uninterrupted path alongside the river from Broomhouse Dawdock to Chelsea Creek would be the key objective for this area. A continuous route would encourage greater use, a cohesive approach to the design, and would allow for pockets of biodiversity to flourish, contributing to the long term aspiration of a cohesive Riverside Walk's landscaping network.

Whilst the Riverside Walk remains partly routed along Carnwath Road, opportunities to upgrade the footway, introduce planting and improved signage should be explored.

Where the path runs between the river and the back of the blank facades of large retail warehouses, the opportunity to intensify the planting of trees should be explored. A tree planting scheme could be accommodated within the existing layout as the path is designed with recessed areas for planting that is currently poorly maintained.

Proposed Enhancement Works

Small scale

- Establish a planting scheme from Broomhouse Drawdock to Wandsworth Bridge.
- Upgrade this stretch of the Riverside Walk to the standards as outlined in Streetsmart
- Reinstate "ecological planting" scheme at Broomhouse Drawdock
- Seek to remove the alienating commercial signage and air-conditioning units on the riverside

Large scale

- Secure an extended path throughout this stretch of riverside
- Seek improvements to the route crossing from the west to the east side of Wandsworth Bridge Road



Sands End: Sub-Area B: Wandsworth Bridge Road to Imperial Crescent

Character Appraisal

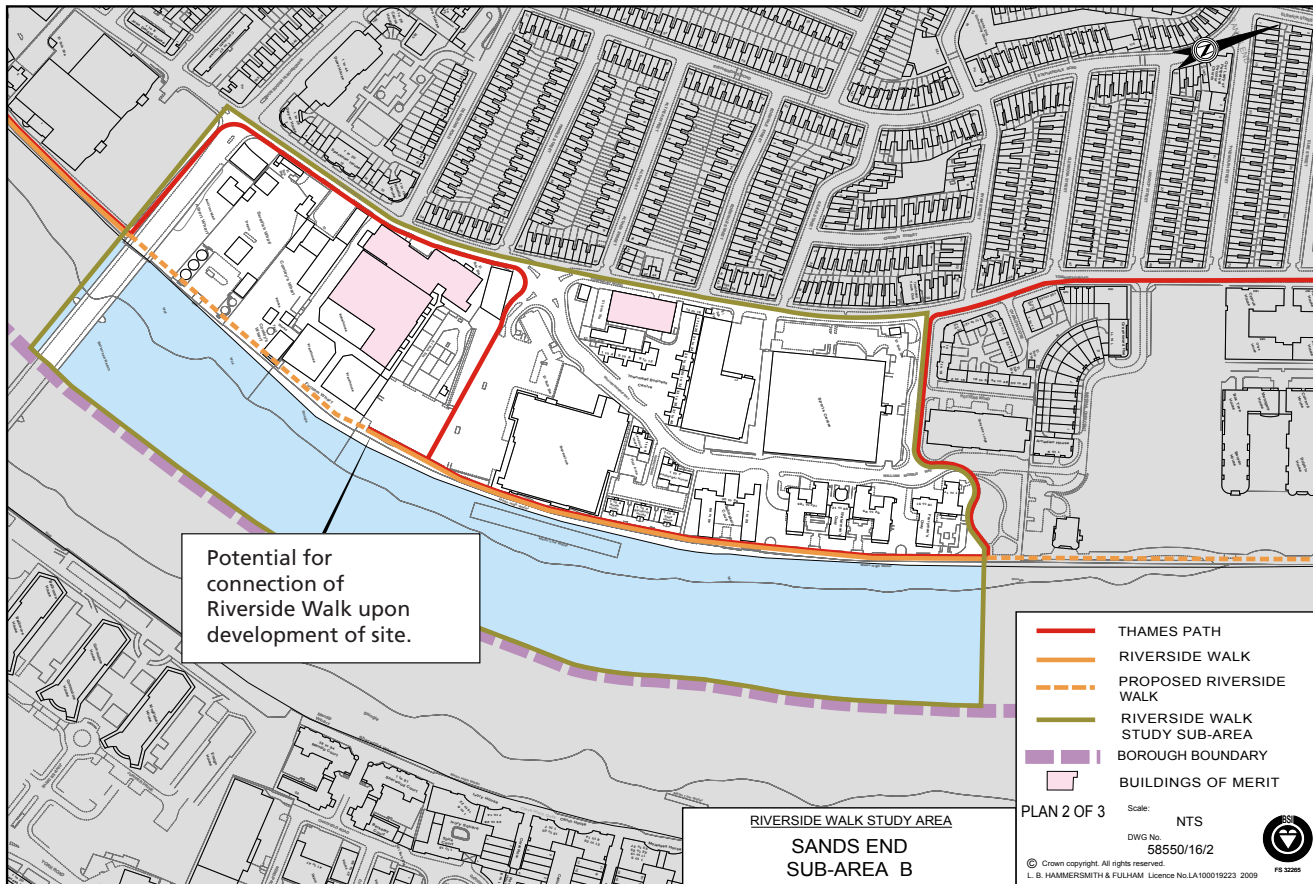
The Wandsworth Bridge Road junction is dominated by noise and traffic and is a particularly difficult place for pedestrians to negotiate. Once on Townmead Road, the Thames Path is both visually and physically disconnected from the riverside as it passes both Swedish Wharf and RMC Fulham Comley's Wharf, currently in industrial use, and the long frontage to the disused Fulham Wharf site.

The footpath is narrow and uneven, and the nature and appearance of the adjoining sites is currently unattractive. Once past the boarded vacant buildings on the Fulham Wharf site, the path is able to rejoin the riverside through the car park of the Sainsbury's store where it commences its last stretch of uninterrupted walk, the most urban in terms of character.

The design of the store presents a poor aspect to the riverside, and the Riverside Walk in this location could be significantly improved in terms of materials, layout and landscaping. The riverside includes a disused dolphin which should be retained and a use found which could benefit this part of the riverside.

The Walk then passes residential developments of differing heights and scales which lack permeability and connectivity to the Riverside Walk.





Proposed Enhancement Works

Small scale

- Encourage the use of the riverside by improving connectivity to the river from the surrounding residential neighbourhood
- Where the route remains on Townmead Road, improvements to the street scene should be implemented in accordance with Streetsmart guidelines
- Increase landscaping, refurbish hard surfacing and install street furniture based on the Streetsmart design pallet on the existing Riverside Walk

Large scale

- Consider options to improve connections across the bridge
- Secure high quality connected Riverside Walk in any future development in this part of the study area
- Consider options for the reuse of the dolphin alongside the Sainsbury's store
- Secure improved biodiversity along the river wall as part of any riparian development (see Appendix C.11)
- Secure a walkway along the Fulham Wharf frontage as part of any redevelopment

Improvement Opportunities

Opportunities for improving the connections between west and east at Wandsworth Bridge should be examined. When proposals come forward for the Fulham Wharf site, significant improvements to the connectivity of the route could be achieved. It will be important to ensure that the site maximises its potential to bring the path along the riverside, and is permeable to enable connections to be made through the site to Townmead Road.

Where the Riverside Walk aligns the riverside wall, a more consistent design approach to its design,

materials and landscaping would improve the quality and cohesion of this linear route. The Walk in this location benefits from a generally agreeable width, and a more conjoined approach to the layout and landscaping would significantly upgrade its appearance.



Sands End: Sub-Area C: Imperial Crescent to Lots Road.

Character Appraisal

The Riverside Walk, as it passes the Imperial Wharf development, benefits from the open aspect afforded by the new park implemented as part of the development. Significant new open spaces alongside the Thames are rare. The design of the park has recognised the importance of the connection through to the riverside and will be of great benefit to those using the Riverside Walk. Existing mature trees have been retained along the Riverside Walk and will be supplemented by a detailed landscaping scheme.

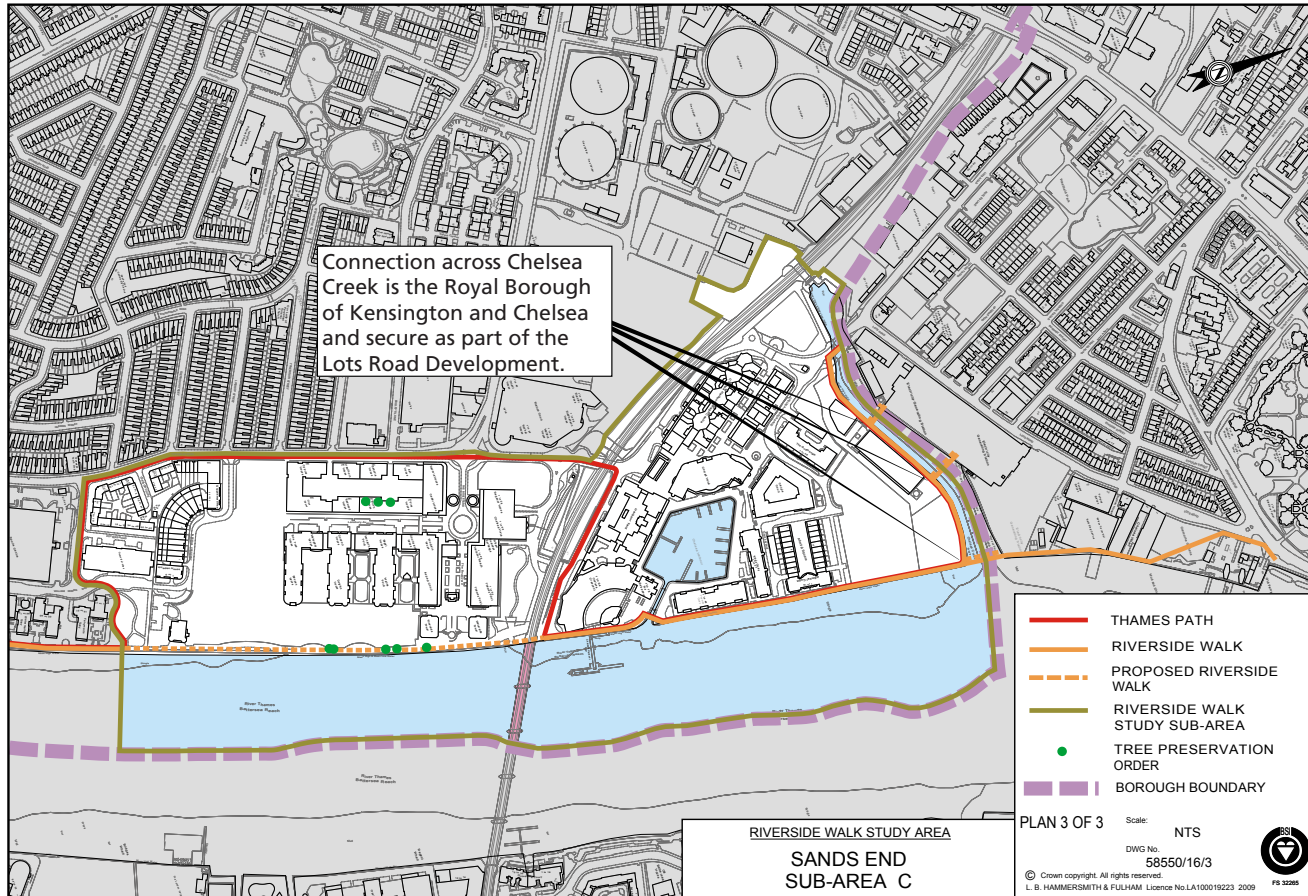
The path has been laid with temporary materials but it is intended that it will be eventually finished

to Streetsmart standards. Further connections between the Riverside Walk and Townmead Road have been introduced through the development via the mixed use Boulevard and via the landscaped park alongside the railway viaduct.

The Walk then passes through an arch in the listed Grade II* railway bridge and connects to the walkway fronting the Chelsea Harbour development. Chelsea Harbour pier, immediately to the east connects to the Riverside Walk. Here the walkway narrows and the built form closely aligns the back edge of the route. The air vents from the car park are unattractive and alienating. The path

would benefit from being upgraded with appropriate materials and opportunities for landscaping and additional seating should be explored. The Riverside Walk opens out to make a connection with the Chelsea Harbour Marina and the development generally before narrowing once more. The neighbouring site has approval for housing and will include a Riverside Walk and riverside park as well as a landscaped walk along Chelsea Creek as it turns inland, and three bridge connections over the Creek to connect with the riverside in the neighbouring Royal Borough of Kensington and Chelsea.





Improvement Opportunities

This stretch of Riverside Walk is amidst transformation. It therefore has the most immediate potential to consider the objectives of this report and the provisions necessary to create an attractive Riverside Walk with sensitive detailed design that creates a high quality public realm.

The existing stretch of the Riverside Walk at Chelsea harbour would benefit from upgrading.

Proposed Enhancement Works

Small Scale

- Increase landscaping, refurbish hard surfacing and install street furniture based on the Streetsmart design pallet

Large scale

- Secure the completion of the Riverside Walk to the appropriate standard and to secure as many of the aspirations outlined in this report as possible in its design, including landscaping and biodiversity objectives..
- Focus on the river wall as an opportunity to encourage the infrastructure to encourage plant species to take route along the creek to invigorate the health of the Creek's species and plant life. (see appendix C.11)
- An extension of the Riverside Walk to surround the partly filled gas works dock.
- Restoration of the above mentioned Dock to enable future recreational use.



Appendix A: Policy Context – Unitary Development Plan, Thames Strategy – Kew to Chelsea and London Plan

The policy background which has informed the proposed enhancement objectives and improvement works to the Riverside Walk is found in the Hammersmith and Fulham Unitary Development Plan (UDP) as amended in September 2007, the Thames Strategy - Kew to Chelsea 2002, and the London Plan February 2008 (consolidated with alterations since 2004).

Relevant policies in the UDP include:

Note : In addition to the following river-related policies in the UDP, policies relating to conservation issues would be equally applicable in many instances as the borough's riverside falls entirely within designated conservation areas. Of particular note would be:

EN2: Development in Conservation Areas

EN2B: Effect of Development on the setting of Conservation Areas and views into and out of them

EN3: Listed Buildings

EN6: Buildings and Artefacts of Local Importance and Interest

EN14: Advertisements

EN25: Protection of Trees

EN27: Protection of Trees

EN31: Important views along, across, and from, the River.

1. Development within the Thames Policy Area will not be permitted if it would cause demonstrable harm to the view from the following points:

[a] from Hammersmith Bridge, the view along the river, foreshore, and riverside development and landscape between Hammersmith Terrace to the west and Fulham Football Ground to the south.

[b] from Putney Bridges, the views along the river, foreshore and riverside, extending upstream from

All Saints Church and its environs, along Bishops Park as far as Fulham Football Ground, and from Putney Railway Bridge, the view downstream to the grounds of the Hurlingham Club.

[c] from Wandsworth Bridge, the view up and downstream of the river, its foreshore and banks, and of commercial wharves and riverside buildings.

2. Development will also not be permitted if it would cause demonstrable harm to the view from within the Thames Policy Area of any of the following important local landmarks or their settings:

[a] Upper and Lower Mall. The richness, diversity and beauty of the historical waterfront which includes Hammersmith Terrace, Kelmscott House and the neighbouring group of listed buildings, and the open space of Furnivall Gardens allowing views of the skyline of Hammersmith and the spire of St Pauls Church.

[b] Bishop's Park. The parallel avenues of mature London Plane trees and dense shrubbery which define the character of this important open space and the riverfront.

[c] Grounds of the Hurlingham Club. The landscaped edge of the grounds providing glimpsed views to the listed Hurlingham House.

[d] Hammersmith Bridge. The fine example of a suspension bridge is particularly dominant, and is an important landmark along this stretch of the river.

[e] Putney Bridge and the adjacent All Saints Church.

EN31X: Design of development in the Thames Policy Area. Development will not be permitted within the Thames Policy Area unless it respects the riverside context, is of a high standard of urban design and maintains or enhances the quality of the built environment. Schemes that meet these requirements, and by their design, contribute to creating an attractive, safe and interesting riparian environment will be welcomed.

EN32: Provision for water-based activity and uses in the river. Development will not be permitted if it would result in the loss of existing facilities in the river for water-based activities and uses, unless the facilities are demonstrably surplus to current or anticipated requirements, or unless alternative facilities of similar or greater utility are to be provided.

Developments that include provision in the river for water-based and river-related activities and uses, and for facilities associated therewith, particularly where these would be publicly accessible, will be welcomed, provided they are compatible with the character of the river, the riverside, and the importance of the river as a wildlife habitat, they do not give rise to hazards to navigation and safety and they accord with other objectives and policies of the Plan.

EN34: The Riverside Walk

The route for a continuous riverside walk through the Borough alongside the River Thames, identified on the proposals map, will be safeguarded from development likely to prejudice its construction and completion.

Development of sites that include part of the route will be required to incorporate construction or enhancement of the section of the route concerned.

In cases where development having a functional relationship with the river is proposed, the requirement will be to provide or enhance the riverside walk to the maximum extent compatible with the functional use of the river, or to make arrangements for the construction or enhancement of the walk on an alternative route.

The walk should generally be at least 6 metres wide, and should be accessible to cyclists if this can be achieved without risk to the safety of pedestrians or river users.

EN34A: access to the foreshore

Development proposals on sites extending to the river edge will be required to ensure that safe access to and from the foreshore is maintained or, where appropriate enhanced.

EN35: Development which encroaches into the river and its foreshore will not be permitted unless it is:

- a) necessary for the construction of new bridges, tunnels, jetties, piers or slipways; or
- b) represents other minor works required in connection with the retention or improvement of river based recreational facilities or transport facilities, or works necessary to provide or improve public access to the riverside, including access for disabled people.

All such development will be required to be sited and designed so as to minimise the impact on adjacent residential areas and neighbouring riparian uses and on the character of the particular each of the river concerned, and its biodiversity and to avoid intrusion into important views, not to impede navigation, water flow, and the integrity of flood defences or public safety.

The Thames Strategy – Kew to Chelsea

was adopted by the Council as Supplementary Planning Guidance to the Unitary Development Plan.

The Strategy, following an extensive analysis of this stretch of the river, identifies potential projects along the study area and potential implementation mechanisms

Relevant policies in the London Plan include:

The London Plan recognises the essential role that London's waterways have to play in delivering the Mayor's vision of an exemplary, sustainable world city. Policies for the Blue Ribbon Network are found in Section 4C of the Plan. The London Plan is subject to review commencing in October 2009 however, the relevant policies are referred to below.

3C.21: 'Improving conditions for walking; identifying complete and promote high quality walking routes including the six strategic walking routes identified in the Mayor's Transport Strategy'

4C.1: The strategic importance of the Blue Ribbon Network

The Mayor will, and boroughs should recognise the strategic importance of the Blue Ribbon Network when making strategies and plans, when considering planning applications and when carrying out their other responsibilities. Other agencies involved in the management of the Blue Ribbon Network should also recognise its strategic importance through their policies, decisions and other activities.

All agencies involved in the management of the Blue Ribbon Network should seek to work collaboratively to ensure a co-ordinated and cohesive approach to land use planning, other activities and the use of the Blue Ribbon Network.

4C.2 : Context for sustainable growth

Development and use of the water and waterside land along the Blue Ribbon Network should respect resource considerations and natural forces in order to ensure that future development and uses are sustainable and safe

4C.3: The Natural value of the Blue Ribbon Network

The Mayor will and boroughs should protect and enhance the biodiversity of the Blue Ribbon Network by:

- resisting development that results in a net loss of biodiversity
- designing new developments in a way that increase habitat value
- allowing development into the water space only where it serves a water-dependent purpose or is a truly exceptional case which adds to London's world city status

- taking opportunities to open culverts, naturalise river channels
- protecting the value of the foreshore of the River Thames

4C.4: Natural landscape

The Mayor will and boroughs should recognise the Blue Ribbon Network as contributing to the open space network of London. Where appropriate natural landscapes should be protected and enhanced. As part of Open Space Strategies, boroughs should identify potential opportunities along side waterways for the creation and enhancement of open spaces.

4C.6: Sustainable growth priorities for the Blue Ribbon Network

The uses of the Blue Ribbon Network and land alongside it should be prioritised in favour of those uses that specifically require a waterside location. These use include water transport, leisure, recreation, wharves and flood defences. For sites that are not suitable or not needed for these priority uses, developments should capitalise on the water as an asset and enhance the Blue Ribbon Network in order to improve the quality of life for Londoners as a whole, as well as for the users of the development.

4C.10: Increase sport and leisure use on the Blue Ribbon Network

The Mayor will, and boroughs should, protect existing facilities for sport and leisure on the Blue Ribbon Network. Other than in location where would be conflict with nature conservation interests, new development and facilities that increases the use of the Blue Ribbon Network for sport and leisure use should be encouraged, especially in areas of deficiency. Proposals for Opportunity Areas for Intensification should provide these facilities and improve access to different sport and leisure activities.

4C.11 : Increasing access alongside and to the Blue Ribbon Network

The Mayor will and boroughs should protect and improve existing access points to, alongside and over the Blue Ribbon Network. New sections to extend existing or create new walking and cycling routes alongside the Blue Ribbon Network as well as new access points should be provided as part of development proposals for Opportunity Areas, especially in areas of deficiency.

4C.12: Support facilities and activities in the Blue Ribbon Network

The Mayor will, and boroughs, should protect waterway support facilities, infrastructure and activities. New support facilities, infrastructure and activities that support use and enjoyment of the Blue Ribbon Network should be encouraged, especially in areas of deficiency and as part of development in Opportunity Areas. The criteria set out below should be used to assess proposals for the redevelopment of existing facilities and site for other uses.

4C.16: Importance of the Thames

The Mayor will and boroughs should recognise that the Thames plays an essential role in maintaining London as an exemplary, sustainable world city and should promote greater use of the river for transport and water based leisure uses.

4C.17 : Thames Policy Area

Relevant boroughs, in reviewing their DPDs must designate a Thames Policy Area. Boroughs should identify the detailed boundaries based on the indicative maps in Annex 5. this should be done in consultation with neighbouring authorities, including those across the river. In defining the boundaries, boroughs should have regard to the following criteria;

- proximity to the Thames, including its tributaries and associated areas of water such as docks, canals,

filter beds and reservoirs, whether or not directly linked to the Thames, but where an association with the Thames is retained together a proportion of open water

- contiguous areas with clear visual links between areas and buildings and the river, including views from across the river and areas where it may be beneficial to establish future visual links
- specific geographical features – such as main roads, railway lines, hedges, identified as particularly relevant for defining the boundary across large open spaces
- the whole curtilage of properties or sites adjacent to the Thames, except where major development sites have been identified and it is intended to publish masterplans / strategies of future development
- areas and buildings whose functions relate or link to the Thames and / or river related uses or sites that have the potential to be linked
- areas and buildings that have an historic, archaeological or cultural association with the Thames, including planned vistas marked by existing of former landscape features
- boundaries should have coherence with neighbouring authorities

4C.18 : Appraisals of the Thames Policy Area

In order to deliver policy and actions within the Thames Policy Area, relevant boroughs should prepare detailed appraisals of their stretches of the river and its environs. Boroughs are encouraged to carry out this in collaboration with other boroughs, the Mayor and relevant stakeholders. These appraisals would be expected to consider:

- the local character of the river
- public and freight transport nodes [both land- and water-based, existing and potential]
- development sites and regeneration opportunities
- opportunities for environmental and urban design

improvements

- sites of ecological or archaeological importance
- areas, sites, buildings, structures, landscapes and views of particular sensitivity and importance
- focal points of public activity
- public access
- recreation and marine infrastructure
- indicative flood risk

The appraisal should also identify areas of deficiency and the actions needed to address these deficiencies. These relate to facilities for:

- water-based passenger, tourism and freight transport
- water-based sport and leisure
- access and safety provision
- marine support facilities and infrastructure and moorings.

4C.19 : Green industries along the Thames

The mayor will, and boroughs should, generally welcome the use of waterside sites, especially those within Strategic Industrial Locations, for green industries, where the majority of materials transshipment is by water.

The National Trails Management Group – includes representatives from the Environment Agency, Natural England and the ten highway authorities to oversee the management of the Thames Path. National Trails, a subsidiary of Transport for London, are responsible for overseeing all the day to day technical management details and Thames Path related improvements. This document follows the advice provided in the National Trail Management Group Plan for 2006 – 2011.

<http://www.nationaltrail.co.uk/Thamespath/text.asp?PageId=49>

Appendix B: Streetsmart Design Features

The Riverside Walk - Design Features

The key Streetsmart principles considered to be appropriate for design improvements to the borough's streets, and the approach designed to achieve them, are equally applicable to the Riverside Walk.

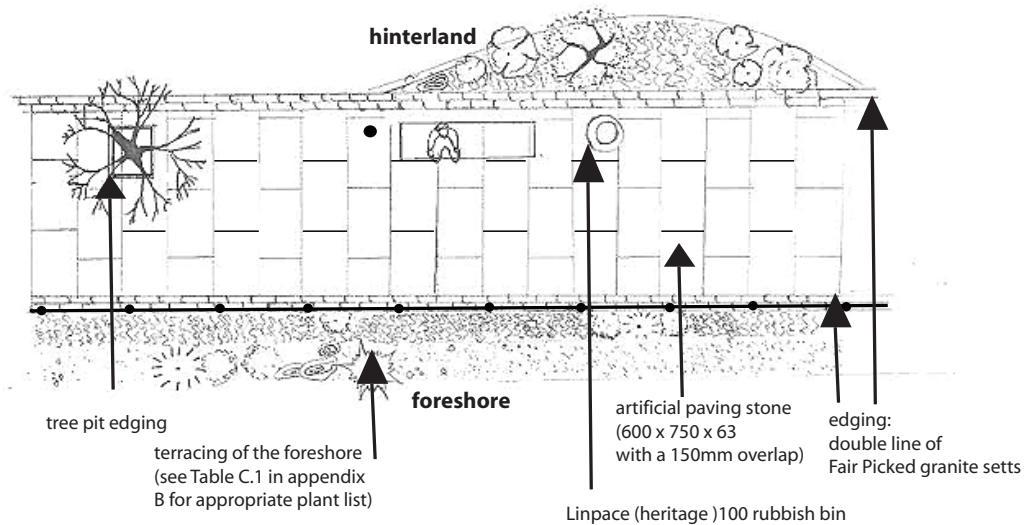
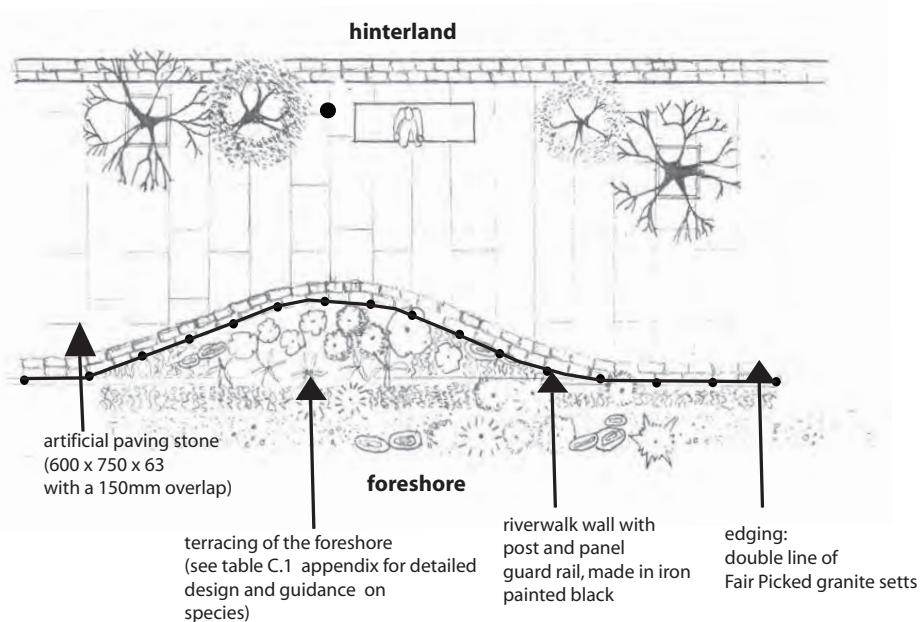
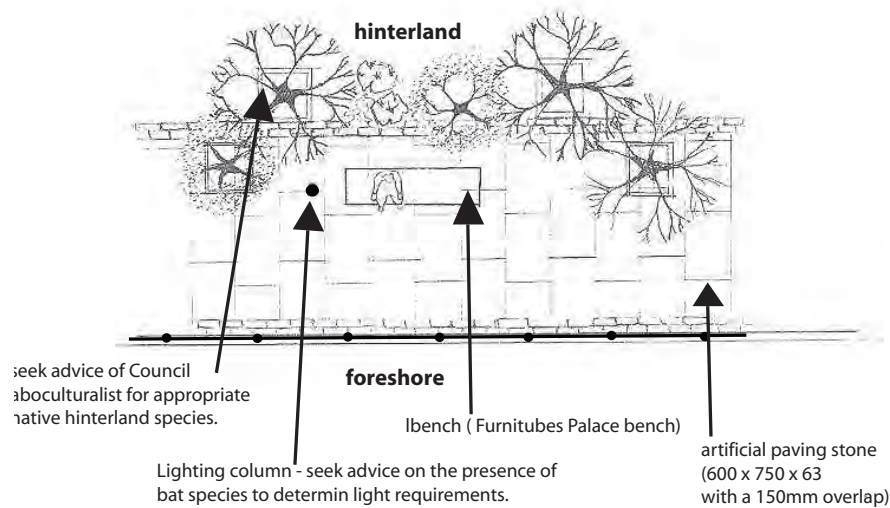
In addition,

- The Riverside Walk should wherever possible be adjacent to the river and should be at least 6m wide and link with adjacent areas of open space.
- Encroachment or overhanging the river or foreshore, even to accommodate the river walk is inappropriate and unlikely to be acceptable
- Existing mature trees are valued features along many stretches of the riverside. Soft landscaping should be introduced along the route where appropriate. It should reflect and reinforce the character of an area. For example, planting can complement associated open spaces, or strengthen areas of habitat and improve the green chain/corridor.
- Whilst ASP is generally the preferred paving material for the Riverside Walk, for the stretches at the southern end of the borough where the character is more urban and the townscape of a grander scale, Yorkstone would be the preferred paving material.
- All historic surfaces and other artefacts associated with riverside development should be retained.
- Parapets and railings, when provided, should be of a simple, uncluttered design presenting a satisfactory appearance when viewed both from the river and the riverside and allow safe egress from the river.
- Seating is required at regular intervals along the Riverside Walk, and in particular at natural activity areas or at important vantage points. The design and layout of any seating should be sympathetic to the character of that stretch of the riverside, and

contribute to the quality and appearance of the landscaping of that stretch.

- Cycle racks and litter bins should be complementary to other street furniture and located to avoid unnecessary visual clutter
- Cycle racks and litter bins should be complementary to other street furniture and located to avoid unnecessary visual clutter and obstructions. Generally they should be located on the land side of the river walk so as not to obstruct or affect views of the river.

Riverside Walk: Footway Layout Options



Note: these drawings are not to scale; the Riverside Walk should be a minimum of 6 metres

Appendix C: Soft landscaping treatments along the Riverside Walk

C.1: The river and the riverside is fundamentally a natural feature. The urban elements which contribute to its interest are all later additions. When seeking improvements to the current Riverside Walk, the inclusion of naturalistic soft landscaping should always be considered alongside any hard landscaping elements, though it is recognised that at certain locations constraints of size or cost, may preclude this.

C.2: Where possible and whenever opportunities arise, full consideration should be automatically given to enhancing any given location on, alongside or easily viewed from the Riverside Walk by planting and maintaining naturalistic landscaping. This would rely predominantly but not necessarily exclusively on native species of trees, shrubs, grasses, and other flowering plants including ferns. More detail on this is given at the end of this appendix. The composition of any scheme will depend upon the area of land available, its soil quality, existing condition and other site specific constraints as well as the budget available. The relative proportions of trees / shrubs / ground plants / climbers etc. can be varied to reflect this. Non-native species can be used but only when known to be a) non-invasive and b) of proven value in attracting other wildlife. Further advice on such species is freely available in the literature eg. <http://www.wildlife-gardening.co.uk/> - though this should not be taken as a full endorsement of the content of that site.

The Council's Ecologist or the London Wildlife Trust are ready sources of further advice on the subject. As with any other landscaping project, post establishment works and costs need to be taken on board, clearly stated and budgeted for.

at least 5 metres wide. Wider than this, or at other locations where space permits, larger 'forest' trees could be considered and below this width, planting restricted to shrubs and other ground flora as discussed later in this appendix.

C.6: Medium size trees would include alder, silver birch, field maple, rowan and holly all of which met the three aims listed above in paragraph C.4. They could be planted as free rooted or root ball seedlings of ca 10-12mm stem circumference or larger if space permits. Larger tree species could include ash, native lime or hornbeam but probably not willows and poplars unless there is sufficient space, as although characteristic of riversides, they could grow unwieldy, disturb drainage and foundations and require disproportionately more maintenance than the other species referred to.

C.7: Between the tree plantings along the axis of the walk could be planted a range of shrub species. This range could be larger if species potentially requiring a lot of maintenance e.g. elder and 'shrub' willows are considered acceptable. Hawthorns, blackthorn, (young) holly, dogwoods and alder buckthorn would all be acceptable as would goat willow, elder even perhaps with the proviso on maintenance. The spiny species may not be considered appropriate in close proximity to walkers and young children. All these species could be planted as 'sticks' in clumps or linearly at 2.5 cm intervals. Several parallel lines could be planted at once with the plantings along the alternate lines staggered. Where there is an irregular space along the Riverside Walk often as the result of residential development, then these shrub species can be planted randomly in them at 2.5 cm centres perhaps with the occasional tree planted where space allows.

C.8: Ground flora: Where shrub planting is not appropriate for whatever reason, then there is the option of plug planting or seeding grass and/or

C.3: Attention should also be given to the contents of the Environment Agency's document 'Estuary Edges' for further detailed guidance. This document can be found on both the EA and the Thames Estuary Partnership's websites and sections 3 -7 are especially helpful as is the salutatory reminder about aftercare (section 8) and a further reading list (section 9). There is probably potential to utilise all four types of design solutions alongside the part of the Thames covered by the current document, though some of the more heavily engineered solutions will not be appropriate either in terms of suitability or cost. Similarly detailed schemes seeking to protect areas of SSSI or other statutorily protected sites will not be needed in the Thameside area subject of this document as the biodiversity interest here although significant, is not of such a standard as those sites given as examples in the EA document. More specifically it is the techniques in sections 4 and 5 on Bioengineered and Biotechnically Engineered solutions that are likely to be the more appropriate at the small niche points identified along this stretch of the riverside in the current document. See also paragraph C.10 and illustrations C.1 - C.3

C.4: Three main aims of the suggested planting are:

- To be sympathetic to and enhance the riverside setting;
- To provide initial and then give rise to further opportunities for greater biodiversity; and
- To provide aesthetic interest throughout as much of the year as possible.

More detailed guidance on species and planting

C.5: Where space and lack of other constraints (e.g. services) permit then trees should be planted along the Riverside Walk. As a default, it is suggested that medium size trees (upon maturity) could be planted every 5 metres along the axis of the walk where it is

at least 5 metres wide. Wider than this, or at other locations where space permits, larger 'forest' trees could be considered and below this width, planting restricted to shrubs and other ground flora as discussed later in this appendix.

C.6: Medium size trees would include alder, silver birch, field maple, rowan and holly all of which met the three aims listed above in paragraph C.4. They could be planted as free rooted or root ball seedlings of ca 10-12mm stem circumference or larger if space permits. Larger tree species could include ash, native lime or hornbeam but probably not willows and poplars unless there is sufficient space, as although characteristic of riversides, they could grow unwieldy, disturb drainage and foundations and require disproportionately more maintenance than the other species referred to.

C.7: Between the tree plantings along the axis of the walk could be planted a range of shrub species. This range could be larger if species potentially requiring a lot of maintenance e.g. elder and 'shrub' willows are considered acceptable. Hawthorns, blackthorn, (young) holly, dogwoods and alder buckthorn would all be acceptable as would goat willow, elder even perhaps with the proviso on maintenance. The spiny species may not be considered appropriate in close proximity to walkers and young children. All these species could be planted as 'sticks' in clumps or linearly at 2.5 cm intervals. Several parallel lines could be planted at once with the plantings along the alternate lines staggered. Where there is an irregular space along the Riverside Walk often as the result of residential

development, then these shrub species can be planted randomly in them at 2.5 cm centres perhaps with the occasional tree planted where space allows.

C.8: Ground flora: Where shrub planting is not appropriate for whatever reason, then there is the option of plug planting or seeding grass and/or

forbs ('flowering' plants) species in such locations or indeed going for this option in preference to that of shrub planting at other locations. The range of potential species that could be used is quite extensive but should try to meet as many of the following criteria as possible:

- They should be indigenous to the UK;
- They should be characteristic or at least associated with riverside or wetland habitats;
- They should (paradoxically) be able to withstand the urban conditions of free drainage/drought and soils of generally poorer nutrient values (although this latter will help less aggressive species);
- Sources of local provenance should be preferred, and
- Highly aggressive species should not be planted even in small amounts in any circumstances. This includes Giant hogweed, Japanese Knotweed, Himalayan Balsam and Greater Reedmace and certain grasses including the broadleaved, amenity species such as rye grass and creeping bent. Festuca and slower growing Agrostis spp. are preferable.

C.9: Consideration should be given to planting of rushes, reeds, sedges, along with the less aggressive grasses as there are often better suited to riverside locations. There are many species that could be used according to locality, environmental conditions and to a degree, personal taste (the present author has a strong preference for lesser spearwort, for example) but which meet most or all of the qualities listed in C.8 above.

C.10: A Note on the Treatment of Foreshore Terracing. (See also illustrations C.1 Terracing and C.2 Terraces).

There are locations within the study area where the existing foreshore or a new foreshore arising from the retiring of flood defences could lend themselves to naturalistic planting. The techniques are shown in accompanying illustrations C.1 and C.2 and Table

C.1 suggests 26 species that could be used either as plants or seeds. Other species can be expected to colonise naturally by tide, wind or animal vector. The source document for these illustrations is given in paragraph C.3

C.11: A Note on the Treatment of Retaining Walls (See also illustration C.3. Vertical Wall Renewal).

Planting of seedlings and seeds can be made directly into wooden battens attached to either side of stone/brick forming the flood defence wall but more environmentally sound practice would be to allow silt to build up on these battens allowing natural colonisation from the twice daily tides and the droppings of riparian birds. These structures would be of wood, the dimensions of which would be determined by the length and height of wall involved. Elm Wood is best as it is very dense and durable in water but other species such as oak would also be acceptable. Permission from the EA (and possibly the PLA) would be required for such structures. A good example of best practice is at Deptford Creek in Lewisham; see their 'Life on the Edge' publication at <http://www.creesidecentre.org.uk/more.htm> for details and contacts. Alternatively, simple trellises could be attached to the land side of the walls and planted up with climbers such as Honeysuckle, Flowering Clematis and Woody Nightshade plus other more prostrate species which would welcome further support such as vetches and rare species, such as water voles.

C.12: The following table lists 26 species of flowering plants that could be considered for any soft landscaping of the Thames foreshore or river retaining wall within the study area. All are reasonably available as plants or seeds from commercial suppliers or even (with owners permission) from other nearby natural locations such as the Barnes Wildfowl Wetland Reserve.

C.13: A brief note on Walter Voles (*Arvicola amphibius*).

This benign vegetarian species of banksides has suffered a massive decline in numbers in the UK throughout the 20th century. This was largely due to habitat loss but also predation from feral mink and increasing pollution of our water ways. It is now a protected species and there is a national plan to increase both the range and population of this native species (the basis of 'Ratty' in 'Wind in the Willows'). The highly urban Thames riverside is not the first place one would think of in trying to re-establish this small mammal but there are opportunities where the riverside is quieter and could be planted up with the grasses and reeds that the voles feed on. Similarly ponds close to the Thameside are also prime candidates for reintroduction attempts, notably the 'British Gas' Pond in the Sands End area. Water Voles were successfully introduced into the Barnes Wetland Centre a few years ago and as their numbers increase, perhaps this might be a source of individuals to introduce to the north side of the Thames in the study area? (Note: A licence would be needed from Natural England).

There are a number of resources available to assist those considering the implications of development proposals on the natural environment in Greater London. For further information:

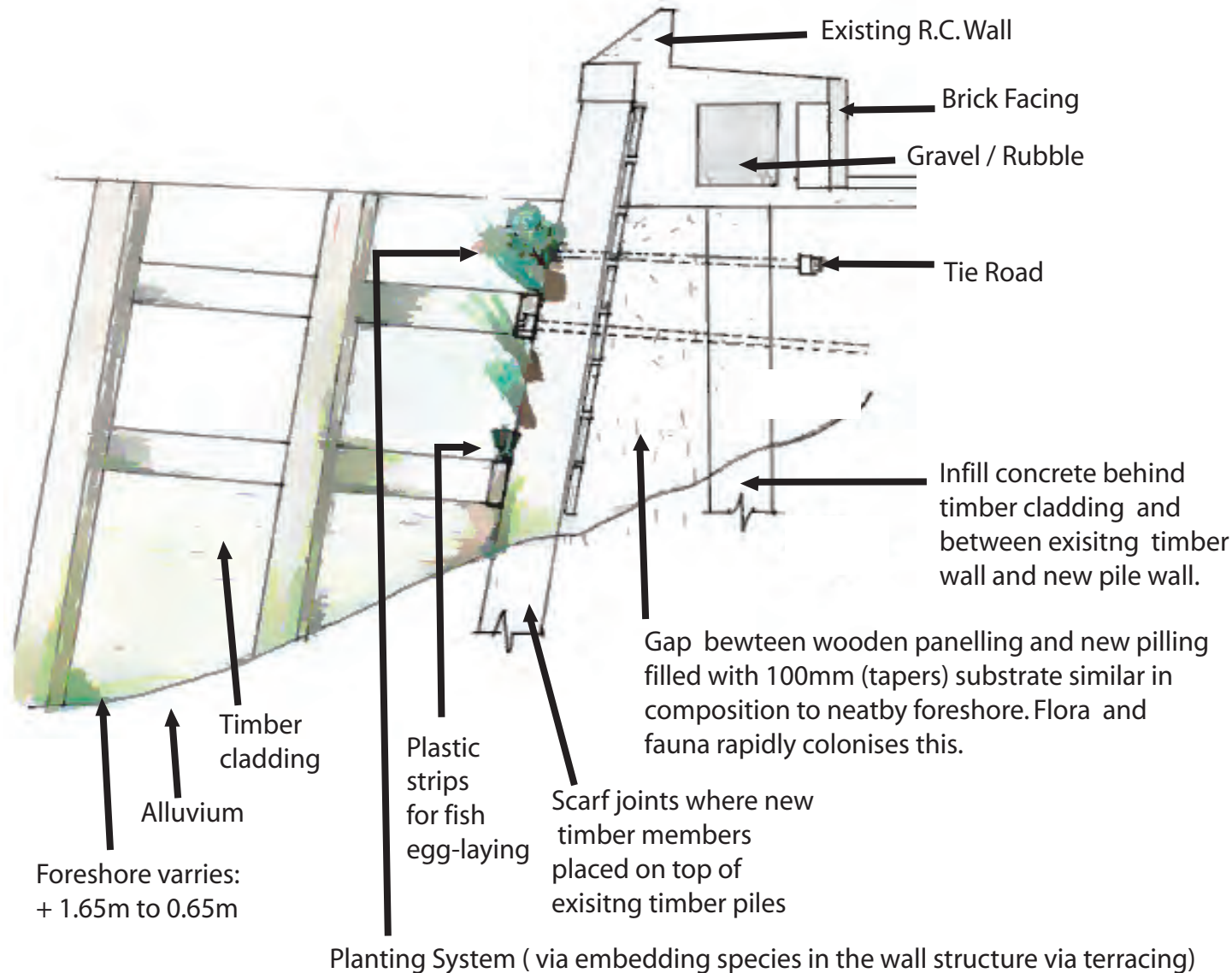
- Design for Biodiversity:
<http://www.d4b.org.uk>
- Biodiversity by Design:
<http://naturalengland.communities.com>
- Improving Londoner's Access to Nature:
<http://www.london.gov.uk/mayor/planning/docs/access-to-nature.pdf>
- Right Trees for a Changing Climate
<http://www.right-trees.org.uk>
- Adapting to Climate Change: A Checklist for Development:
<http://www.london.gov.uk/lccp/publications/development.jsp>

- The London Rivers Action Plan:
<http://www.therrc.co.uk/lrap.php>

Plant common name	Plant Latin name
Fools Watercress	<i>Apium nodiflorum</i>
Flowering Rush	<i>Butomus umbellatus</i>
Marsh Marigold	<i>Caltha palustris</i>
Lesser Pond Sedge	<i>Carex acutiformis</i>
False Fox Sedge	<i>Carex obtrubae</i>
Great Pond Sedge	<i>Carex riparia</i>
Common Spike Rush	<i>Eleocharis palustris</i>
Water Horsetail	<i>Equisetum fluviatile</i>
Hemp Agrimony	<i>Eupatorium cannabinum</i>
Meadowsweet	<i>Filipendula ulmaria</i>
Floating Sweet Grass	<i>Glyceria fluitans</i>
Reed Sweet Grass	<i>Glyceria maxima</i>
Yellow Flag Iris	<i>Iris pseudacorus</i>
Soft Rush	<i>Juncus effusus</i>
Hard Rush	<i>Juncus inflexus</i>
Purple Loosestrife	<i>Lythrum salicaria</i>
Water Mint	<i>Mentha aquatica</i>
Lesser Spearwort	<i>Ranunculus flammula</i>
Water Cress	<i>Rorippa nasturtium-aquaticum</i>
Red Canary Grass	<i>Phalaris arundinacea</i>
Common Reed	<i>Phragmites australis</i>
Great Water Dock	<i>Rumex hydrolapathum</i>
Bulrush	<i>Scripus/Schoenoplectus lacustris</i>
Sea Club-Rush	<i>Scripus maritimus</i>
Branched Bur-Reed	<i>Sparganium erectum</i>
Lesser Reedmace	<i>Typha angustifolia</i>

Table C.1: 25 Aquatic ground flora plants that could be appropriate in the Riverside Walk study area

ECOLOGICAL DESIGN GUIDANCE: *Vertical Wall Renewal*



* For guidance on appropriate species of planting see Appendix C.

RECOMMENDED SITES



Hammersmith Terrace



Carnwath Road



Fulham Wharf

ECOLOGICAL DESIGN GUIDANCE: *Terraces*

Planting zones
behind, sloping
up to + 6.0m

1600mm long
trench sheets

500mm thick 150 to
300mm granite riprap
with 75-5mm marine
aggregate

Sea Aster

Granite-filled
gabion mattress

200mm thick 6A
fill over geotextile
(terram 1000 or similar)

RECOMMENDED SITES FOR IMPLEMENTING
terracing:



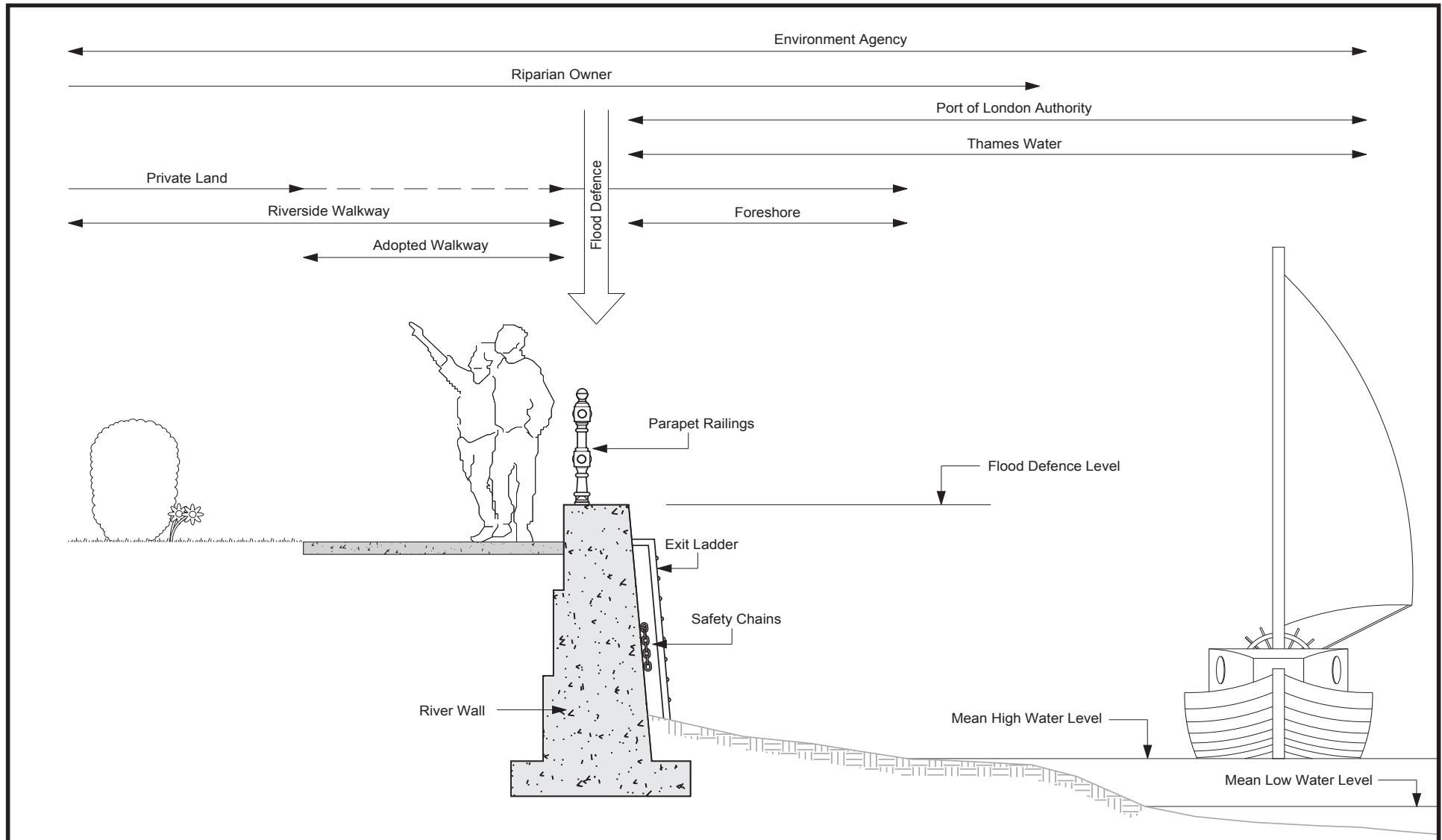
Broomhouse Drawdock



Queen's Wharf

Note: this design is tailored for sites where room for a gentle slope of around 1:7 or less are achievable.
For further guidance on appropriate species of plants refer to Appendix C

The Riverside: Whose Responsible? - Diagram



HAMMERSMITH & FULHAM COUNCIL Environment Services Town Hall Extension, King Street London W6 9JU Tel. 020 8748 3020	Drawn	Checked	Approved	NOTES	Date	Rev	Init
	BJN	WAS	AJ				
	Scale	Original Sheet Size					
	Not to Scale	A4					
DWG No.	Revision	Date					
82168/3/2/8		JAN.'10					

RIVER OF THAMES
TYPICAL CROSS SECTION



The Riverside: Whose Responsible? - Definitions

Walkway: A surface over which the public have the right to pass and re-pass on foot.

Deposited plan: A register held on record by the highway authority of the extent of public highway maintained at public expense including adopted walkways

Foreshore: The area of land exposed by the ebbing tide

Flood defence level: The statutory ordnance datum that will contain the river in spate without overtopping the defence

Flood Defences: The infrastructure to retain the river up to the flood defence level.

Parapet railings: Railing installed upon or alongside the flood defences to safeguard pedestrians using the riverside walkway

The Riparian Owner: is the land owner whose land fronts onto the river. The land ownership may extend beyond the flood defence, theoretically to the centre of the river.

The Port of London Authority (PLA) is responsible for ensuring navigational safety along the Tidal Thames, promoting use of the River and safeguarding the environment. This includes dealing with physical obstructions from river wall projections, the river bed and floating hazards. The authority regulates the use of draw-docks and other access points to the river.

The Environment Agency (EA) is responsible to the Secretary of State for Environment, Food and Rural Affairs. It protects and improves the environment including protecting communities from the risk of

flooding and managing water resources. In relation to the River Thames, the agency enforces riparian owners to maintain and repair the flood defenses to protect against flooding

Thames Water are the water and wastewater services company for the River Thames catchment. They have a statutory duty to provide potable water to all properties and to dispose of sewage within the catchment. The company is regulated by government through Ofwat, the economic regulator for water and waste water services.

The Local Highway Authority is the Council which has a statutory duty to maintain the highway, which can include walkways in a safe condition, fit for ordinary traffic.

The Litter Authority is the Council which has a statutory duty to clear litter from land which is under their direct control to which the public are entitled or permitted to have access. This may include streets, walkways and parks, playgrounds and pedestrian areas

CDM Regulations

The Construction, Design and Management Regulations 2007 are regulations issued under the Health Safety and Welfare etc Act 1971 which set out the respective responsibilities of clients, designers and construction contractors.

The regulations impose new duties for clients and designers to design out health and safety risks, particularly such risks which may impose a danger to the health, safety and welfare of construction workers who are required to manage the movement of heavy materials.

Riverside Safety Advice The Royal Society for the Prevention of Accidents (RoSPA) riverside safety

advice covers the basic essential requirements to help prevent drowning. This includes the provision of barriers and railings to prevent access to the hazard as well as physical safety rescue and life saving measures. The advice also covers signage as well as education and campaigning to help advise and provide an awareness of riverside safety.