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# Putney Embankment Conservation Area Appraisal and Management Strategy



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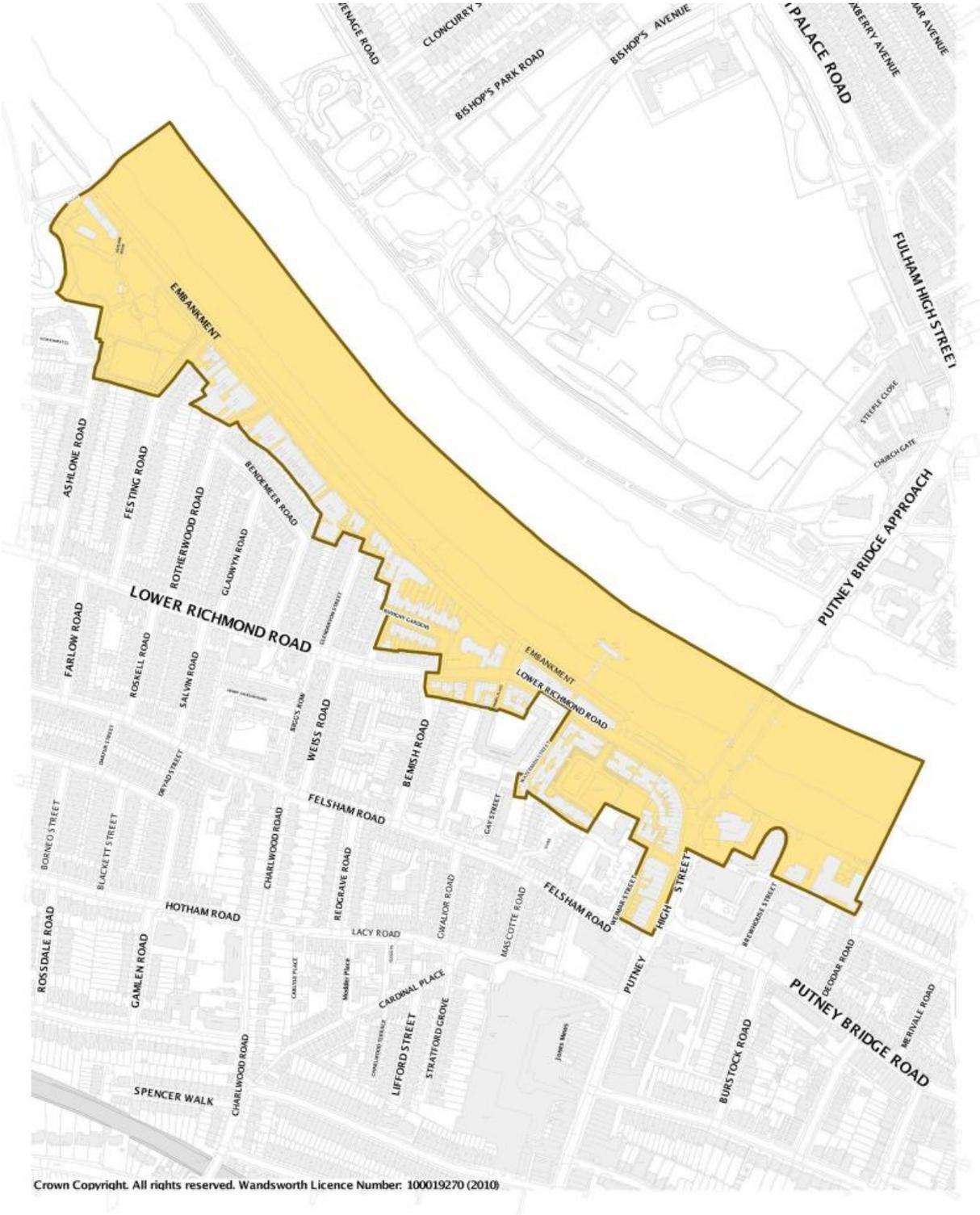
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# A INTRODUCTION

## Map of the conservation area



## **The purpose of this document**

**A.1** Conservation areas are "areas of special architectural or historic interest, the character and appearance of which it is desirable to preserve or enhance" as set out in the Planning (Listed Buildings & Conservation Areas) Act 1990. Conservation Area Appraisals are documents that define and analyse this special architectural and historic interest according to guidance published by English Heritage and justify their designation as conservation areas.

**A.2** Under the same Act the Council has a duty to publish proposals for the preservation and enhancement of conservation areas. The management strategy in Part Two of this document sets out how the Council manages the conservation area in accordance with guidance from English Heritage.

**A.3** Together, the conservation area appraisal and management strategy are material considerations in the planning process and provide a sound basis for planning policies, decisions and appeals.

## **Public consultation**

**A.4** A draft of this document was made available for public consultation in September 2010 and a public meeting was held at the Brewer Building Hall, St Mary's Church on Thursday 16 September. Following this the document was amended to take into account comments and new information given.

## **Designation and adoption dates**

**A.5** Putney Embankment Conservation Area was first designated on 1 April 1971.

**A.6** It has been extended three times: on 20 October 1978, 14 September 1988 and 22 November 2010 when land next to Leader's Gardens (west) and the boundary around buildings along Putney Wharf (east) were rationalised.

**A.7** The conservation area appraisal and management strategy were approved by the Strategic Planning and Transportation Overview and Scrutiny Committee on 18 November 2010 and by the Council's Executive on 22 November 2010.



## PART ONE: CONSERVATION AREA APPRAISAL

## 1. SUMMARY OF SPECIAL INTEREST

**1.1** Putney Embankment Conservation Area was designated on 1 April 1971. It has been extended three times, on the 20 October 1978, 14 September 1988 and 22 November 2010. The special character of this conservation area is derived from its unique riverside location, boathouses, former wharf and some of the oldest extant buildings in Putney. This area was the first to be developed in Putney and early buildings were traditionally clustered around the site of the present Putney bridge, formerly a ferry crossing.

**1.2** This area contains buildings from a wider period of history than any other in Putney, with the oldest being St. Mary's Church, begun circa 1450. There are Georgian buildings, represented by the listed Winchester House, but the character is predominantly late Victorian and Edwardian owing to the large population increase in the late nineteenth century and the rebuilding of much of historic Putney at that time. The terraces of shops on the High Street, the residential street of well-detailed houses (Ruvigny Gardens) and the slightly later blocks of mansion flats all have the character of a prosperous London suburb.

**1.3** The boathouses, which developed from the mid-nineteenth century, give the area a unique character twist, reflecting their riverside location and evoking the newly-found leisure time for many in the mid-Victorian era. The redeveloped wharf, the one area to have changed drastically from even fifty years ago, is the most modern in character, and now appears as a largely residential urban public square fronting the river.

**1.4** In terms of its Victorian shop terraces on the High Street the conservation area bears some similarity to others in the borough, but the riverside setting, wharf and in particular the Embankment and boathouses, coupled with the deliberate landscaping of the 1890s ensures that the character of the area is unique within the borough, and indeed within London. The importance and character of the boathouses and Embankment cannot be overstated, with the high quality of the Georgian and many of the Victorian and Edwardian buildings (especially the mansion flats in the case of the latter) ensuring that this remains an area of excellence.

## 2. LOCATION AND CONTEXT

**2.1** Putney Embankment Conservation Area occupies a position at the northern tip of Putney, abutting the river. There is a wide variety of activity associated with the river which has had a considerable influence on the townscape. The major route of Putney High Street runs over Putney bridge, dissecting the conservation area to the left of St. Mary's Church. The Lower Richmond Road runs through the conservation area to the west, towards Barnes Common. The area abuts Putney Town Centre, of which the buildings in the High Street included within the conservation area form a part.

**2.2** Putney Embankment Conservation Area abuts Deodar Road Conservation Area lying immediately to the east.

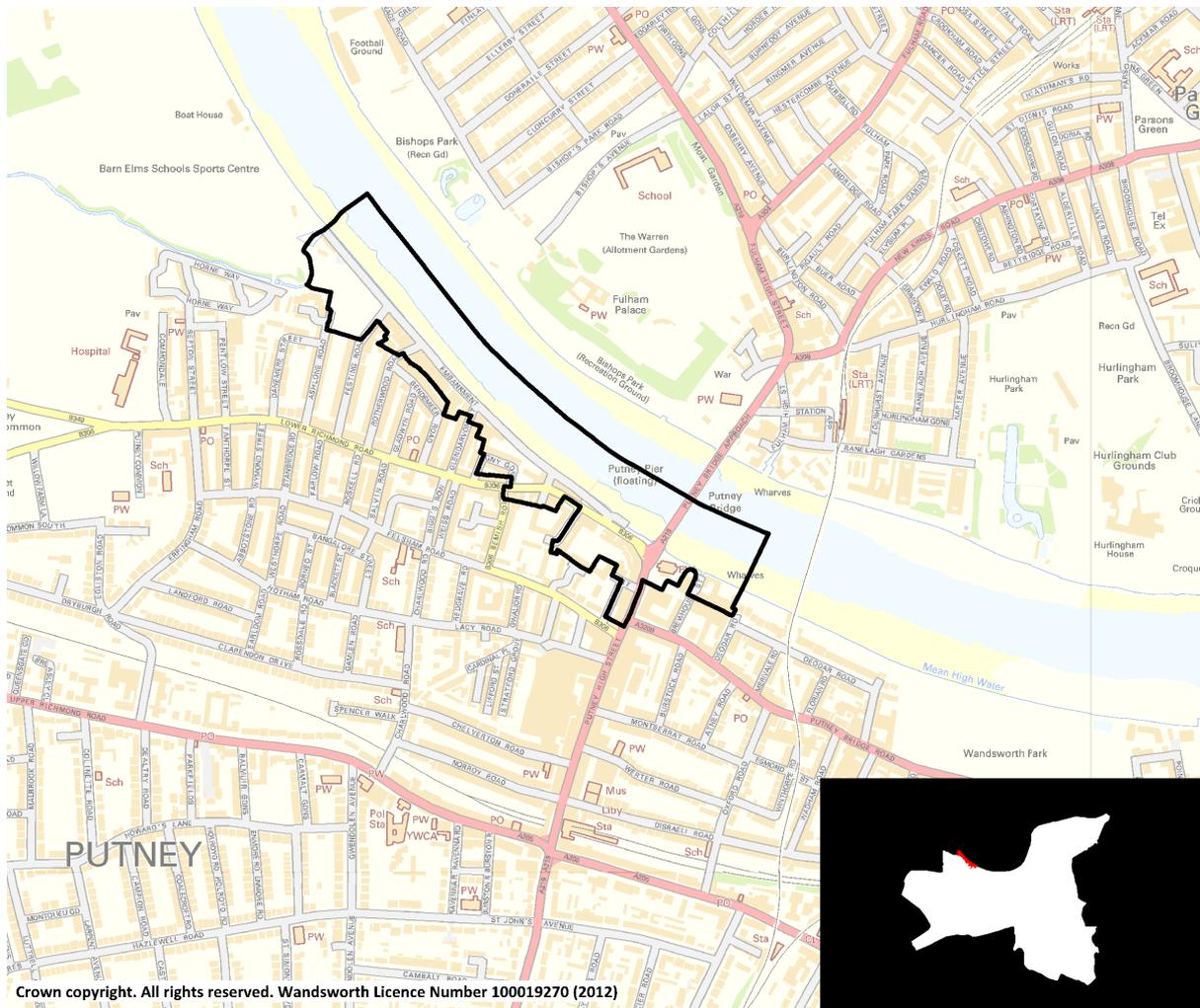


Figure 1 : Map showing the location of Putney Embankment Conservation Area within the borough

### 3. HISTORY & ARCHAEOLOGY

**3.1** There has been some form of settlement in this part of Putney since prehistoric times due to the suitability of the area as a river crossing and because of its low risk of flooding. These two factors have been instrumental in the historic development of Putney. The history of the area has been well documented and only a very brief overview of the main themes contributing to the development of the present day Putney Embankment Conservation Area can be attempted here. There is a much fuller account in Dorian Gerhold's *Putney and Roehampton Past*, further details of which can be found in the Further Information section. The reader is strongly encouraged to consult this excellent history of Putney's development for further information.

**3.2** The rich history of settlement in this area of Putney and the archaeological evidence that has been unearthed from it for every major historical period has led to the whole of the conservation area being additionally designated as an Archaeological Priority Area. Sites within this area are likely to have sensitive remains below or at ground level, including the Thames foreshore. In addition to the many archaeological finds from the different periods in Putney's history, the stone footings of the eighteenth century timber bridge still survive in front of St. Mary's Church. Prehistoric, Iron and Bronze Age, Roman and Medieval finds have been considerable and highly significant, not only to local history but to the wider London area.

**3.3** Traditionally boasting a ferry crossing from which tolls were collected, Putney gained its first bridge through an Act of Parliament in 1726. It was constructed in timber and completed in 1729 and at the time it was the only bridge crossing the Thames between London Bridge and Kingston. Owing to the great expense of the bridge (built by private enterprise), a toll system operated until 1880 when it was discontinued, to considerable local jubilation. The original eighteenth century timber bridge was demolished in 1886 and replaced by the current structure designed by Sir Joseph and Edward Bazalgette. It was widened in 1931-3 to cater for the increase in traffic.

**3.4** The core settlement of Putney traditionally gathered itself around the ferry crossing (later the bridge) and the lower High Street. The settlement around the ferry crossing was of the highest density and was therefore the most important. In the seventeenth century many wealthy houses sprang up on both sides of the High Street and the last of these, Fairfax House, was demolished to make way for the development of Montserrat Road (out of this conservation area) in 1887. The historic maps show the sequence of development of the area around the bridge and the lower High Street, illustrating the importance of this part of Putney as a residential area as opposed to the predominantly commercial area that it has now become. The steady population increase (beginning after the arrival of the railway in 1846) in the Victorian era led to a gradual change in the character of the High Street with the introduction of shops and other businesses replacing the earlier residential development.



Figure 2 : This map dating from between 1869 and 1874 shows buildings in and around Putney High Street and a tow path along the Thames



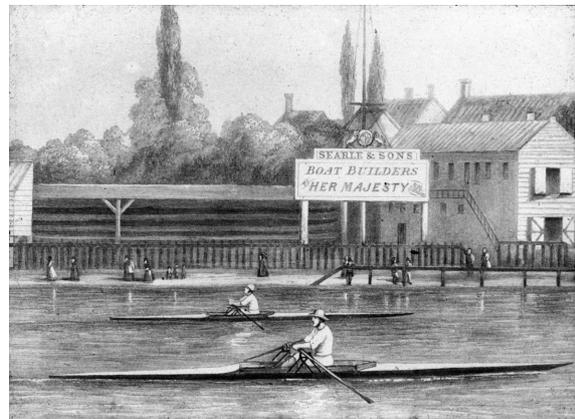
**Figure 3 : Looking south past St Mary's Church to Putney Bridge in around 1890**



**Figure 4 : Putney Bridge c.1900**



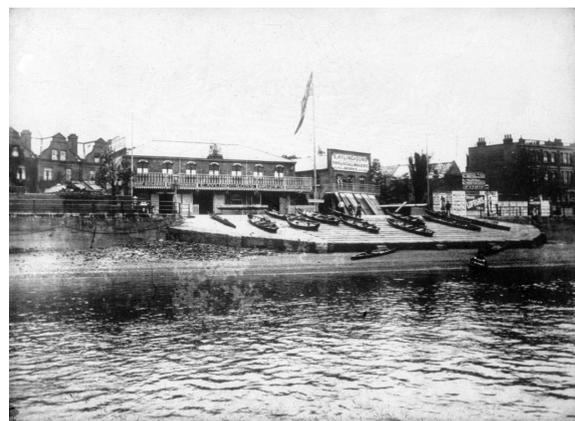
**Figure 5 : Putney Embankment**



**Figure 6 : Searle & Son Boat House, 1851**



**Figure 7 : A view of the Embankment taken c.1900**



**Figure 8 : Aylings Boat House c.1900**

**3.5** The earliest surviving building in the conservation area is St. Mary's Church. It was largely rebuilt by the Victorians in 1836, but the tower dates from about 1450. Nicholas West, Bishop of Ely under Henry VIII built a chapel here in the early sixteenth century. It is still extant, having survived both the aforementioned Victorian 'restoration', during which it was moved to the north side of the chancel, and a fire in 1973. Until

the late eighteenth century St. Mary's was the only church in Putney. Inhabitants of Roehampton also used St. Mary's as their parish church before they were finally provided with a suitable place of worship (a chapel) in 1843. Possibly the most famous chapter in St. Mary's history was its use in October and November 1647 for the discussions by Cromwell on the future constitution of the nation, popularly called the 'Putney Debates'. These meetings were held in the brief period during the Civil Wars when Putney was at the centre of political power under the New Model Army.

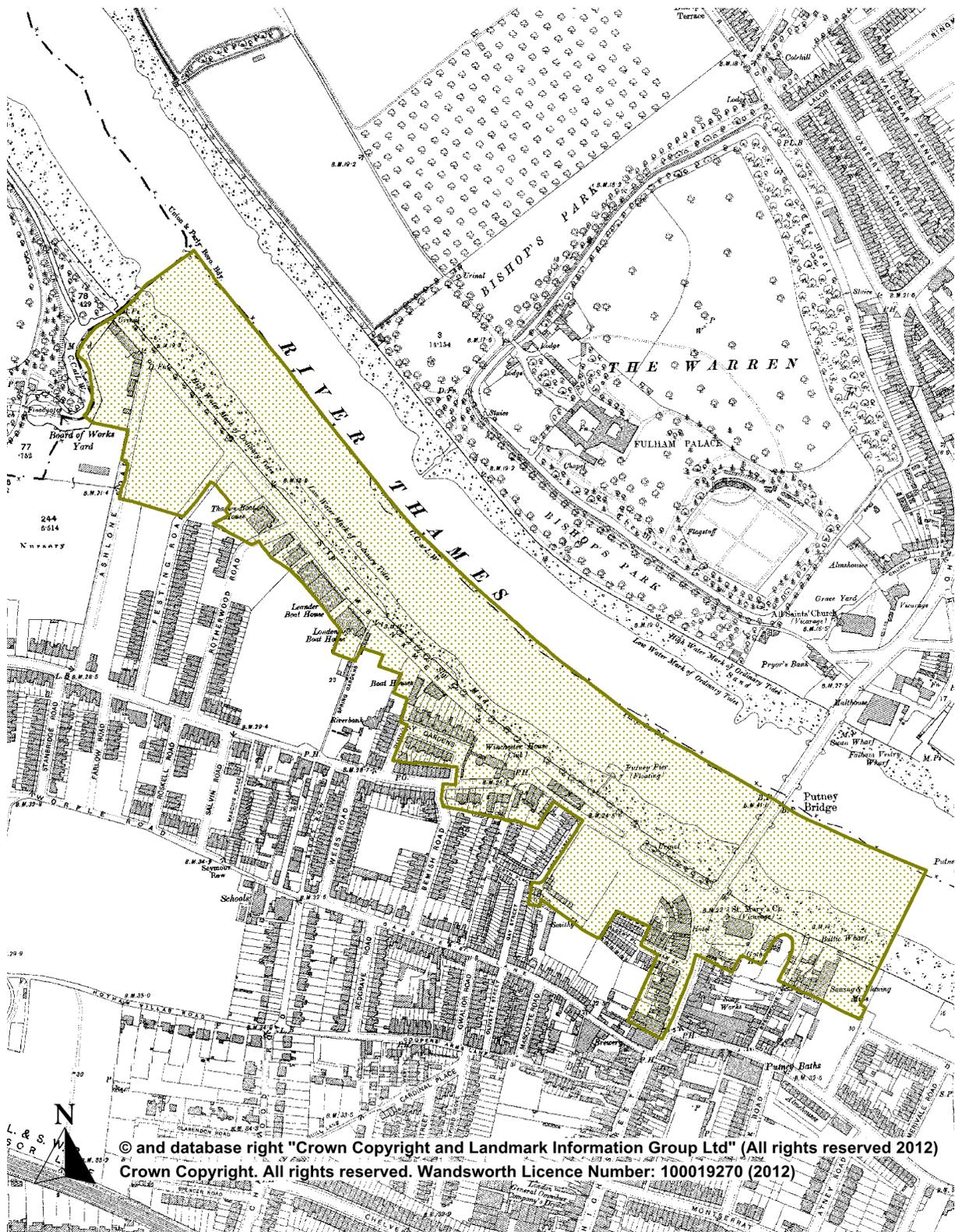
**3.6** The Embankment itself, i.e. the Thames riverside west of Putney Bridge, was originally an unimproved strip of foreshore, backed by common pasture and the grounds of large houses along the Lower Richmond Road, of which Winchester House survives. The Embankment was used mostly by the local watermen to shore their boats until a towpath was created in the late eighteenth century. It has always been a location for public houses from as early as the Middle Ages and of commercial boatmen and boat builders from the seventeenth onwards. However from about the 1830s it became a focal point for rowing.

**3.7** The Embankment in its present form was constructed by J. C. Radford, the parish surveyor, in 1887-8. He laid out the slipway, the extension of the towpath, including the footbridge over Beverley Brook and also Leader's Gardens (Radford was also surveyor to the Leader Estate in West Putney that was developed at around the same time). The entire Embankment was conceived and laid out as a recreational area related to the Thames and focused on the rowing clubs. Residential development was inserted into this scheme from about 1900.

**3.8** Rowing began as a professional sport in Putney much earlier than its amateur counterpart. Many Putney watermen were successful in the famous Doggett's Coat and Badge, an annual race founded in 1715, and run over a course from London Bridge to Chelsea. Professional rowing reached its peak in the mid-nineteenth century with a huge public following and many events were based at Putney.

**3.9** Amateur rowing began in the 1820s and 1830s, becoming more organised and firmly established in the 1850s with Putney becoming the sport's centre on the Thames. The London Rowing Club was the first to appear in 1856 and was based at the Star and Garter until its present boathouse was built in 1871. Thames Rowing Club followed in 1879 and Vesta in 1890.

**3.10** The first University boat race in 1829 was held at Henley but the next five started at Westminster and finished in Putney. The present course from Putney to Mortlake was adopted in 1845 and the race has been held annually over this course since 1856 (apart from the enforced breaks caused by the two world wars). Putney Embankment still remains a very important location nationally for rowing. In addition to the University boat race, the annual Head of the River race attracts over 400 crews and is Putney's most spectacular rowing event.



**Figure 9 : By the time this 1896 map was made, many boathouses and other buildings had been built. Notice the realignment of the bridge and the widening of its junction with Lower Richmond Road**

**3.11** Boat building flourished along with the rising popularity of rowing and has been a staple of Putney's industry, with the former Ayling's boat builders yard (now Chas. Newens Marine), along with Edmund Norris, oar and scull manufacturer (now the architects Mackenzie Wheeler's offices).

**3.12** The industrial side of Putney's history relating to this conservation area was represented by the former wharf and builder's yards to the east of Putney bridge. In contrast to the otherwise well-preserved and discernible history of Putney Embankment, this area has been totally transformed over the past half-century. The nineteenth century was the most significant in terms of the volume of goods manufactured and shipped into and from Putney Wharf, but evidence of earlier breweries, commercial wharves, builders' yards and small factories have been found, some dating back as far as the fourteenth century. Today the only building to have survived as a remnant of this past industrial activity is the Boathouse public house, formerly part of the wharf buildings at Douglas Wharf and now radically remodelled. The wharf crane stands as a testament to the building's former use, and it now fronts a riverside square rather than a hive of industrial activity.



**Figure 10 : This map made between 1916 and 1919 shows Leader's Gardens and Kenilworth Court both built at the beginning of the century**

## **4. INTRODUCTION TO CHARACTER AREAS AND TOWNSCAPE MAPS**

**4.1** The character of the conservation area is made up of the sum total of its buildings, streets, green space and views and can be harmed or improved by intrusions or alterations to any of these elements. The whole conservation area has five areas of separate and distinctive character which are analysed in the following pages.

**4.2** Each character area is accompanied by a townscape map which shows at a glance the buildings and green space that make a positive contribution to the character of the conservation area.

### **Building use**

**4.3** Putney Embankment Conservation Area is diverse in its mix of building uses and these have had a great influence in determining the various character areas. The area is predominantly residential however, with a high element of commercial use, confined largely to the High Street, whose terraces of shops have living accommodation on their upper floors. The newly developed Putney Wharf and square is a mix of leisure (in the form of bars and restaurants) and residential use, again on the upper floors. There are large, purpose-built blocks of mansion flats, a handful of pubs and, uniquely, the boathouses that have made Putney famous in rowing terms.

**4.4** One of the pubs, the Boathouse next to Putney Wharf, is part of the former timber yard and has been converted from an industrial building. Other conversions include one of the former boat builders' premises to offices and most of the former shop units in University Mansions, now residential.

**4.5** The area has developed organically over time and this has resulted in the diverse range of uses that are discernible today, giving the different character areas their individual flavour.

### **Views**

**4.6** The major views in and out of Putney Embankment Conservation Area are dominated by the river and Putney bridge and the wide vistas these elements afford. Views of the Embankment area from the river, the Fulham bank opposite and the bridge are particularly attractive. The views of the listed bridge from the conservation area (both sides) are also highly important.

**4.7** St. Mary's Church has traditionally been the landmark at the head of the bridge, and remains prominent today but the Putney Wharf Tower has lessened its impact on the skyline. The church is still highly important, and provides a counterpoint to All Saints Church in Bishop's Park on the Fulham side of the river. The view looking north from Putney High Street across the bridge towards Fulham is still highly picturesque. The

view of the church from the bridge, though compromised by the tower, is still important, as is the wider view that takes in the elegant curving terrace immediately west of the bridge as it meets the mansion flats in Lower Richmond Road.



**Key**

- 1 Church Square and Putney Wharf
- 2 Putney High Street
- 3 Lower Richmond Road
- 4 Ruvigny Gardens
- 5 Boathouses and Leader's Gardens



**Figure 11 : Areas of distinct character within the conservation area**

**4.8** The view along the Embankment has traditionally been one that artists and local photographers have sought to capture, understandably so since this remains a unique riverside scene, especially as the sun is setting in the west. The essence of this view is the combination of the stature of the Star and Garter, the low key jumble of the boathouses that line the slipway and the curve of the Thames sweeping away towards the trees of Barn Elms in the distance.

**4.9** The views into and from Leader's Gardens are also important, as these pleasure gardens represent an oasis of calm and a green counterpoint to the built-up nature of most of Putney itself and the point at which the town ends and merges with the more rural walk west along the towpath.

**4.10** The gentle curve of the Lower Richmond Road, flanked by the excellent mansion blocks on either side gives rise to important views in both directions, and the gap between the Duke's Head and Star and Garter Mansions provides an attractive glimpse of the Thames when travelling east towards Putney Town Centre.

**4.11** The space to the rear of the High Street terrace (nos. 28-54) becomes apparent in Weimar Street, producing an unusual rear view of a town centre shopping parade.

**4.12** The view into the courtyard of Kenilworth Court is impressive and echoes the sense of grandness arising from the riverfront setting.

**4.13** The Bricklayer's Arms public house is an excellent focal point at the end of Waterman Street, and gives an attractive definition to the long view from Lower Richmond Road.

**4.14** Views towards the river from the residential streets leading from the Embankment are also important.

**4.15** This conservation area is particularly sensitive to intrusion from tall buildings, as Putney Wharf Tower has illustrated. The generally low-rise nature of the development and the appropriate sense of scale has contributed to a most pleasing townscape, one that could be all too easily harmed by unwelcome tall buildings. Likewise the views out of the conservation area would also be adversely affected by tall development, particularly in the High Street.

**4.16** The conservation area has suffered from very little infill development, and hence the gaps between buildings are very important in the overall sense of space and density that has evolved naturally. This has a profound effect on the character of the area and any interruption to the views between buildings should be resisted.

## 5. CHARACTER AREA 1: Church Square and Putney Wharf

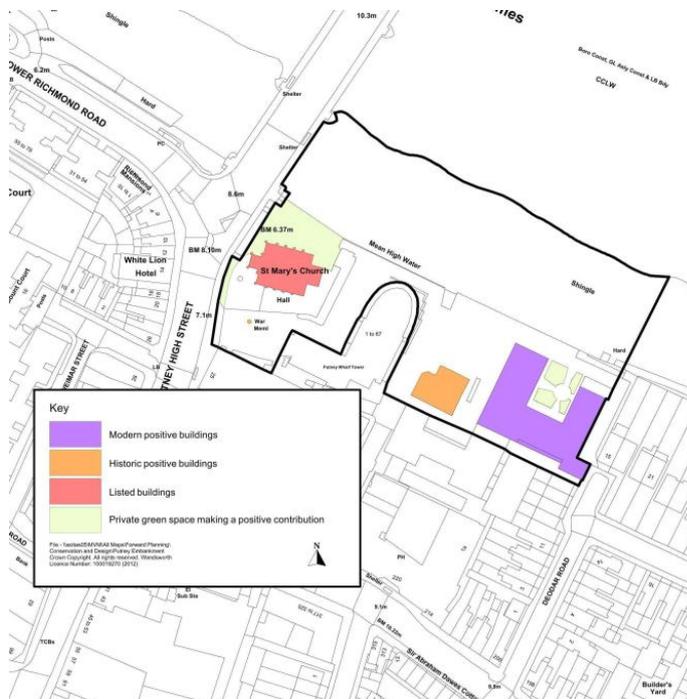


Figure 12 : Townscape map for character area 1

### Townscape

**5.2** At fifteen storeys, Putney Wharf tower is the tallest building on this part of the river frontage and dominates the more distant views into Church Square and Putney Wharf from the Thames and the bridge. Closer to, the Church is still a significant building in the townscape and its tower is visible from a distance along both the High Street and the Lower Richmond Road.

**5.3** The two main public spaces within the area are quite different. Church Square is a small, quite intimate space that opens onto Putney High Street and flows via stone steps into the relative tranquillity of Church Yard. Its intimacy derives from the influence of St. Mary's Church and the essentially low buildings that define it to the north and east. The town's war memorial provides a focal point and further reinforces the small scale quality of the space. To the south the blank flank wall of the cinema offers little and represents an opportunity for enhancement with a more appropriate active frontage.

**5.4** To the east Church Square is connected to the riverside by a broad link that turns north towards the Thames and then to the riverside walk that expands dramatically at the Putney Wharf Piazza which is a stimulating contrast to Church Square. The piazza has a much bigger scale set by the presence of the Tower on its west side and the expanse of the river Thames, framed in part by Putney Bridge, to the north. There is texture and human scale in the form of the small draw dock on the west side of the

**5.1** The easternmost part of the conservation area, east of Putney Bridge and comprising Putney Wharf, St. Mary's Church and Church Square has been almost completely transformed by redevelopment over the last 10 years. Formerly an industrial wharf, it is now predominantly residential with some commercial uses remaining. There is a big emphasis on public space in the form of a new square and riverside walks linking flats with the river and Putney High Street. In November 2010 the boundary of the conservation area was extended so that it no longer cut through buildings as it did following development in the 1980s.

Piazza and the Boathouse pub to the south. Cafés and restaurants ensure a lively and attractive coming together of people that provide the final, vital ingredient to make this an area with a strong sense of place.



**Figure 13 : The war memorial by St Mary's Church**

**5.5** By contrast, the narrow Isherwood Passage behind the Boathouse and some of the other linking passages and archways preserve the tightly constricted feel of the former industrial area. The contrast between the spacious piazza fronting the river and the narrow streets behind offers a pleasing diversity of urban form. Opportunities for infill buildings are unlikely given the current close proximity of buildings to one another and the carefully planned layout arrangement of the development as a whole.

**5.6** As a townscape feature, the powerful granite form of Putney Bridge deserves special mention. It has a very strong presence, bordering the character area and framing views up and down the river. It also terminates the top of Putney High Street which itself provides a divide between two very different character areas: the deliberately planned pedestrian spaces of Putney Wharf and the predominantly late Victorian commercial development of the upper High Street.



**Figure 14 : Putney Bridge seen across Putney Wharf Piazza**

## Buildings

**5.7** The Grade II\* listed St. Mary's Church, with its buttressed fifteenth-century rag-and-limestone tower is an extremely important building in the history of Putney in terms of its age, architecture and past associations. Heavily 'restored' (i.e. largely demolished, save the tower) in 1836-7 in stock brick by Edward Lapidge, the contrast between the original Perpendicular style and the Gothic revival re-interpretation is particularly striking. The stone piers of the boundary date from this period of Lapidge's alterations. A further remodelling (this time confined to the interior) occurred circa 1877. The tower is still a major landmark, albeit now somewhat dwarfed beneath the looming



**Figure 15 : St Mary's Church tower, the oldest part of the church and a local landmark, dates from the fifteenth century**

Putney Wharf Tower. The recent addition of a new community hall to the south-facing Victorian elevation of the church and flanking Church Square has been achieved in a mix of brick, glass and metal by Lipinski Pates architects. It is a good example of how a modern building can form an attractive extension that complements an historic building. See the history section for more on St. Mary's and Appendix 1 for a full list description. The town's war memorial once stood cramped in the small church yard (the result of the 1931-3 bridge widening) but was recently refurbished and relocated, with grant assistance from the Council, to a new location within Church Square.



Figure 16 : Community hall extension to St Mary's built in 2006

dates from the 1860s or 1870s. The actual conversion into a public house has been achieved well, with the projecting glass frontage allowing light into the building and with the retention and restoration of the roof gables, clock and small cupola. It is a mixture of brown and stock brick with some red and gault brick trimming and now enjoys a focal point in the riverside square. One of the surviving wharf cranes can be seen close to its original position at the front of the building.



Figure 17 : The Boathouse public house

**5.8** The only other historic building in this character area is the Boathouse public house. The pub is housed within the remains of what were actually three nineteenth century wharf buildings that once had a short stretch of railway line running through to a timber yard at the rear. Little of this history is now discernible given the substantial rebuilding and alteration that has taken place, but the building stands as an important reminder of the former activities associated with the area. The building probably

**5.9** The modern buildings by architects John Thompson and Partners that front on to the Piazza, Isherwood Passage and the Riverside Walk are not architecturally noteworthy but they do provide good definition to the public space with lively restaurants at ground floor level with apartments above. They have an appropriately low-key appearance and their modest scale makes the transition from the Putney Wharf tower to the houses in Deodar Road well.

## Boundary treatments

**5.10** The notable boundary treatments in this character area are the railings and gates forming an enclosure to St. Mary's Church. These are mostly Victorian features and they provide an attractive and necessary boundary for the church, sitting on a low stock brick and stone capped wall that runs around the frontage bordering the High Street. The original (c.1836) boundary was a tall brick wall that curved up to stone piers with cast iron gates and enclosed a small burial ground at the front of the church. The wall appears to have been replaced by the current railings and low wall in c.1884/5. The original octagonal stone piers from the earlier boundary survive and are agreeably chunky, though the lanterns are now missing. Reinstatement of these would be welcomed.



**Figure 18 : Boundary to St Mary's Church, part of the 1836-7 alterations**

**5.11** Throughout the Putney Wharf development the balustrade running alongside the riverside walk at the river's edge is a very modern arrangement of cast metal uprights at intervals, with horizontal strained wires running between. This design is very unobtrusive and allows clear views of the river for pedestrians and contributes to the attractive appearance of the area by emphasising visual contact with the Thames.

## Streetscape

**5.12** Given the new modern appearance of this character area, the street furniture and hard landscaping has been carefully designed in contemporary style to reflect this. Therefore lamp columns, benches, litter bins, bollards and the railings lining the river are all contemporary in design, reflecting the new character of the area.

**5.13** The character area features one of the nine sculptures by Alan Thornhill that make up the Putney Sculpture Trail. This sculpture is called Punch and Judy, and is located between Putney Wharf Tower and the draw-dock to the west of the Piazza.

**5.14** Paving within the Putney Wharf development is a mixture of square or rectangular stone slabs in subtly varying colours and textures. Stone pavements are used between Putney Wharf Tower and Church Square, and the riverside walk is paved with a light-coloured aggregate. The combination of high quality paving and carefully placed

street furniture and trees is particularly attractive; only insensitive CCTV camera columns, one in Church Square and another on the riverside walk intrude in an otherwise very attractive streetscape.

**5.15** The paving material in Church Square has been deliberately extended into part of the churchyard to St. Mary's to form the forecourt to the new church hall with its café on the ground floor. This helps to create a visually seamless transition from the public space into the quieter precinct of the church.

### **Trees and green space**

**5.16** There are some good mature trees within the grounds of St. Mary's Church and on the boundary with Church Square which itself benefits from a fine semi-mature street tree; together these help to give a green setting to the Church. There is a small area of grass along the riverside frontage of the Church. The only other trees in this character area are rows of formally planted trees in the Piazza to the front of the Boathouse and trees and along the riverside walk.



**Figure 19 : Trees in the churchyard**

## 6. CHARACTER AREA 2: Putney High Street

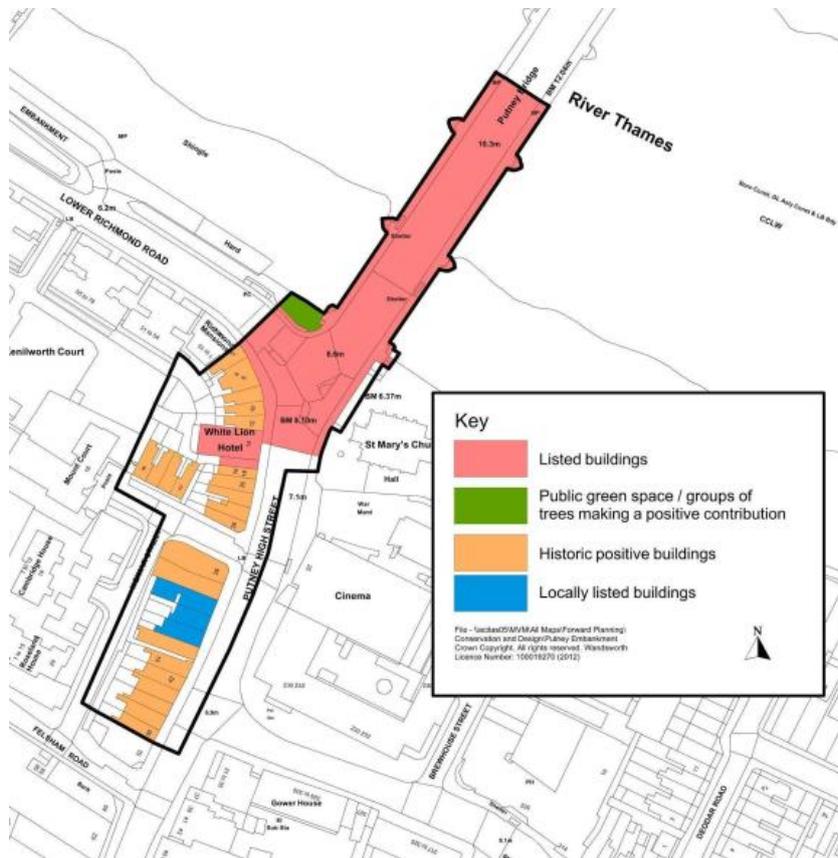


Figure 20 : Townscape map for character area 2

**6.1** This character area represents the northern end of Putney High Street, the main commercial road in Putney. The building type is predominantly terraced shops with residential accommodation above. The former White Lion Hotel and three eighteenth century terraced houses (themselves converted into shops) provide variation. Most buildings were built around the late 1880s, a period of development spurred on by the construction of the new Putney Bridge. This is a high quality area with considerable townscape appeal.

### Townscape

**6.2** The character of this area is wholly urban. The buildings along Putney High Street included in the character area have high townscape quality, viewable from the river as a sweeping, continuous terrace broken by Weimar Street. These three and four storey buildings add appropriate bulk to this northern part of the High Street, in contrast with the more open, fragmented nature of St. Mary's Church and Church Square on the eastern side of the road. The focal point of the former White Lion Hotel is especially important in this composition. The running of Weimar Street behind the terrace at nos. 28-50 Putney High Street gives these buildings a special relationship to both streets, a formal, imposing frontage and a less formal, much more open rear elevation that remains extremely important for its sheer visibility. The feeling of space in Weimar Street as a result of this juxtaposition is considerable. Impressions of density therefore change when walking around this character area, although thanks to the wide High Street and open vista at the approach to the bridge the sense of space and good proportion is maintained throughout.

**6.3** There is a considerable gap between the terrace of three-storey housing in Weimar Street and the rear elevations of nos. 18-26 Putney High Street. This is important as it allows for views of these rear elevations and contributes to the important sense of space. The residential terrace at the end of Weimar Street represents the natural (contemporaneous) filling in of appropriate buildings in an available plot behind this High Street terrace.

**6.4** The Weimar Street terrace sits very slightly back from the pavement to allow for a small enclosed forecourt to each individual unit, but all buildings on the High Street sit directly on the pavement line as would be expected of a commercial terrace on an important thoroughfare. The only exceptions to this are the eighteenth century former houses at nos. 32-36, whose original alignment allowed for front gardens. Shopfronts have subsequently been built out to continue the new building line established in the late 1880s, but it is important that this distinction remains for historical continuity's sake.

**6.5** Hamilton Court, a block of private apartments, sits to the rear of Richmond Mansions and 2-12 Putney High Street. The crescent-shaped building nestles in the area bounded by the backs of these buildings, has no dominant street elevation, and is an appropriate small scale development in this area. It replaced a row of stables of similar size and on a similar footprint (hence the location to the rear of the Victorian commercial parade).

**6.6** The bridge has immense townscape importance as it frames so many significant views and acts as a vantage point for first impressions of Putney.



**Figure 21 : Terraced buildings with ground floor shops on the High Street**

## Buildings

**6.7** The buildings in this character area on the west side of the High Street are all of high quality and were largely developed within a short period in the late 1880s when the road was widened for the new bridge. As these are commercial buildings there have been many insensitive changes over the years, especially to shopfronts and these fine buildings could benefit from enhancement. This parade also contains some of the earliest buildings to survive in any part of the High Street, dating from the eighteenth century. These especially have suffered from insensitive modern additions.

**6.8** Weimar Street is also included in the character area, and much of it consists of views of the rear elevations of nos. 28-50 Putney High Street, hence these rear elevations are also highly important and should be considered when extensions and other alterations are planned. Such a layout affords a relatively rare opportunity to view in detail the rear of such a parade of buildings, and there are still many historic details to be seen, including timber sash windows and tall, chunky chimneys. The contrast between the grand frontages and plain, relatively rudimentary but no less important rear elevations is important, and care should be taken to avoid negative change. The rear elevations of the row of eighteenth century former townhouses are particularly important.

**6.9** The three-storey red brick houses (with stock brick flanking walls) at nos. 2-10 Weimar Street were built in 1889-90 by Benjamin Stone of Strode Road, Fulham, just over Putney Bridge. The two-storey, canted bays have stone banding and brick and terracotta embellishments and all windows are arch-headed. This is a quality townscape group and provides an excellent composition to the northern end of Weimar Street.



Figure 22 : Weimar Street

**6.10** The mid-1990s development of Hamilton Court that occupies the rear courtyard behind Richmond Mansions and 2-12 Putney High Street replaced a stable block of similar size and footprint built in 1888-9. This building was unusual in that horses were stabled on the first floor, access being by a ramp from ground floor level. The stables were deemed beyond economic repair by the early 1990s and were replaced by the current flats, whose design picks up on the themes and appearance of the earlier building.



Figure 23 : The Whistle and Flute public house

**6.11** The terrace of six three-storey buildings (with attic rooms) at nos. 40-50 Putney High Street were probably built between 1887 and 1889, around the time when much of this corner of Putney was being rebuilt. They are tall and relatively plain, with quoin details around their first and second floor windows and simple Dutch gables to the attic rooms. None of the original shopfronts survive, but many of the pilasters and corbels demarcating the divisions between the buildings are still in place. The best approximation of a traditional shopfront is the Whistle and Flute public house, which has been joined together from two former shops. The central pilaster and position of the entrance doors signal the former layout. No. 50's shopfront is a continuation of that of the more recent building on the corner of Felsham Road outside the character area and it now unfortunately presents a blank face to the High Street.



Figure 24 : Nos. 32-36 Putney High Street. The unpainted brick and six-over-six paned sashes would have been features of the whole group when first built

**6.12** No. 38 Putney High Street has been compromised by a poor shopfront and by the painting of its facade, but is still a good townscape building that could benefit from enhancement. A basic elevation of three stories, it provides a bookend to three eighteenth century houses, survivors of Old Putney at nos. 32-36. This row (nos 32-36) are set back from the building line as they once incorporated front gardens which were lost to commercial use in the 1880s. The original deep shopfronts have sadly now all been lost.

The upper storey of no. 34 is the only one to have entirely retained its original appearance, with Georgian-glazed timber sash windows. No. 36 has been painted and has had some uPVC windows added, and no. 32 has had part of its facade removed to provide a very poor first floor extension above the shopfront below. These buildings are locally listed and could all benefit from considerable enhancement.

**6.13** Bookending this row of former houses is no. 30, dating from 1889 and re-establishing the new building line of the 1880s. A tall, thin red brick building of three stories with a small scrolled and pedimented attic window in its mansard roof, its windows are arch-headed on the first floor. The second floor windows have architraves running above them and all are embellished with quoin details. Pilasters with their attendant corbels survive to the shopfront, but this is another example that could be improved overall.

**6.14** The building on the corner of Weimar Street, no. 28, was built in 1889 by the developer Charles Merrett of Wandsworth Road. Squat and square, it is a good corner building, in red brick with a scrolled pediment and floral plaster panels. The chimney on the side elevation has been continued as a feature down the length of the building, and there is a raised brick panel on the front elevation with a pediment housing its date. The pilasters have classical capitals.



Figure 25 : Nos. 28-30 Putney High Street

**6.15** The five red brick shops with flats between Weimar Street and the former White Lion Hotel were developed by Mr W. G. Silcock of the White Lion itself. The five units make for a quality composition, stepping slightly up the hill to the bridge. Of three stories with pedimented attic dormers, they have brick aprons beneath their second floor windows and repeated floral motifs and triglyphs in their architrave. The archway adjacent to the former White Lion Hotel is the access way to the former stables and garage at the rear from the previous hotel use. The shopfront to no. 26 curves into Weimar Street and is a dominant corner feature with its elaborate doorcase. This is the best of the shopfronts, the others have been replaced and could



Figure 26 : The terrace running between Weimar Street and the White Lion

benefit from enhancement. The turret above the doorway to no. 26 allows for curved sash windows, and the sash windows throughout the rest of the block have also survived. The conical tower on the roof of no. 26 was sadly lost in a fire in the 1970s and there is great scope for the reinstatement of this feature.



**Figure 27 : The White Lion Hotel**

description can be found in Appendix 1.

**6.16** The Grade II listed former White Lion Hotel was built in 1887. It is of four stories with ornate attic dormers. This excellent symmetrical three-bay composition is of red brick with stone dressings. The French pavilion slate roof has elaborate iron cresting and twin weather vanes. The upper floors form a succession of pilaster orders following the rules of classical architecture. The whole facade is rich with detail; cornices, brackets, pediments, architraves, capitals, balconies, iron balustrades and statuary all vie for attention. The fenestration is a mix of casements with French doors, sashes on the fourth floor and to the attic dormers and tripartite windows in the centre of each floor. The whole ensemble is crowned by a date tablet and a stone figure of a white lion. The public house lost its original Victorian bar arrangement in the 1930s and has been further altered since. A full listing

**6.17** The adjoining building to the right, no. 12, was developed by the owner/proprietor of the White Lion, Mr W. G. Silcock in 1888 and was designed by an architect based in North Kensington, William J. Watts. With an elaborate pedimented Dutch gable, this four storey red brick building picks up on the floral motifs and triglyphs established by nos. 18-26 and links the buildings together as being built for the same client. Two blind windows provide symmetry to the first floor. The shopfront has since been altered and the roof added to.

**6.18** The four-storey buildings at nos. 8-10 are identical to each other, with pediments over long French doors to the first and second floors and iron balconies. One of these has been lost from no. 8. The top floor pediments are simpler and lack the ornate capitals atop their pilasters. A banding with a repeated floral motif runs beneath the architrave. Nos. 4-6 are a double-width version of nos. 8-10, with an ornate iron-framed shopfront of some antiquity, the columns flanking the front door are supported by

cast-iron cherubs. Facing the bridge at an oblique angle, this was obviously intended to be the centrepiece of this development. No. 2, a mirror image of nos. 8-10 completes the picture.

**6.19** The Grade II listed five-span Putney Bridge, designed by Sir Joseph Bazalgette in 1884 and opened in 1886 was widened in 1931-3. Of Cornish granite, it is one of the main focal points in Putney and allows for important views both in and out of the character area, framing the end of Putney High Street in both directions and affording a wide vista over the river. The long, sweeping flank running along the slipway on the Embankment gives definition to the shore, allows for a boundary along Lower Richmond Road and includes



**Figure 28 : View through the granite Putney Bridge (for vehicles and pedestrians) to the cast iron Putney Railway (and pedestrian) Bridge in the distance**

the steps down to the now closed public conveniences. The flank wall fronting the area of green space adjacent to the river (known as Waterman's Green) conceals the vaults underneath the roadway that connect with 4-6 Putney High Street. The iron lamp standards have had their lanterns changed from the originals, but the bases remain. The bridge is a simple and majestic structure that replaced the former timber bridge and aqueduct and assisted in bringing modernity to Putney.

## **Boundary treatments**

**6.20** The only buildings on the High Street ever to have had any form of boundary treatments were the eighteenth century former houses at nos. 32-36. Originally these had quite large front gardens bounded by low walls with iron railings. Today their shopfronts obey the prevailing building line of their later neighbours.

**6.21** The Weimar Street terrace has a brick wall and low railings, though these are not original. Hamilton Court is accessed through a large modern set of metal gates, though these are not intrusive.

## **Streetscape**

**6.22** The streetscape in Putney High Street has recently been improved with stone slabs replacing the previous concrete examples, though the granite kerbs have been replaced with concrete.

**6.23** Weimar Street has a mix of concrete pavements and small-block herringbone paving, with surviving granite kerbs. The concrete pavements take the form of probable stone slabs here originally, and so do not detract as much as modern small-block paving. Paving in the Lower Richmond Road is of the modern, small block type.

**6.24** Overall the paving is a mixture, and could benefit from rationalisation. There has been some attempt to distinguish Putney High Street as the main thoroughfare with the laying of stone pavements, but the surrounding streets are patchy at best.



**Figure 29 : Original style lanterns on Putney Bridge**

**6.25** The railings acting as a pedestrian barrier in the High Street are acceptable in design, though many have been bent out of shape. Bollards have been designed and painted to match, and are also fine. Lamp columns are of the modern type, but are not intrusive.

**6.26** Street signs are of the modern type, but are relatively few given the busy location and major traffic intersection.

**6.27** Only the pedestrian crossing at the junction of the bridge with Lower Richmond Road and the High Street is fussy, with traffic islands, traffic lights and railings and different paving treatments. It does however represent a necessary evil in this congested corner of the character area.

**6.28** Putney Bridge has its own streetscape in the form of foliate lamp standards and lanterns, which are highly attractive. The lanterns, however, have been replaced from the originals.

**6.29** There is a good cast iron street name showing 'Lower Richmond Road, S. W.' on the flanking wall of the bridge.

## **Trees and green space**

**6.30** There is very little private greenery in the Putney High Street character area, due mainly to the buildings sitting on the pavement line and having rear yards rather than gardens.

**6.31** The rear gardens of the Weimar Street terrace have some planting, but this is not overly visible from public areas.

**6.32** The elevated area between the slipway and the bridge has some grass and trees and provides some extra framing for views over the river.

## 7. CHARACTER AREA 3: Lower Richmond Road

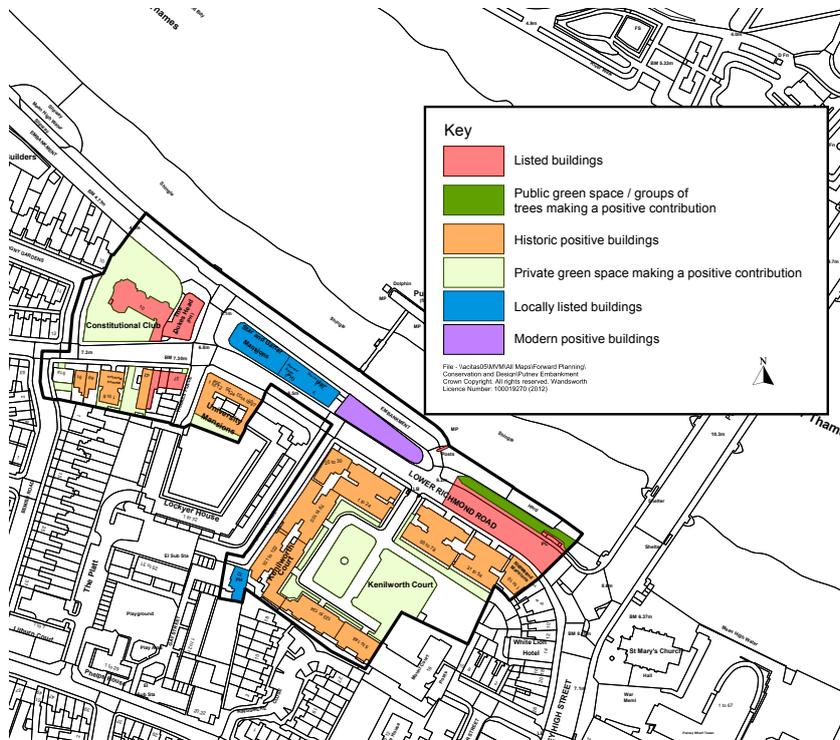


Figure 30 : Townscape map for character area 3

**7.1** The Lower Richmond Road character area boasts some outstanding architectural quality and is also the most diverse in terms of building ages. The earliest building in the character area is Winchester House, circa 1730 with the west wing added around thirty years later. There is a row of early nineteenth century terraced cottages and a mid-nineteenth century pub (the Bricklayer's Arms), but most development is from the very late nineteenth and very early twentieth century (the blocks of

mansion flats and the Duke's Head). The restaurant fronting the river to the east of the Star and Garter is one of the most recent buildings.

### Townscape

**7.2** The character area of the Lower Richmond Road takes in the mansion flats, the eighteenth century Winchester House, the row of early nineteenth century terraced cottages and the Victorian villas along the main road itself, together with Star and Garter mansions and the modern restaurant building flanking the Embankment. Also included is the Bricklayers' Arms public house in Waterman Street to the rear of Kenilworth Court and the Duke's Head on the river. The mansion flats, developed within a few years of each other and set in appropriately large plots play a dominant part in setting the character. They are all entirely appropriate buildings for their location and have immense townscape value, both individually and as a group.

**7.3** The bulk and mass of the buildings therefore changes considerably when travelling through this character area, though density in terms of the spatial arrangement of buildings is low.

**7.4** The major plot is taken up by Kenilworth Court, seven blocks of mansion flats between five and six stories in height (six for the blocks at the rear) plus basements. The individual buildings are imposing, those fronting Lower Richmond Road presenting

considerable formal bulk to the street, but the quality design and courtyard nature of the estate and the open space in its centre determine that the overall scale of the buildings is not overbearing and that they sit well in their setting.



Figure 31 : Kenilworth Court fronting the Thames

situated on a similar sized plot, but is much lower at two stories, allowing the Star and Garter the dominance it has always had.

**7.7** Richmond Mansions carries on the terrace curving round from the High Street into Lower Richmond Road and follows their prevailing size.



Figure 32 : The Thames seen between the Dukes Head (left) and Star & Garter Mansions (just seen right)

**7.5** The other mansion blocks are stand-alone buildings and are all imposing to varying extents. Star and Garter Mansions achieves the biggest effect due to its position on the river between the Embankment and Lower Richmond Road. Of four storeys with attic rooms, it sits in an island position and all elevations are thus viewable, giving it an open aspect despite its impressive size.

**7.6** The modern restaurant development adjacent to the Star and Garter fills a similar

sized plot, but is much lower at two stories, allowing the Star and Garter the dominance

it has always had.

**7.8** University Mansions sits right on the pavement line as it once incorporated shops, therefore it has an even more direct bearing on the street. It is of five stories plus attic rooms and is a dominating presence, framing the street along with Star and Garter Mansions opposite.

**7.9** The Duke's Head public house also occupies a highly visible prime position on the riverside between the Embankment and Lower Richmond Road, and is a focal point when travelling up the

Lower Richmond Road away from Putney town centre. Of three stories, it faces the end elevation of the Star and Garter Mansions and allows for a wide gap through which the river is visible.

**7.10** Winchester House sits in a generous plot next to the Duke's Head, with garden front and rear. It is a three-storey building, though much lower than the neighbouring public house, and continues the trend of gradual lowering of building height away from the town centre.

**7.11** The scale of development diminishes by the time Thames Place is reached, with a row of two-storey early nineteenth century houses representing remnants of the previous chapter of Putney development.

**7.12** The adjacent three-storey Victorian villas represent the start of the small-scale nineteenth century residential development, predating the mansion flats by some years and sitting on the edge of the typically Victorian grid-like streets of densely built smaller housing to the west and outside of the conservation area.

**7.13** The two-storey Bricklayers' Arms public house nestles behind Kenilworth Court as the only survivor of the former River Street, now Waterman Street. Its scale is appropriate for a small back street area, and its position facing the street gives this cul-de-sac a good focus from Lower Richmond Road.

**7.14** The wide open vistas of the Lower Richmond Road character area are extremely attractive, with the majority of its buildings large in scale though built at a density allowing for an overall sense of space. These buildings represent the transition between the overwhelming urban nature of the High Street to the residential area away from the town centre, but on an appropriately grand scale which is also particularly important given the riverside location.



## Buildings



Figure 33 : Richmond Mansions

**7.15** There are some excellent buildings in this character area, which overall is the richest in terms of architecture.

**7.16** Richmond Mansions was built in 1899, of red brick with limestone dressing. Of five stories, five bays wide, it is a relatively plain (given the other neighbouring mansion flats) structure with casement windows in the central bay contrasting with the sashes making up the majority of the fenestration. In common with many mansion flat blocks Richmond Mansions incorporates shops at ground floor level; here the shopfronts, though altered, are of some quality and have good proportions. The entrance to the flats is through a central, classically inspired stone and brick doorcase.

**7.17** For their sheer size, the mansion flat blocks of Kenilworth Court are extremely impressive, the blocks varying between five (fronting Lower Richmond Road) and six stories (blocks to the rear of the courtyard, backing on to Kingsmere Close).



Figure 34 : Kenilworth Court



Figure 35 : Terracotta entrance to Kenilworth Court

**7.18** All have full-height bays crowned with Dutch gables and bracketed stone balconies. The facades are distinguished by the careful use of stone features and banding, those bands forming architraves above the windows have a distinctive 'jigsaw' pattern, and the elaborate entrance porches have chunky tapered columns supporting substantial and ornate doorcases with broken pediments and finials. Doors are glazed

panelled with stained glass fanlights. There is also an ornate 'Kenilworth Court' name panel beneath the first floor stairwell window of each block. The central courtyard formerly included tennis courts, but this area is now a communal lawn. The elevation flanking what is now Waterman Street is plainer, but the 'jigsaw' motif to the window heads is continued. There is a similar mix of sash windows with Georgian bars in the top sash and casement windows to the stairwells. Kenilworth Court was built to the designs of R. C. Overton, architect, in 1902-4.

**7.19** The two-storey Bricklayer's Arms is a modest little backstreet public house, an excellent low-key building of good, unshowy proportions. Although it has been altered over the years (replacement of the first-floor casement windows with Georgian-glazed sashes and the filling in of two doorways at the extreme left and right of the ground floor facade), these alterations have not diminished its character. The stone steps to the former doorways can still be seen, and the join between the tiles on the front facade where the wall has been continued. The now single entrance is central in this facade, which is divided by pilasters into large windows. The access to the beer cellar is to the right of the entrance door. An abundance of chimneys is also a notable feature. The Bricklayer's Arms represents the last remaining building in the former Gay Street/River Street area which was comprehensively redeveloped in the 1960s.

**7.20** Star and Garter Hotel and Mansions are a stunning presence and are locally listed. In a Northern Renaissance style in red brick with heavy use of stone and a prominent central bulbous dome on the roof, the facades feature a combination of pilaster columns, balconies, pedimented casement windows and French doors, belvederes and oval windows. There is also much use of ironwork, brackets, balustrades and architraves, with some signature floral motifs around the oval windows. This



Figure 36 : Star & Garter Mansions

extraordinary building, presenting street elevations on all four sides and highly visible from the river was designed by W. R. Williams (who also built large individual houses in the Gwendolen Avenue area of Putney) and built in 1899-1900. Its basement originally incorporated such luxuries as a boat house, coach house and billiard room, with the (then modern) convenience of a bicycle store. Two roof domes at the eastern end of the building were lost to bomb damage in the Second World War and were not replaced.



Figure 37 : Restaurant built in 1996-7



Figure 38 : University Mansions

**7.21** In front of the Putney Bridge restaurant building (designed by architect Paskin Kiriakides Sands in 1996-7) is the sculpture 'Load', the first of the Alan Thornhill sculptures to be located in Putney (in the late 1980s), and now part of the Putney Sculpture Trail.

**7.22** On the opposite side of Lower Richmond Road is University Mansions, built in 1900 to the designs of Palgrave and Company, who also designed Ruvigny Mansions on the Embankment. Of good proportions and featuring scaled-down versions of some of the Star and Garter Mansions motifs, it is predominantly of red brick with panels of roughcast render. The mansard roof features tall chimneys, a crow-stepped gable and a corner turret, and there is some use of feature oval windows. Originally the ground floor was given over to shop accommodation; only one of these now remains but the pilasters, corbels and fascia mark the location of the former

shop windows, with tripartite timber sash windows sensitively inserted in the former shopfront areas. An ornate entrance with an elaborate pediment carries the date of construction in Art Nouveau lettering.

**7.23** The Grade II listed three-storey Duke's Head is a well-positioned, grand corner public house facing one end of the Star and Garter and showing three street elevations. It dates from 1899-1900 and is now distinguished by its elegant stuccoed facades, tall chimneys and twin-arched entrance on its main elevation. There is a mix of timber casement and sash windows, and large brass lamps hang above the pavement at ground floor level. The interior retains much of its original timber work, with screens and panelling, and ornate frosted and etched glass. The building originally incorporated a

boat shed, and there was a skittle alley in the basement; this is still in existence but is now covered over. Full list descriptions for all listed buildings can be found in Appendix 1.

**7.24** Winchester House (Putney Constitutional Club) is one of the oldest buildings in Putney, its earliest part dating from around 1730. The west wing is from around thirty years later. It is of five bays and in stock brick, with a central lunette over a Venetian window. The house is set in walled grounds and appears secluded despite having an open elevation and its rear garden bordering the Embankment. It is this rear elevation, with its full-height bays and Georgian paned sash windows that is the more visible.

**7.25** The row of Grade II listed cottages at nos. 37-41 Lower Richmond Road date from the early nineteenth century and are appropriately simple in execution, in stock brick with a pantile roof and cambered arches to the windows. Fenestration is of timber sashes, some tripartite. Simple bracketed timber canopies shield the front entrance doors. The cottages represent important survivors in the history of Putney's development. The white paint on the facade of the right-hand cottage does detract from the appearance of the terrace however.



Figure 39 : Cottages at nos. 37-41. No. 43 is seen on the right

**7.26** No. 43 is a substantial later nineteenth century house rotated at 90 degrees to the street with its main entrance to the side. It presents a gabled street elevation with tripartite sash windows and a full height bay on the entrance elevation. Of stock brick, it is a good, solid building and provides an appropriate bookend to the row of listed cottages. The timber front entrance gates and gate piers are original and are extremely attractive. The house has been slightly compromised by the addition of a uPVC entrance porch which detracts from the otherwise original appearance.

**7.27** Further Victorian housing can be found to the immediate west, Warwick Mansions and a pair of semi-detached villas at nos. 49-51, very similar in style and overall size. Both are pseudo-Gothic with plaster hood moulds and quoin details to the front entrances. Of gault and stock brick, both are of two stories with gabled attic rooms. Nos. 49-51 have canted two-storey castellated bays, the bays to Warwick Mansions lack these details. There are ornamental foliate panels above the ground floor windows.

These are quality Victorian buildings and nos. 49-51 have been little altered. Warwick Mansions started life as a pair of semi-detached houses known as Stockhurst Villa (no. 45) and Niton House (no. 47) but were altered early on to form a block of flats. Warwick Mansions has a set of highly ornamental railings with embellished ogee arches. These are original, having survived the war due to their safety requirement in preventing people falling into the front lightwell.

**7.28** On the riverfront, the pier leading from the Embankment, though altered, is still an historic feature and was built when the area of the Embankment was laid out for boating and pleasure trips in the late nineteenth century.

### Boundary treatments



**Figure 40 : Flanking wall to Putney Bridge**

accessible directly from the street, though the latter has an enclosed yard and beer garden to the rear with non-original but ornamental metal gates and a high brick wall. This deliberate lack of boundary treatments has contributed positively towards the character of the area, bringing these excellent buildings forward and into more direct contact with the street.

**7.29** Many of the buildings in the Lower Richmond Road character area lack boundary treatments, being originally built on the pavement line, which gives them an immediacy and dominant presence in the streetscape. Richmond, Star and Garter and University Mansions have (or were designed to have) commercial or leisure uses at ground floor level, rendering boundaries inappropriate. The Putney Bridge restaurant building also opens directly onto the street in its island position. Likewise the Duke's Head and Bricklayer's Arms are



**Figure 41 : Railings at Kenilworth Court**

**7.30** The flanking wall of Putney Bridge provides the boundary to Lower Richmond Road and the slipway leading down from the Embankment. Enclosing the green area between these two elements is a set of simple but appropriate spiked railings atop a stepped brick wall capped with curved engineering bricks. These railings have a gate for access and backstays for support. Further back towards the bridge itself the railings change and are modern in design. These are more in line with the examples found guarding the riverfront at Putney Wharf.

**7.31** Kenilworth Court has a boundary of long stretches of iron railings with decorative flourishes, interspersed with brick piers at strategic points outside the entrances to individual blocks. There were originally many more of these brick piers. The railings provide safety for the basement lightwells flanking the street. The main entrance to the internal courtyard is marked by two substantial brick piers (one incorporating a Royal Mail post box) supporting a stylised Art Nouveau name sign with twin spherical lanterns. The whole ensemble is suitably grand for the scale of these mansion flats.

**7.32** The listed nineteenth century cottages at nos. 37-39 have a continuous low brick wall with timber gate piers. This is of some antiquity and is appropriate for this terrace. That at no. 41 has been rebuilt and has been augmented with some modern, inappropriate railings. The neighbouring house, no. 43 has a timber fence and excellent original panelled timber gates, painted black with 'The Homestead' picked out in gold lettering.

**7.33** The railings fronting Warwick Mansions are highly attractive, with their decorated ogee pattern and rendered brick piers. This treatment is also likely to have been present at the neighbouring villas which are in the same architectural Gothic style, although the railings have now been lost.

**7.34** There is a high brick wall running around the perimeter of the surviving grounds of Winchester House. This is in several different sections, and indicates the gradual decrease in the size of the grounds over the years. The section fronting Lower Richmond Road is a panelled wall of red brick with use of stone capping and shaped engineering bricks. There are two red brick gate piers supporting an ornate iron gate. The section in Ruvigny Gardens is likely to have been built in the 1880s when this street was developed from the grounds of the existing house, and is of stock brick with full-height buttresses. The last section is much plainer, as befits a wall to a rear garden. Again of stock brick, it is free from embellishment.

## Streetscape

**7.35** There are still some historic streetscape paving features in the Lower Richmond Road character area, such as the area of granite setts on the pavement between Winchester House and the Duke's Head and on the slipway running down to the river from the area opposite the Putney Bridge Restaurant. Granite kerbs survive to a large extent.

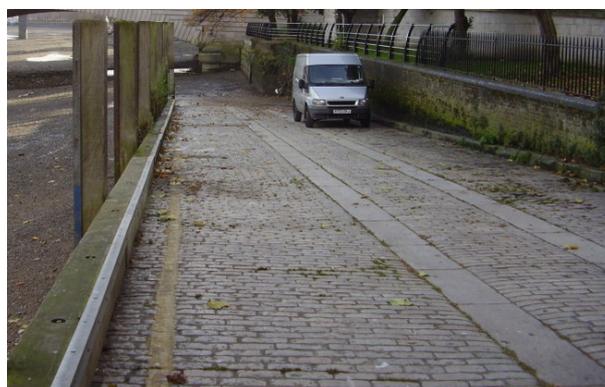


Figure 42 : The granite slipway

**7.36** Otherwise the paving is of yellow and red modern small blocks in Lower Richmond Road itself, with concrete slabs in Waterman Street (along with some patchy concrete infill) and along the Embankment.



**Figure 43 : Boat race marker**

**7.37** Arguably the most important streetscape item in this character area is the stone bollard on the Embankment marked 'UBR' or University Boat Race. This denotes the starting point of the annual race and is a unique piece of London's history.

**7.38** There is a row of simple modern bicycle rail stands outside Star and Garter Mansions (Duke's Head end).

**7.39** Adjacent to the slipway is a cast historic-style direction sign indicating the Thames Path and Riverside Walk.

**7.40** The five cast iron bollards opposite the slipway are late nineteenth century and are all Grade II listed.



**Figure 44 : Victorian cast iron bollards**

**7.41** There is a good cast iron street sign announcing Lower Richmond Road on the balustrade wall of the bridge.

**7.42** There is a pair of Belisha beacons between the row of listed cottages and Duke's Head, though their appearance does not spoil the view of either.

**7.43** There are some more historically styled street lamps on the river side of the Embankment, elsewhere street lamps are of a modern type, along with the benches,

litter bins, railings and bollards flanking the river. All items adjacent to the river are painted in Putney blue.



**Figure 45 : Historic cast iron street sign with raised lettering**

**7.44** Street signs otherwise are of the modern type, and given the riverside location and number of junctions these are numerous, though they do not intrude significantly.

### Trees and green space

**7.45** Overall the Lower Richmond Road character area is not particularly green. There are some street trees on the Embankment, and a small area of public green space between the flanking wall of Putney Bridge and the slipway. The street trees contribute greatly to their riverside setting

and are highly attractive.

**7.46** Elsewhere private green space is minimal, restricted to the verdant grounds of Winchester House, particularly the front garden.

**7.47** There is a large communal lawn at Kenilworth Court, but this has the effect of enhancing the area enclosed within the courtyard rather than the character area as a whole.

## 8. CHARACTER AREA 4: Ruvigny Gardens



Figure 46 : Townscape map for character area 4

**8.1** Ruvigny Gardens was developed as a purely residential street giving it a very cohesive character area. It was laid out in 1880 on land forming part of the grounds of Winchester House. The terraces of houses were built in 1883-4 by James Childs of Stoke Newington in the Queen Anne style.

### Townscape

**8.2** The houses in Ruvigny Gardens consist of two long late-Victorian terraces on either side of the road;

these are of two main stories with attic rooms in the form of Dutch gables on the houses on the south side of the street and square dormers on the north. Being terraces there are no gaps between the houses, though the interspersed bays and chimneys provide a rhythm along both sides of the street. These tall houses are relatively small and narrow, and this has resulted from packing as many houses as possible into the available plot taken from Winchester House. The character is much more suburban as this street is away from Putney town centre in a more residential area. The abutting of the street with the historic garden and high brick walls of Winchester House makes this character all the more suburban.

**8.3** The rear elevations and spacious gardens of the houses on the north side of the street are of vital importance since they back onto the Embankment and are viewable from both the river and the street. They therefore have a different townscape characteristic at the front and rear; the fronts present a strong, quite formal and uniform appearance to the street, the rear elevations are open and much more distanced from the street elevation, literally turning their backs on the Embankment and having the rear gardens as a softening green area between themselves and the street. This also gives rise to a clear view of the whole terrace and it is therefore important to consider extensions carefully as the rear aspect of these houses is so important to the appearance of the area.

**8.4** The rear elevations and gardens of the houses on the south side are also visible from the street, and the open nature of the rear plots, backing onto the smaller rear yards of the shops in Lower Richmond Road is a noticeable and important aspect of this character area.

## Buildings

**8.5** The three-storey houses in Ruvigny Gardens are of very high quality, and possess a uniformity associated with being built at the same time by the same developer. The terraces on the south side of the street differ in style from those on the north, but all are constructed from stock brick with rich red brick and terracotta embellishments, and both terraces are in the Queen Anne style. All have timber sash windows set in arch-headed reveals with Georgian glazing bars in the top sash. Doors are panelled timber. There are some highly colourful glazed tile panels inside the entrance porches of these houses.



Figure 47 : Ruvigny Gardens (north side)

**8.6** The houses on the south side of the street are two windows wide with Dutch gables and canted bays. They have triangular plaster pediments with scrolls and the sills to the windows are bracketed. Chimneys are prominent.



Figure 48 : Ruvigny Gardens (south side)

**8.7** The houses on the north side are three windows wide and thus appear larger. They have brick pediments above their front doors which are set in porches that stand just behind the line of the bays. Chimneys are chunky and prominent on these houses too.

**8.8** The frontages of the houses in this street are highly cohesive due to their original good quality design, but also due to the lack of poor alterations that have been carried out in intervening years. This has maintained the historic nature of the character area and should be commended.

**8.9** The rear elevations of the houses on the north side of the street that present their rear elevations to the Embankment have seen some alteration, and these have in some cases detracted from the overall appearance. The rear elevations were originally carefully designed as show elevations, and they should be treated as such. Some of the houses for instance have Dutch gables to the rear.

**8.10** The former garage and workshop in the north-western corner of the character area has now been converted to office use, but still makes an important, historically readable contribution to the character of the area, underling the fact that, though overwhelmingly residential, streets such as Ruvigny Gardens used to incorporate other more industrial uses.

### Boundary treatments



**Figure 49 :** This photograph taken in 1906 shows the design of the original railings that have since been lost

**8.11** There is now a mix of non-original boundary treatments in Ruvigny Gardens, which is unfortunate given the otherwise excellent rate of survival of other period features. Boundaries are now an arbitrary mix of brick walls, railings (or combinations of both) and hedges. Originally the boundaries consisted of low dwarf walls with stone caps and cast-iron railings with matching gates and posts.

**8.12** Fortunately the front gardens are not big enough to accommodate cars, and so each house retains a front boundary of some description.



**Figure 50 :** The wall forming the boundary to Winchester House, seen from Ruvigny Gardens

**8.13** The boundary wall of Winchester House now abutting Ruvigny Gardens is likely to have been built when the grounds were sold off for the development of the street in 1880. It is a high, good quality stock brick buttressed wall that provides a neat and attractive focal stop to the eastern end of the street.

### Streetscape

**8.14** The current streetscape in Ruvigny Gardens is rather scruffy, with square concrete slabs and concrete infill being the

order of the day. However, the original treatment was likely to have been of stone pavements, so the use of concrete replacements is not wholly inappropriate. Original granite kerbstones remain.

**8.15** The street lamps are good however, having an attractive historic appearance to them (especially the cast base sections) that blends well with the street as a whole.

**8.16** There are some street signs, but these are not numerous and do not significantly detract from the appearance of the area.

### Trees and green space

**8.17** The dominant green area affecting Ruvigny Gardens is provided by the garden of Winchester House, which is dealt with in the discussion on Lower Richmond Road. Gardens bordering the Embankment are very green overall, with some small and medium-sized trees and an array of ornamental planting. This is important for the street scene of the Embankment and for the softening of views towards and taking in the rear aspects of these houses.

**8.18** Houses on the south side of the street also have green rear gardens, though the effect is less than those on the north side. The effect is still noticeable from the western part of Ruvigny Gardens when the rear gardens are glimpsed from the street, and there are one or two good sized trees in this area.



Figure 51 : Trees and hedges in Ruvigny Gardens

**8.19** Front gardens are small and are not accommodating of large tree species. However, they are well planted in the main with hedges, climbers and small trees, along with some more ornamental planting. Few gardens have no planting at all, and this has led to a modest but attractive green street scene.

## 9. CHARACTER AREA 5: Boathouses and Leader's Gardens

**9.1** The character of this area is unique within London and is centred around the boathouses and the slipway and the activity associated with rowing that has been a feature of this part of Putney since the mid-nineteenth century. It is the most important aspect of the character of Putney Embankment Conservation Area in terms of the nature of its buildings and the atmosphere and feel of the area they propagate.

**9.2** The predominant building type in this character area are the boathouses, though these differ quite considerably in appearance and have a wide date range. Some of the boathouses date from the 1860s and 1870s, with others added well into the twentieth century and a handful built in the post-war period. The terraces of houses on the Embankment date from the turn of the twentieth century and represent the residential development in this stretch of waterfront.

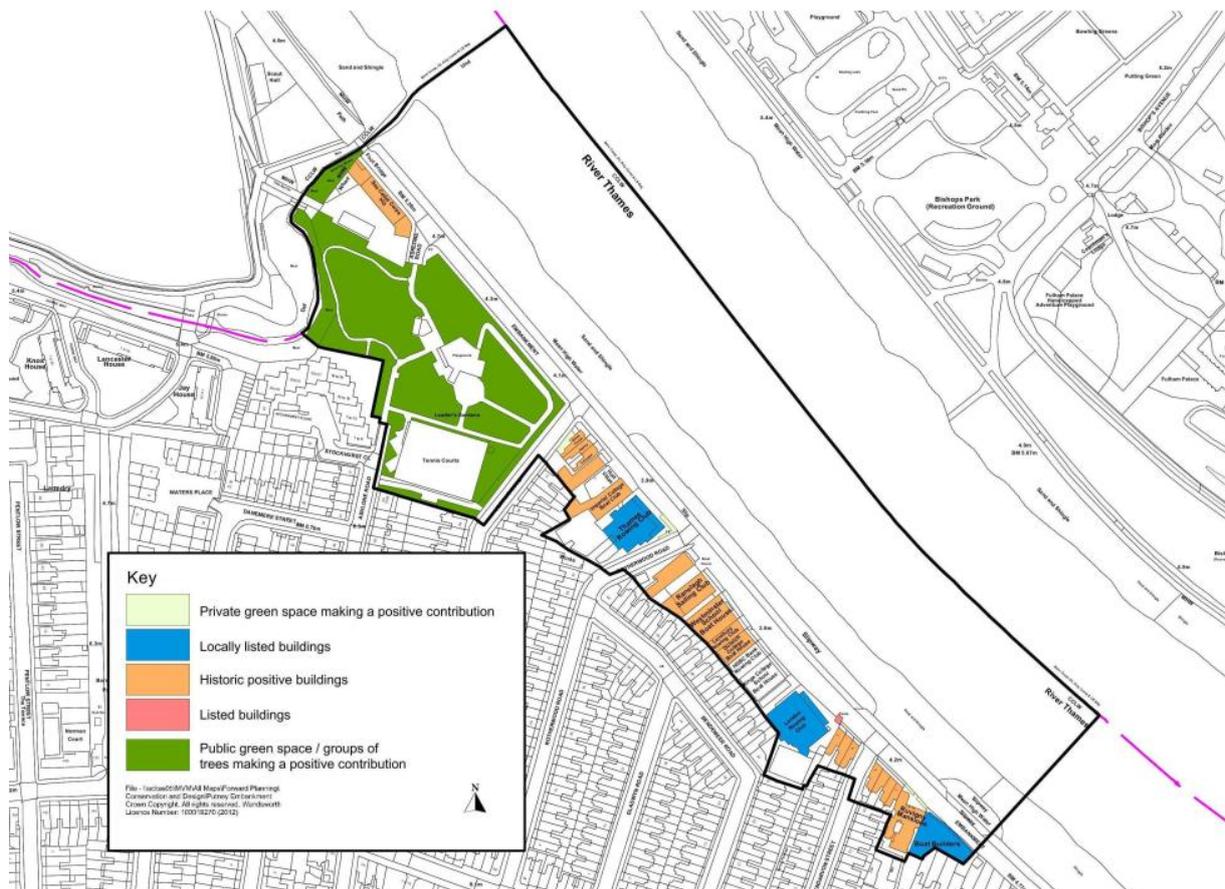


Figure 52 : Townscape map of character area 5

## Townscape

**9.3** The townscape of the Embankment character area is formed by the unique relationship the buildings have with the river. Rowing dominates this part of the Embankment and rowing has shaped and continues to animate this place and gives it its very special character and appearance. The jumble of buildings and bustle of activity that constantly surrounds the boathouses spills out onto the roadway and down the slipway to the river. This is very people-friendly, where vehicles take second place to the boats, boating paraphernalia, onlookers and passers-by, all together enjoying the close relationship with the River Thames.



**Figure 53 : The Embankment**

**9.4** Much of the townscape of the embankment viewable today is the work of J. C. Radford, parish surveyor, and dates from around 1890. He laid out the slipway to relate to the clubhouses, the extension of the footpath and the bridge over the Beverley Brook. He also laid out Leader's Gardens (Radford was also surveyor to the housing developments on the Leader Estate, now part of the West Putney Conservation Area). The whole Embankment was conceived as a recreational area based on the rowing clubs. Elements of Radford's engineering and townscaping programme include the series of Grade II listed cast iron bollards at either end of Spring Passage and on the Embankment itself.



**Figure 54 : Racing boats**

**9.5** The townscape of Ruvigny Gardens and Winchester House also affects this character area as their rear gardens back on to the Embankment. Walking up stream from the Duke's Head there are no frontage buildings until the former Aylings' boat builders workshop, giving an open aspect to the street, broadening the view of the Embankment and framing the vista of boathouses with the huge expanse of river on the right.

**9.6** The boathouses are mostly two storeys with some roof extensions, which gives a low, horizontal aspect to the Embankment. They are set back from the river, following an established building line although none is immediately obvious as the buildings open directly onto the roadway with no pavements.

**9.7** The residential buildings in the character area are more varied in height, with the five-storey Ruvigny Mansions being the tallest building. This is something of an historical anomaly, with the rest of the development on the Embankment built at a much lower height. Adjacent to the former Aylings' boathouse it is immediately visible in the context of the low-rise buildings around it. The flat-roofed twin terraces either side of Glendarvon Street are of three stories and have an urban townhouse aesthetic.

**9.8** From this point the boathouses are dominant, finishing with the terrace of two-and-a-half-storey houses at the corner of Festing Road, opposite Leader's Gardens.



**Figure 55 : Boathouses on the Embankment**

**9.9** The boathouses themselves vary greatly in overall size, shape and architectural style, although they keep to a similar overall height but with a very varied roof line. Some - London Rowing Club and Thames Rowing Club - have their longest elevations facing the river, others have relatively narrow frontages and stretch back to the party walls of the houses in the neighbouring side roads. There is very little space between the boathouses and associated sheds, with the

available plots fully exploited by the size of the individual buildings. This overall density never appears overbearing however, given the wide nature of the Embankment and the associated slipway.

**9.10** Between Festing and Ashlone Roads are Leader's Gardens, a public pleasure garden and tennis court that signals the end of the row of boathouses and development at this end of Putney, save for a two-storey former depot building and boatyard at Ashlone Wharf, adjacent to the Beverley Brook. This end of the character area is especially open and undeveloped, leading to the towpath that runs upstream to Hammersmith.

**9.11** The presence of the boathouses, their orientation to the river and slipway and their associated use is what makes this character area special in townscape terms, the leisure use being continued with the pleasure gardens. It is much more open and low-rise than the other character areas and much less formal.

## Buildings

**9.12** There are some excellent buildings within the Embankment character area, with the group value of the boathouses in particular contributing to a picturesque appearance unique within London.

**9.13** The houses in Ruvigny Gardens backing onto the Embankment have their part to play in this character area too, with their Dutch gabled elevations designed to be visible from the river. Winchester House also has this relationship with the Embankment and its rear elevation is suitably proportioned.

**9.14** The Embankment was made up as a road in 1887 but boathouses were built here before this date. The most notable today are the former Searle/Aylings yard (now Chas Newens Marine), the London Rowing Club and Thames Rowing Club buildings. They have been altered in the intervening years but remain immediately recognisable today from historic photographs. All three are locally listed for their largely unaltered exteriors and importance to the area's unique history.



Figure 56 : Chas Newens Marine (formerly Aylings)

**9.15** The former Aylings building is of two stories, a low, long elevation with arched headed doors leading from its first floor balcony. The timber balcony has been replaced and the various entrances on the ground floor altered, along with the addition of a white painted front facade, but this remains a key building in the history of rowing in

Putney, and is remarkably unchanged externally from its original appearance. The plaster advertising panel on the side elevation overlooking the rear of the Ruvigny Gardens houses is still visible; this originally advertised the products and services of E. Ayling and Sons, oar and scull manufacturers and boat builders.



Figure 57 : London Rowing Club

the years prior to 1906.

**9.16** The London Rowing Club boathouse is of stock brick with tall chimneys and makes use of typically mid-Victorian polychromatic brickwork details to provide visual interest to the facade. The roofline has been altered to provide an additional storey and the original ornate balcony has been replaced with a much simpler structure, but overall the building is remarkably original and even retains its original iron balustrade on the parapet roof. It dates from 1871 and was enlarged to its present width in



Figure 58 Thames Rowing Club

structure to have survived to such an original extent is remarkable. Tall chimneys enhance the skyline. The building has recently had planning permission granted for works to the front facade (among other modifications); these will alter the appearance of the former balcony but the original structure will still be discernible.

**9.17** Slightly later in date is the Thames Rowing Club boathouse on the corner of Rotherwood Road. It was built in 1879. Apart from the now infilled, formerly open first floor balcony the building largely retains its original appearance. It is of two storeys with a high roof structure incorporating clerestory windows and is relatively simple in overall design. The balcony area projects over the solid brick structure of the ground floor and is supported on cast iron columns. For such a low-key

**9.18** Another notable boathouse is the former premises of Edmund Norris, oar and scull manufacturers, now home to Mackenzie Wheeler Architects. The original timber balcony has been replaced with a modern metal structure and the facade remodelled to provide a much larger window at first floor level. The facade has also been painted, disguising the ornamental brickwork around the circular window. Despite the modifications the building remains a positive asset.



Figure 59 : Boathouse occupied by architect, Mackenzie Wheeler

**9.19** Much better preserved is the original Imperial College Boat Club premises, dating from 1937 and designed by architect Brian Sutcliffe. Its sleek Moderne lines make for an attractive contrast to the dominant Victoriana, varying the styles of the group of boathouses but keeping to their overall character. It is a highly individual and positive building, featuring a wave motif on the rendered panel beneath its cluster of Crittall windows. It is also one of the only quintessentially 1930s buildings in this part of Putney. A contemporary extension to the boat house by architects John McAslan and Partners was added in 1997.



Figure 60 : Imperial College Boat Club

**9.20** The Vesta Rowing Club occupies another attractive little building on the eastern corner of Rotherwood Road. Of stock brick, it has a dentil string course above the doors leading to the (now replaced) balcony to the first floor. These doors have decorative arches and the facade is given definition by the use of different coloured brick banding.



Figure 61 : Vesta Rowing Club



Figure 62 : Westminster Rowing Club (right)

been altered to a greater degree, but both remain positive buildings in light of their histories.



Figure 63 : The Ranelagh Sailing Club

on the Embankment are fine or indeed excellent buildings, but it is their use that gives them their group character. The two relatively recent additions reflect the architectural style of the 1950s and 1960s and should be regarded as positive in terms of their function and group value even though their overall design lacks the finesse of their neighbours.

**9.21** The Westminster School Boat House has also been fairly little altered. The insertion of new doors to ground and first floor and the addition of a modern side extension with a projecting balcony has not overwhelmed the traditional appearance of the original building, which has the name 'J. H. Clasper' picked out in red brick on the gable end.

**9.22** The neighbouring Crabtree Boat Club and Dulwich College Boat House have both

**9.23** The Ranelagh Sailing Club premises have been much altered from their original incarnation, although enough original material remains to determine this as a building having a historic core.

**9.24** The HSBC Rowing Club was built in 1955, and along with the later Kings College School Boat House these are modern structures which crucially preserve the use and layout of their predecessors.

**9.25** Many of the boathouses

**9.26** The residential buildings in the character area are all of good quality, and do not compete for dominance with the character established in earlier decades by the boathouses.

**9.27** The four and five storey Ruvigny Mansions were built in 1898-9 by Palgrave and Co. The same architects designed University Mansions in Lower Richmond Road a year or so later, and several of the visual motifs are similar, for example the use of corner towers and circular or oval windows. Ruvigny Mansions is entirely of red brick with bays and bracketed balconies affording a wide river view. Windows are sashes and casements with Georgian details. The tallest building in the character area, it is of high quality and original appearance.



Figure 64 : Ruvigny Mansions

**9.28** The two terraces of three storey houses either side of the junction with Glendarvon Street (nos. 1-4 and 5-7) have balustrade pediments and decorative bracketed balconies above ground floor bays that incorporate Corinthian capitals and ogee details in the window heads. Again, the balconies are designed as platforms from which to observe the boating and the wider river scene. Regrettably there have been some changes in the uniform fenestration of these blocks. The main upper floor windows on each individual house



Figure 65 : Nos 1-4 and 5-7 Putney Embankment

are tripartite sashes, and some have been altered to give either a single or much larger glazing area which has damaged the overall appearance.



**Picture 1 : Houses at the eastern end of the embankment**  
Putney, past Leader's Gardens.

**9.29** The terrace of houses comprising Cliveden, Ripley and Bleak House on the corner of Festing Road are in yellow stock brick with red brick banding. They are of two stories with original roof dormers and have gilt lettering above their front doors picking out the individual house names. The theme of first floor balconies is also present on this terrace and the original iron balustrade is highly ornate. This is an extremely attractive group and appears remarkably original, despite the modern side extension to Bleak House which is only visible from Festing Road or when looking east towards



**Figure 66 : Sea Cadet Corps building**  
single-storey structure in matching brick added to the rear.

**9.30** At the edge of the character area next to the small bridge that takes the footpath over Beverley Brook is a two storey, stock brick former council depot building now used by the Sea Cadet Corps. It is a good quality Victorian industrial building and is extremely valuable in the context of the character area. There are small timber unloading hatches beneath some of the first floor windows and a lower,

## Boundary treatments

**9.31** Many of the boathouses originally had their forecourts defined by timber fencing or timber and post enclosures of some description; these have been removed in the intervening years (some were modified quite early on, judging by historic photographs) in order to improve access to and manoeuvrability around the entrances to the buildings. All the boathouses now open directly onto the Embankment and this has altered the appearance of the street scene. There are some original iron bollards in the forecourt of the London Rowing Club that used to mark the former boundary line of the boathouse.

**9.32** The boathouses now all open directly onto the Embankment and there is a clear path from each to the slipways. The Thames Rowing Club, being on a corner plot has an original-style timber fence and hedge marking a boundary at the junction of Rotherwood Road and preventing the cutting of the corner by traffic.

**9.33** The terraces either side of the junction with Glendarvon Street have a high rendered brick wall with tall matching piers with finials. This is the original boundary treatment, though the piers and finials were not always rendered. This wall, as well as providing a boundary also protects against flooding.

**9.34** Ruvigny Mansions also has a rendered brick wall, though it lacks railings. It too has steps leading to the elevated entrance and provides flood protection.

**9.35** The terrace of stock brick houses on the corner of Festing Road retain their original brick boundaries with tall capped pillars, but a flood defence has been built in front of these as the houses are not elevated from the street. This wall of brick and concrete stretches across a former boathouse now occupied by a firm of architects - since there is no boating use here the wall does not provide an obstacle. This modern boundary to a former boathouse gives an idea of how the area might look if boating uses were lost from other boathouses. It is therefore vital for the historic and present character of the area that the boating connection and use is maintained.



Figure 67 : Wall and traditional timber gates behind Ruvigny Gardens



Figure 68 : Park gate



Figure 69 : Park railings with spikes still in place

**9.36** The high brick walls and tall timber gates providing a boundary to the rear gardens of Winchester House and the houses on the north side of Ruvigny Gardens also have an impact on this character area, and are therefore highly important both for their presence and their use of dark brown brick.

**9.37** The most impressive boundary treatment in this character area is the set of original railings surrounding Leader's Gardens. These have large ornamental ball finials topped with tall spikes, though many of these impressive spikes have been cut off, presumably for safety reasons. Indeed some of the spikes on the main body of the railings have also been removed. These railings are highly distinctive and should be restored to their original appearance.

## Streetscape

**9.38** The Embankment and slipways were laid out in the 1890s and although the surfaces have been renewed since the area remains essentially the same today. The streetscape of the Embankment character area responds to the primary

activity of the place. A smooth, functional tarmac roadway leads directly to the concrete slipway. There are no footways and kerbs to separate and organise pedestrians and no intrusive traffic management measures to control the speed of vehicles. All these are features commonly found in traditional streets, but not here. This is a streetscape entirely shaped by the requirements of the rowing community and nothing has been allowed to be changed or introduced that could possibly interfere with the activity.

**9.39** Benches and litter bins are of the same type as those found the whole way along the Embankment, as are the historic style street lamps with traditional flat-sided lanterns. The railings guarding the river are topped with timber rails above cylindrical metal uprights and piers. There are some timber bollards that are also appropriate for the area.

**9.40** There is a set of Grade II listed cast iron bollards at either end of Spring Passage (the Lower Richmond Road examples are outside the conservation area). These date from the period of slipway construction and landscaping works undertaken in the 1890s.

**9.41** Paving of the footpath adjacent to the river is of concrete rectangular slabs, which in size and appearance are appropriate for the area. Original granite kerbs survive. The roadway is of tarmac, with patch repairs. There is an expanse of historic stone paving along the length of Spring Passage.

**9.42** In Leader's Gardens there are some traditional seating benches with cast metal end frames and timber planks forming the curved seat and back. These make for an appropriately historic appearance. There are some good back-to-back benches that allow for twin seating aspects and these have cast iron frames with flat timber planks. Litter bins, too, are more park-like in appearance, though they are modern in design.

**9.43** The statue 'Exodus' by Alan Thornhill, the last in the nine-piece installation forming the Putney Sculpture Trail is found here, between the café and the children's playground.

**9.44** The tennis courts are enclosed by standard green chain link fencing and this area is proposed for inclusion in the character area since it completes and upholds the open park character of the gardens.



**Figure 70 : Slipway**

## Trees and green space



**Figure 71 : Trees along the eastern end of the embankment**

**9.45** Leader's Gardens were laid out by the developer John Temple Leader in 1903 and form an important green space in the conservation area. The gardens are surrounded by their original railings which continue around the tennis court to the south.

**9.46** Apart from the mature street trees along the Embankment and public green space of Leader's Gardens there is not much greenery in this character area as the boathouses fill their available plots and do not have areas of green around them.

**9.47** There are small areas of green planting at the front of Ruvigny Mansions but these are not substantial and the other residential developments are not notable for planted front gardens. There is a hedge at the front of the Thames Rowing Club and this forms the most noticeable element of green planting in private space in this character area. However, due to the street trees and the wider views towards the footpath to Barnes, the area does have a relatively green character although is due to green elements having an influence from outside the character area rather than from green elements within it.



**Figure 72 : Leader's Gardens**

## 10. CONCLUSION AND ASSESSMENT OF CONDITION

**10.1** Overall this is an excellent conservation area, made up of distinct and identifiable character areas. There are no buildings identified as negative, and the area is rich in listed, locally listed and positive buildings and many elements are very important in the history of Putney.

**10.2** The new development at Putney Wharf that has provided Church Square and the riverside Piazza has given this part of Putney a dramatically different townscape. St. Mary's Church remains an outstanding building and is still a landmark on the River Thames.

**10.3** The quality of the new public spaces should be preserved and the boundary treatment around the Church could benefit from further enhancement with repairs to the historic piers and reinstatement of the original lanterns.

**10.4** Putney High Street contains some excellent buildings, but this being a commercial area these have suffered with some poor modern shopfronts. The three eighteenth century former houses at nos. 32-36 have been locally listed for their importance in the history of the High Street and the gradual change from residential to commercial phases. The poor first floor extension to no. 32 should be reversed if the opportunity for such enhancement arises. The rear elevations of nos. 28-50 should always be borne in mind in terms of planning applications to extend, since they are highly visible from Weimar Street and have an unusual relationship with this feeder road. Where original timber windows have been replaced with uPVC on the buildings fronting the High Street these should be changed back to the historic appearance of timber to the same profiles and opening configurations.

**10.5** The Lower Richmond Road character area is of very good quality, with the listed cottages, Duke's Head and Winchester House. It also contains most of the mansion flat blocks in the conservation area and one of these, Star and Garter Mansions, is now locally listed. Also locally listed is the Bricklayer's Arms public house, a rare survivor and an excellent example of a small backstreet pub. The area should be maintained and preserved.

**10.6** Ruvigny Gardens has a very different character and is of excellent quality and largely original appearance. Original window replacement has not been a problem and future replacements (if refurbishment is not an option) should be achieved like-for-like with replica timber sashes. The rear elevations of the houses on the north side of the street should be borne in mind when proposals are made for extensions, as they are highly visible from the Embankment and therefore impact on its character.

**10.7** The Boathouses and Leader's Gardens character area is a unique area and a focal point for the sport of rowing which is of national and even international significance. The use of the boathouses for rowing is vital to the character of this area and the

vibrancy it brings. That many of these boathouses are of historic importance and have been relatively little altered is the icing on this particularly rich cake. Where new boathouses have been built they have been built in the style of their own ages and this has contributed to the patina of the area. Three buildings have been locally listed for their historic and architectural importance. These are the former Aylings boat builder's yard (now home to Chas Newens Marine), the London Rowing Club boathouse and the Thames Rowing Club boathouse. Leader's Gardens is an oasis of calm beside the river. The adjacent tennis courts and land up to the borough boundary have been added to the conservation area as they form an integral part of the open space and contribute to its character.

## 11. APPENDICES

### Listed Buildings

Listed buildings are buildings that are listed by English Heritage or the Government for their special architectural or historic interest. These buildings are important not just to the local area but to the nation as a whole and represent buildings that make the most important contribution to England's architectural history. They are therefore protected and listed building consent is required for any alteration to any part of a listed building, either externally or internally or to a curtilage structure associated with it. These consents are dealt with by the Council, who may consult English Heritage if required.

The following buildings in this conservation area are listed:

#### **Church of St. Mary the Virgin, Putney High Street (Grade II\*)**

Summary of special interest: Church. Earliest remaining fabric dates from C15 with early-C16 and early C17 additions. Restored by Edward Lapidge 1836-7 and again in the 1980s by Ronald Sims following a fire in 1973. 2005 additions by Alan Pates.

Reasons for designation:

- \* Architectural interest: for surviving medieval fabric including the C15 tower, elements of the nave arcades and early-C16 Bishop West chapel; interest of early-C19 restoration and high quality of the 1980s restoration and 2005 extension;
- \* Historical interest: as the original location of the Putney Debates at the end of the First English Civil War in 1647, a major landmark in the history of radical politics;
- \* Interior: the Bishop West chapel has a fine example of late Perpendicular fan vaulting. There are also notable C17 memorials and collections of C17 and C18 ledger stones and C19 lead and brass coffin plaques employed as decorative elements in the 1980s restoration;
- \* Group value: as a prominent Thames-side landmark grouping with other listed buildings including Putney Bridge and Fulham parish church of All Saints on the other side of the river.

This is an extract. See the complete list description updated 30 September 2011 at <http://list.english-heritage.org.uk/default.aspx>

#### **Putney Bridge (Grade II)**

1884 by Sir Joseph Bazalgette, modelled on Rennie's London Bridge. Rusticated granite-faced bridge of four cutwaters and buttresses, five spans with false voussoirs with stepped extrados. Bold cornice and plain parapet. On the parapets iron lamp standards with foliate base and three foliate branches: lamps replaced. [Widened on the east side in 1931-3.] (Northern half of bridge is in London Borough of Hammersmith).

### **Former White Lion Hotel Public House, 14-16 Putney High Street (Grade II)**

Dated 1887; symmetrical three bays, four storeys and dormers. Red brick, stone dressings, French pavilion slate roof with elaborate iron cresting. Ground floor altered. Upper floors form succession of pilaster orders. First and second floors, two-storey canted bow with stone balconies and iron balustrades, third floor pedimented centre bay, fourth floor tripartite centre window surmounted by dated blocking and stone figure of lion passant.

### **Five bollards at junction of Lower Richmond Road and Putney Embankment (Grade II)**

**Date listed: First three on 7 April 1983. Last two on 25 November 2010**

Group of five cast iron bollards: one group of three aligned north-west to south-east across the pavement, the other pair aligned approximately west to east along the pavement edge. Each bollard has a flared base, a slim band of chevron patterning and a knob finial. HISTORY: These cast iron bollards were probably installed at or around the time that Putney Embankment was built up into its present waterfront form in the 1890s. A photograph of c1910, in the possession of the local authority, shows all five bollards at the present location, although not in their present arrangement: the bollards originally stood in a single row, but two have since been moved to one side, presumably to accommodate the widening of the Embankment roadway. Three of these bollards (those still in their original position) were listed at Grade II on 7th April 1983. The listing now includes all five of the original bollards. REASONS FOR DESIGNATION: The group of five bollards at the junction of Lower Richmond Road with Putney Embankment is listed for the following principal reason: Streetscape value: a well-preserved group of late-C19 cast iron bollards, known to have been at this location (albeit not in this precise configuration) since at least c1910, which play an important role in Putney's historic riverfront townscape.

### **37-41 Lower Richmond Road (Grade II)**

Early 19th century, yellow stock brick two storey terrace with pantile roof. Simple bracketed hoods to doors. Cambered arches to windows. No. 37 one window wide with addition containing the entrance. No. 39 three windows wide with blind window over central entrance. No. 41 one window wide with entrance offset to left.

### **Duke's Head Public House, 8 Lower Richmond Road (Grade II)**

1864 with c1894 extension and refurbishment. Architect unknown. Stucco, with channelled rustication at ground floor level. Building occupies a large corner site. Summary of importance: Listed as a handsome mid-C19 building with a good quality and relatively intact late Victorian pub interior. It retains the screens which divide its public and saloon bars and lounge, and has an extensive survival of cut and etched

glasswork, in particular, a large window between the saloon bar and the lounge. It also has historical connections with the local rowing community and the public spectacle of the Oxford and Cambridge boat race.

This is an extract. See the complete list description at <http://list.english-heritage.org.uk/default.aspx>

**Winchester House (Putney Constitutional Club), 10 Lower Richmond Road (Grade II)**

Mid 18th century. Three storeys, five windows wide with three window splayed projection (west). Brown brick slightly projecting centre with open pediment with circular panel and keystone. Band at first floor. Gauged flat arches to recessed windows, lunette window second floor. Palladian window first floor with brick pilasters with stone moulded caps and bases and triple keystone. Wood doorcase with Doric columns, pulvinated frieze and architrave with scroll and sculptured head. Panelled hall and two staircases with turned balusters with enrichment and carved ends. Other good interior features. Two storey, three window annex with cove cornice to tiled roof.

**Three bollards at junction of Putney Embankment and Spring Passage (Grade II)**

Nineteenth century, cast iron.

## Locally Listed Buildings

The Council holds a list of buildings that are of special architectural or historical interest at a local level. The list is a record of some of the historic buildings that are of particular interest, not just to this conservation area, but to the borough as a whole. These are different from buildings that are listed by English Heritage and the Government for which consent is required for alteration. There are no additional planning controls over locally listed buildings other than those that already apply to the building.

The following buildings were added to the Local List on 22 November 2010:

**32-36 Putney High Street:** These terraced buildings (formerly houses but now with shops to the ground floor) date from the eighteenth century and are survivors from Georgian Putney. They are proposed for the local list due to their age and importance in the history of Putney's development.

**Star and Garter Mansions** and the adjacent **Star and Garter Hotel** on Lower Richmond Road date from 1899-1900 and are in a flamboyant Northern Renaissance style with all four highly attractive elevations visible.

**The Bricklayer's Arms** on Waterman Street is a charming and characterful little building and a now rare example of an unshowy backstreet public house. It predates the development of the mansion flats by some years and is the only historic element left of the conjugation of roads comprising the former River Street, Gay Street, North Place and the Platt, which were all redeveloped in the 1960s.

### Boat houses on Putney Embankment

Among the boat houses on the embankment, three stand out as having particular historic and architectural significance to the borough. These three have survived in their original form extremely well, in spite of their later alterations, and are instantly recognisable from historic photos. They represent the best examples of boat houses in the borough built in the golden age of rowing in Putney. Modern extensions to the three buildings are not of special interest.

The **Chas Newens Marine** boat house (formerly Searle/Aylings yard) is of the later nineteenth century, of two stories with a characteristic long, low elevation with arched headed doors leading from the first floor balcony. Ground floor entrances have been altered and the facade painted, but the building is otherwise largely unaltered from its historic appearance. A plaster panel on the side elevation used to advertise the former E. Ayling and Sons is still extant.

The **London Rowing Club** dates from 1871 and was enlarged to its present size by 1906. It is of stock brick with tall chimneys and polychromatic brickwork details. The additional storey on the roof is a relatively recent addition. The original iron balustrade sits on the parapet roof.

**Thames Rowing Club** dates from 1879. A two-storey structure, the formerly open first floor balcony is now enclosed but otherwise the building is of largely original appearance. The high roof structure incorporates clerestory windows and tall chimneys enhance the skyline. The cast iron columns support the balcony.



## PART TWO: MANAGEMENT STRATEGY

## **1. MANAGEMENT STRATEGY**

### **Introduction**

**1.1** The Council has a duty under section 71 of the Planning (Listed Buildings and Conservation Areas) Act 1990 to formulate and publish proposals for the preservation and enhancement of conservation areas. This section therefore outlines both what the Council does to preserve or enhance the character of Putney Embankment Conservation Area and what residents and businesses can do.

### **Boundary Review**

**1.2** As part of the appraisal process, the boundaries of the conservation area were reassessed. Following the redevelopment of Putney Wharf at the end of the twentieth century, buildings were built across the boundary of the conservation area meaning the boundary no longer related to current buildings. It was decided, following consultation with local people, to amend the boundary to include only whole buildings. The boundary was also extended to include tennis courts and land adjacent to Leader's Gardens at the western end of the conservation area. These changes were made on 22 November 2010.

### **The planning process**

**1.3** Planning is an inclusive process where any interested party is entitled to give an opinion on a proposed development. All planning applications in conservation areas are advertised at the site and in the local press so that anyone can comment.

**1.4** In determining planning applications, the Council must take into consideration all material considerations as well as the views of the public and other consultees. For large developments in conservation areas or alterations to listed buildings, those consultees may include English Heritage or a number of national amenity societies, such as the Georgian Group, Victorian Society or Twentieth Century Society. You can see how the Council consults people in its Statement of Community Involvement which is available on the website or from the Planning Policy Group (see contacts).

**1.5** We must also consider national policies set out by Government in the National Planning Policy Framework published in March 2012.

**1.6** The Council's policies are set out in our Development Management Policies Document which is available on our website or from the Planning Policy Group. Where planning permission is required, it is Council policy to grant permission where alterations or development would sustain, conserve and, where appropriate, enhance the significance, appearance, character and setting of the heritage asset itself and the

surrounding historic environment. If an application has been refused permission, the applicant has the right to appeal to the Planning Inspectorate who will reconsider the application.

**1.7** Planning authorities may control small scale alterations to family houses by making an **Article 4 direction**. This serves to control alterations which are harmful to the historic character of conservation areas such as installing uPVC windows and front doors, concrete roof tiles, laying hard surfaces across front gardens, and other unsympathetic alterations.

**1.8** See the sections on what works require planning permission and conservation area guidance for information that is specific to this conservation area.

### **Heritage assets and positive buildings**

**1.9** The National Planning Policy Framework defines a heritage asset as: "A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage assets include designated heritage assets and assets identified by the local planning authority (including local listing)."

**1.10** A conservation area is itself considered by national policy as a designated heritage asset and states that great weight should be given to an asset's conservation. The Council has set out which buildings make a positive contribution to the character of the conservation area in the townscape maps in the appraisal. These buildings should be conserved and where appropriate, their heritage value enhanced. Only the loss of buildings not making a positive contribution could be considered favourably.

### **Communication with residents**

**1.11** Conservation area status is registered as a local land charge. When a person or their solicitor carries out a land charge search when buying a property, this information will be given.

**1.12** When the boundaries of a conservation area are changed, the Council will inform those affected by writing to them directly and placing an advert in the local press.

**1.13** Before carrying out any works affecting the external appearance of a building, owners are advised to check with the Planning Service if they are in a conservation area. To do this you can use the maps on our website to look up your address. The onus is on the owner to find out this information and ignorance is no defence should any matter be the subject of legal action.

**1.14** From time to time the Council may distribute leaflets to the conservation area to give information to residents. The Council will consult residents of conservation areas on possible changes to the conservation area or when reviewing character appraisals in accordance with English Heritage's guidelines and our Statement of Community Involvement.

**1.15** All conservation area maps, appraisals, management strategies and guidance are published on the Council's website. Officers can print copies of these documents for those who do not have access to the internet or have other difficulties downloading them. These documents can be downloaded from the following web page:

[www.wandsworth.gov.uk/planning/conservation](http://www.wandsworth.gov.uk/planning/conservation)

### **Guidance on alterations to buildings**

**1.16** Officers in the Conservation and Design Group can give informal advice on carrying out sensitive works to historic buildings and can often give details of specialist craftsmen if needed. If you are considering any external works in the conservation area you are advised to contact them to discuss your proposals before making a planning application.

**1.17** Basic guidance on works that are appropriate in the conservation area are given in the section "Conservation Area Guidance".

### **Enforcement**

**1.18** In carrying out its planning function, the Council may take enforcement action against unauthorised developments or alterations that harm the character of the conservation area where planning permission would be required.

**1.19** Anyone can report breaches of planning control or officers may see these whilst carrying out their daily work. If you wish to report a breach, contact the Planning Enforcement Group using the address and telephone numbers given at the end of this document or the following webpage:

[http://www.wandsworth.gov.uk/faqs/1003/planning\\_enforcement/answer/158/how\\_can\\_i\\_report\\_a\\_breach\\_of\\_planning\\_control#a158](http://www.wandsworth.gov.uk/faqs/1003/planning_enforcement/answer/158/how_can_i_report_a_breach_of_planning_control#a158)

### **Listed buildings**

**1.20** Listed buildings are buildings of special historic or architectural interest that have been listed by English Heritage or the Government. English Heritage is responsible for adding new buildings to the statutory list, whereas the Council is responsible for dealing with listed building consent which is required for alterations.

**1.21** Any works of alteration or demolition that affect the special architectural or historic interest of any listed building must first be granted listed building consent by the local planning authority. This requirement applies to all parts of a listed building including internal and external fixtures and fittings and any structures within the curtilage of the listed building.

**1.22** If you think a building should be listed, you may write to English Heritage. Their website (see Contacts) gives details of what information they need and what factors they will take into consideration when dealing with the application.

**1.23** Listed buildings are shown in Appendix 1 to the conservation area appraisal and on the townscape map(s).

### **Locally listed buildings**

**1.24** The Council holds a list of buildings that are of special architectural or historical interest at a local level and therefore important to the borough. These buildings may (or may not) be of sufficient heritage significance to be added to the statutory list by the Government and English Heritage and are therefore different to statutorily listed buildings. There are no additional planning controls over locally listed buildings other than those that already apply to the building.

**1.25** Locally listed buildings in this conservation area are shown in Appendix 2 and on the townscape map(s) in the conservation area appraisal.

**1.26** The full Local List can be seen on our website:

[www.wandsworth.gov.uk/downloads/200129/  
locally\\_listed\\_buildings](http://www.wandsworth.gov.uk/downloads/200129/locally_listed_buildings)

**1.27** Although there are no additional planning controls over buildings that are locally listed, many alterations to such buildings will nonetheless require planning permission under the Town and Country Planning Act as for any other building. Where a building is locally listed, the Council will wish to ensure that its historic and architectural significance is conserved and enhanced by any changes. For further guidance on works to boat houses in particular, see the section called Conservation Area Guidance.

### **Archaeology**

**1.28** The whole of Putney Embankment Conservation Area is included in an Archaeological Priority Area due to the high probability of sensitive remains below or at ground level. These could be from the prehistoric period (during which time Putney is known to have been settled), through the Neolithic, Bronze and Iron Ages and Roman era. There are strong connections to Anglo-Saxon and Norman activity, with the

development really beginning in the medieval period. Finds from all these periods are possible, especially centred on the High Street and parts of the Embankment that formed the core of historic settlement, focused on the river crossing.

**1.29** As such an archaeological assessment will be required as part of the submission with any planning applications.

## Trees

**1.30** Trees are an essential part of the character of the conservation area and it is important that all trees and particularly the mature trees are retained and managed.

**1.31** All trees in conservation areas are given protection by the conservation area designation. Trees may also be protected by Tree Preservation Orders, both in or outside a conservation area. The Council must be notified of any works to any tree in a private garden in the conservation area and can make a Tree Preservation Order in response to these notifications if it is necessary to prevent the loss of an attractive healthy tree.

**1.32** The following guides are available on the web page below

- Trees and the Law
- Tree Care
- Tree Planting
- Tree Surgeon's contact details
- Our Tree Strategy

[www.wandsworth.gov.uk/downloads/508/tree\\_preservation\\_orders](http://www.wandsworth.gov.uk/downloads/508/tree_preservation_orders)

**1.33** The Leisure & Amenity Service's tree officers can advise on all tree matters in the borough (tel 020 8871 6370 / 6372).

## Streetscape

**1.34** The conservation and highways teams in the Council are working together to prepare a streetscape manual which will set out how the Council carries out works to streets across the borough. This will include the preservation of original features such as paving slabs, granite kerbs and granite setts or the reinstatement of these where possible. It will also cover how new works such as traffic calming, new signage, etc, could be carried out sensitively and by using traditional style materials and appropriate colours and finishes.

**1.35** Throughout this conservation area there are some surviving original streetscape items and others that are more recent but still of good quality and appearance (some signage and street lamps in particular). Original items include granite kerbstones, Scoria blocks and cast iron street names; all original and attractive features should be retained.

There is a mix of paving treatments, some of which is of the modern small block paving which is not appropriate for conservation areas. Other areas have patchy tarmac or concrete infill, which contributes to a rather tatty appearance. There is great scope for the overall enhancement of the streetscape.

### **New development in the conservation area**

**1.36** It is against Council and Government policy to allow the demolition of historic buildings which contribute to the character or appearance of the conservation area unless there are exceptional circumstances.

**1.37** The townscape map(s) in the conservation area appraisal shows buildings and spaces (such as gardens and other green space) which are important to the character of the conservation area and should therefore be retained and looked after.

**1.38** Development may be possible where buildings or spaces are not considered to be positive contributors and in these cases the Conservation and Design Group will be able to offer advice on suitable design options if contacted at an early stage.

**1.39** Basic principles for new development are given in the guidance section later in this document.

### **Grants**

**1.40** The Council's Conservation & Enhancement grants budget was suspended in response to the Government's Comprehensive Spending Review of 2010. No further grants will therefore be offered until further notice. Any changes to this situation will be announced on our website.

**1.41** Town Centre Improvement Grants and Business Improvement Scheme grants remain available for small businesses mainly to improve commercial premises and shopfronts. These are available from the Council's Economic Development Office (contact details at the end). Grants to bring empty homes back to a habitable standard are also available from Environmental Services and further details of these is available from the Grants Helpline on 020 8871 6127.

**1.42** Outside the Council, grants may be available from English Heritage, the Heritage of London Trust and other similar bodies, mainly for listed building projects. See their websites for details or look at the Funds for Historic Buildings website for other grant aiding bodies: [www.ffhb.org.uk](http://www.ffhb.org.uk)

**1.43** Any grant aided work carried out in the conservation area should comply with the guidance in this appraisal and management strategy and any issues arising from this should be discussed with the Conservation & Design Group to avoid problems.

## **2. CONSERVATION AREA GUIDANCE**

**2.1** Looking after the special character of Putney Embankment Conservation Area is a partnership between all those who live or work in and use the area and various departments of the Council. There are many things you can do, such as looking after original features where they have survived, reinstating lost features or removing unsightly intrusions to improve not only your property but the value and appearance of the overall area.

**2.2** Conservation areas are all sensitive to change and even a minor change can have a detrimental effect on the overall character of the area. We recommend that alterations should differ as little as possible from the original style and fabric of the building. The guiding principle for all buildings in conservation areas is to repair and maintain rather than replace. If replacement is unavoidable, then an exact replica of the original is always best. This section aims to give some basic guidance on the building elements that are important in the conservation area and can often be controlled by the Council's Planning Service.

### **Planning Permission**

**2.3** Many of the works mentioned in this section will require planning permission. Please contact the Conservation and Design Group to discuss your proposal before carrying out works and check whether planning permission is required. Enforcement action will be taken against unauthorised and harmful works. See the section "What works require consent" for further information.

### **New Buildings**

**2.4** It is Council policy to protect the buildings that make a positive contribution to the character of the conservation area and these are shown on the townscape maps in the conservation area appraisal.

**2.5** Where there are opportunities for new buildings that do not involve the loss of a positive building or a space that is of value to the character and appearance of the conservation area, a new building may be acceptable. The appraisal gives details of the characteristics that are special to the conservation area and these characteristics, such as scale, mass, height, quality, and visual interest should be echoed in a new building.

**2.6** Only buildings of the highest quality that will enhance the character of the conservation area will be recommended for approval and all proposals for new buildings should benefit from discussions with the Conservation and Design Group before submission.

## **GUIDANCE FOR RESIDENTIAL BUILDINGS**

### **Reinstatement of Missing Features**

**2.7** Throughout this section and the character appraisal you will find items in your conservation area that are important to the character of the area, but may be missing from your property. Wherever possible try to reinstate missing features, from decorative stucco detail through to timber framed windows and doors.

### **Windows**

**2.8** Windows are predominantly timber sliding sashes throughout the conservation area. It is important that this type of window is retained in the conservation area to maintain the unity of the houses and their historic character. Where lost, owners are advised to reinstate this type of window taking care to faithfully replicate the details and dimensions such as the width of glazing bar and the design of the horns. Modern uPVC windows usually fail to replicate original detail sufficiently and are not recommended.

### **Front Doors**

**2.9** Front doors are varied as the conservation area contains many different types and designs of buildings. They also vary with the age of the buildings themselves, but the overwhelming material used is painted timber, with some metal-framed doors on shopfronts. However, many of these doors are not original (particularly on the shopfronts) and have been replaced over time. Read the character appraisal to find out what the original door type for your street or house is. Alternatively, look at your neighbours' front doors. If you are part of a pair of houses, see what your next door neighbour has. Find other houses in your street that have the same original features as yours and ask a joiner to copy their door, if original. If you are unsure or are unable to determine the style of door originally fitted to your property then the Conservation and Design Group will be able to help. Modern materials such as uPVC are inappropriate and metal framed doors on shop buildings dating from the Victorian and early twentieth century eras are usually out of keeping.

### **Roofs**

**2.10** Roofs are either slate or clay tile in the conservation area and should therefore be recovered in slate when renewal is needed. Keep as many good slates as you can as these can usually be used again. Roof extensions should be designed to complement the character of the house. A small lead clad dormer with a sash window is often suitable for Victorian and Edwardian properties whilst a small hipped dormer with casement windows might suit Arts and Crafts inspired houses better. Box dormers that cover the entire roof are less attractive externally and interrupt the pitched roofscapes.

## **Chimneys**

**2.11** Chimneys should always be retained and rebuilt if they have become unstable. These are the terminating features of houses and their existence gives a satisfying rhythm to a street.

## **Front Gardens and Boundaries**

**2.12** Front gardens and their boundary treatments represent a small area of open space that is part private and part public. The planting in gardens is important in creating a softening effect on the surrounding hard architecture. Front gardens should therefore be kept planted and hedges are recommended. Boundary treatments are often in the form of simple feather edged fences which need replacing due to their short life span. It is inappropriate to replace a fence with a brick wall or railings or even to raise the height of the boundary as these disrupt the uniformity of the street.

## **Green Space**

**2.13** Green space is extremely important in creating a peaceful and attractive environment that complements the hard architecture of the buildings. The Council will therefore resist development on green space such as gardens or the covering of such space with hard surfacing. Planting lawns, shrubs and other long lasting plants will be encouraged.

## **Extensions**

**2.14** Extensions to the rear of properties should generally be designed to be in keeping with the host building and should never project so far that they become visible from the front of the house. Side extensions are not encouraged as they interrupt the architect's original intention to give quality to the street by creating spaciousness between the houses. Extensions to the rear of Ruvigny Gardens should be particularly carefully considered as these form part of views from the Embankment. Extensions in modern styles may be acceptable if they are carried out with regard to the character of the existing building and are of high quality in terms of design, materials and finish.

## **GUIDANCE FOR COMMERCIAL PROPERTY**

### **Shopfronts**

**2.15** All early shopfronts of historic value should be retained and looked after. The character appraisals indicates some of the shopfronts of value, but others may exist. Traditional materials such as timber are recommended in the conservation and many shopfronts currently offer the opportunity for improvement. Historic shop surrounds, including narrow raked fascia boards, tessellated thresholds and carved console brackets and pilasters should always be kept and repaired.

## **GUIDANCE FOR THE BOATHOUSES**

**2.16** The most characteristic feature of the boathouses on the Embankment is their great variety and as a group they reflect boathouse architecture spanning the last 150 years. They are functional buildings but at the same time possess distinctive features that express the history, pride and individualism of the rowing clubs that occupy them.

**2.17** Putney Embankment's special recreational character and function is supported and protected by the Council's Core Strategy Policy PL 9 (d). Use of the boathouses for activities other than those relating to river sports is unlikely to be granted permission.

**2.18** Many boathouses have been altered internally and externally since they have been in the conservation area, so the fact that they are seen as positive buildings or locally listed buildings does not mean that there can be no change. No consents are required for internal alterations, but planning permission is required for external alterations. Where considering making changes to the boathouses the following guidelines should be considered:

- Retain original architectural features and reinstate lost features wherever possible.
- Consider which parts of the building are of greatest historic / architectural significance, such as the front elevations.
- Alterations to original fabric should be sympathetic to the style and appearance of the host building.
- Respect and reinforce the variety between individual buildings.
- Retain all positive buildings shown on the townscape maps in the conservation area appraisal.
- New buildings and substantial extensions, where acceptable, must be of the highest architectural quality and appropriate contemporary designs will be encouraged.
- Spaces between individual buildings are important and should be maintained.

### **3. WHAT WORKS REQUIRE CONSENT?**

**3.1** Additional planning controls exist within conservation areas and this section explains what works will require consent. Most 'material alterations' to buildings that are not houses require planning permission. Some works to houses will require planning permission from the Council. For further information on these or any other planning matter please contact us using the contact details given at the end of this document.

#### **Works to maisonettes, flat blocks and houses converted to flats:**

**3.2** These buildings do not benefit from permitted development rights and therefore most external alterations will require planning permission, including:

- Changing windows and front doors
- Reroofing and altering chimneys
- Cladding or rendering external walls
- Laying out a hard surface in the front garden
- Altering boundary treatments

#### **Works to houses that require planning permission in the conservation area:**

**3.3** This list is intended as a guide and is not exhaustive. Works not mentioned here may nonetheless require planning permission and you are therefore advised to check with the planning service at an early stage to avoid delays to your project or even enforcement action.

**3.4** You may also apply to the Council for a Certificate of Lawful Development which will confirm that planning permission is not required.

**3.5** The following works require planning permission:

- Any roof extension
- Any side extension
- Any extension to the front of a house
- All rear extensions over one storey and beyond the rear wall of the original house
- Cladding in stone, artificial stone, pebbledash, render, timber, plastic or tile
- Installation, alteration or replacement of a chimney, flue, soil or vent pipe to an elevation fronting a highway or to a side elevation
- Installation, alteration or replacement of an antennae or satellite dish on a part of the house that is visible from a highway
- Garden buildings, enclosures or pools built in the front garden or within 2 metres of a boundary or over 2.5 metres high or that takes up over 50% of the curtilage
- Hard surfaces in front gardens, unless they are less than 5 square metres or are porous or water runs off into a porous area

- Boundary treatments (fence, wall, railings, etc) over 1 metre high adjacent to a highway or 2 metres elsewhere.
- Air source heat pumps
- Wind turbines.

### **Works to commercial buildings**

**3.6** Buildings that are not houses do not benefit from householder permitted development rights. This means that most external alterations will require planning permission. Some common alterations requiring planning permission are given below:

- Any alteration or extension to a building including roof extensions and windows, where a material alteration is involved.
- All changes to shopfronts require planning permission. This includes any external security shutters.
- Advertisements to shopfronts may require planning permission depending on size. All illuminated advertisements will require consent.

### **Conservation area consent**

**3.7** Conservation area consent only applies to demolition and is required as follows:

- Demolition of a whole building or substantial part of a building in a conservation area
- Demolition a boundary treatment (fence, wall, railings, etc) that is over 1m high adjacent to a highway or over 2m high elsewhere.

### **Works to trees**

**3.8** All trees in conservation areas are protected and consents required are as follows:

- For trees in conservation areas, the Council must be given six weeks notice of any works including pruning and felling
- For trees covered by a Tree Preservation Order, an application must be made to do any works including pruning and felling and this application takes eight weeks
- Separate forms for both cases are available on our website or from the Planning Portal.

**Advice and application forms are available at**

**[www.planningportal.gov.uk](http://www.planningportal.gov.uk)**

**or contact Wandsworth's Planning Service on 020 8871 6636**

**or the Conservation & Design Group on 020 8871 6646 or 6612**

## 4. HOW TO MAKE A PLANNING APPLICATION

**4.1** This is a brief introduction to making a planning application for works to a building in the conservation area.

### Application forms

**4.2** You should make your application through the Planning Portal (see web address below) which has all the relevant forms and guidance. If you don't have access to the internet please come in to the One Stop counter at Wandsworth Council's town hall extension on Wandsworth High Street to collect a form or telephone us (see Contacts).

[www.planningportal.gov.uk](http://www.planningportal.gov.uk)

### Making your application

**4.3** For all but the simplest alterations, you are advised to appoint a qualified architect or other competent person with experience and understanding of conservation issues.

**4.4** To apply for planning permission you must submit the correct application form (often the householder application form alone) and submit scale drawings showing the existing and proposed plans and elevations. For applications to replace doors or windows, it is usually sufficient to include a photograph to show the existing door or window, but the drawing for the proposed item must be to scale of at least 1:50.

**4.5** When we receive your application we will allocate a case officer who will deal with your application and be your main contact. If you have an agent, correspondence will be automatically conducted with your agent unless otherwise requested.

### Pre-application advice

**4.6** You are welcome to ask for advice on your proposed development before making your application. From 1<sup>st</sup> March 2012 the Council will charge a fee for giving pre-application advice. The fee for a meeting with an officer to discuss a small householder application such as an extension will be £120 or £60 for written advice without a meeting. Further information can be found on our website. You can make your request for advice by emailing [planningapplications@wandsworth.gov.uk](mailto:planningapplications@wandsworth.gov.uk).

**4.7** Planning officers are available to give basic information on weekdays between 9.00 am - 1.00 pm on a drop in basis at the One-Stop counter.

## Design & access statements

**4.8** All applications for planning permission in conservation areas must be accompanied by a Design and Access Statement which should set out the design concept for your proposal. Thinking about what is important about the building before you actually draw up your proposals should help you to choose a design that will conserve or possibly even enhance the building's appearance.

**4.9** The statement should include a description of the building as well as an assessment of the impact of your proposal on its character and appearance. We welcome photographs or sketches that will help to illustrate your proposals.

**4.10** The Design and Access Statement does not need to be long if it is for a small proposal. You could start by answering the following questions:

- Is the building listed, locally listed or shown as a positive building in the conservation area appraisal?
- Why is the building considered to be of heritage value? Hopefully the conservation area appraisal will tell you the answer to this question
- What are its main important features and does it have any interesting details?
- What original materials were used? eg. brick, stone, timber
- Has it already been altered or extended?
- Are there any original features missing that could be reinstated? Restoring them could count as enhancement.

**4.11** The Design and Access Statement should then go on to explain how you think the alteration or extension that you want permission for has been designed sympathetically to suit the building and preserve (or enhance) its appearance.

**4.12** If these guidelines are followed for a small proposal, a separate Heritage Statement is unlikely to be necessary. Heritage Statements are usually only required for large or complex schemes and for substantial works to listed buildings.

## Planning policy

**4.13** All applications are determined in accordance with Council policy as set out in our Development Management Policies document which is available on our website. The conservation area appraisal and guidance given in this document will also be taken into consideration.

**4.14** Government guidance is given in the National Planning Policy Framework available from <http://www.communities.gov.uk/planningandbuilding/planningsystem/planningpolicy/planningpolicyframework/>

**4.15** Other parties will be consulted for their views on your proposals and these may include neighbours and amenity groups as well as other Council services such as the Conservation and Design Group.

**When will I get approval?**

**4.16** It takes eight weeks to process most planning applications (or 13 weeks for major applications). However if the correct information is not provided, the application cannot be validated and you (or your agent) will be told, within 10 days, what information is needed. The 8 or 13 week period only starts when all the necessary forms, drawings, documents and signatures have been received.

**Building control**

**4.17** Approval under the Building Regulations is a separate requirement and you should check this with the Council's Building Control Service before carrying out your works (See Contacts for details).

## FURTHER INFORMATION & CONTACTS

## Further information

### Council publications

The Council publishes a number of useful guidance documents which can be found on the following web page.

[www.wandsworth.gov.uk/downloads/download/343/supplementary\\_planning\\_guidance](http://www.wandsworth.gov.uk/downloads/download/343/supplementary_planning_guidance)

<b>Publication</b>	<b>What it contains</b>
What is a Conservation Area?	Basic information about conservation areas
Do it in Style	A guide to the care, repair and adaptation of your home
Making More of Your Loft	Design guidance on altering your roof
Shopfronts: A Guide to Good Design	Designing new shopfronts and retaining historic ones
Design Guidelines for the Conversion of Shops to Residential Use	How to convert shops sensitively
Hardstandings for Cars	How to design car parking space sensitively
Residential Basement Extensions	Guidance on lightwells
Tree Strategy for the Borough	The action plan for trees in the Borough
Tree Care	How to look after your trees
Trees and the Law	What tree works require permission
Tree Planting	How to plant trees

### Government & English Heritage publications

Many of the following documents are available from:

[www.english-heritage.org.uk](http://www.english-heritage.org.uk)

[www.planningportal.gov.uk](http://www.planningportal.gov.uk)

**Planning: A Guide for Householders**

**National Planning Policy Framework.** 2012

**Guidance on Conservation Area Appraisals,** English Heritage (Product code 51185) 2006

**Guidance on the Management of Conservation Areas,** English Heritage (Product code 51184) 2006

**Conservation Principles: policies and guidance for the sustainable management of the historic environment** by English Heritage (Product code 51393) 2008

**Energy Conservation in Traditional Buildings** by English Heritage (Product code 51367) 2007

**Climate Change and the Historic Environment** by English Heritage (Product code 51392) 2008

**Building Regulations and Historic Buildings** by English Heritage (Product code 50900) 2004

**Understanding Historic Buildings: A Guide to Good Recording Practice** by English Heritage (Product code 51125) 2006

### **Books**

**Putney & Roehampton Past** by Dorian Gerhold (Wandsworth Historical Society)

**Putney Past & Present** by Patrick Loobey (WH Smith)

**Putney & Roehampton** (Archive Photo Series) by Patrick Loobey (Chalford Press)

**Putney & Roehampton: Pastimes from Postcards** by Patrick Loobey (Positive Pastimes)

**A Stitch in Time:** Maintaining your Property, available from SPAB (see above)

**Conservation of Historic Buildings** by B.M. Fielden (Architectural Press)

**The Elements of Style**, An Encyclopaedia of English Architectural Detail, edited by Stephen Calloway (Mitchell Beazley)

**Informed Conservation** by Kate Clark. Available from English Heritage

**Life and Labour of the People in London** by Charles Booth, (Macmillan and Co.)

**London County Council Bomb Damage Maps 1939-45**, ed A. Saunders & R. Woolven (London Topographical Society)

**London Suburbs**, published by Merell Holberton in association with English Heritage

**Old House Care and Repair** by Janet Collings (Donhead) [www.oldhouse.info](http://www.oldhouse.info)

**Period House: Complete Care, Repair and Restoration** by Albert Jackson and David Day (English Heritage & Collins)

**Structural Repair of Traditional Buildings** by P. Robson (Donhead)

**Suburban Style: The British Home from 1840-1960** by Helena Barrett & John Phillips (MacDonald & Co)

**The Buildings of England: London South** by Cherry and Pevsner (Penguin)

**The Edwardian House Explained** by Trevor Yorke (Countryside Books)

**The English Terraced House**, by Stefan Muthesius (Yale 1982)

**The Georgian Group Book of the Georgian House** by Steven Parissien. Available from The Georgian Group

**The Old House Handbook**, A Guide to Care and Repair by Roger Hunt and Marianne Suhr (published in association with SPAB)

**The Repair of Historic Buildings** by Christopher Brereton. Available from English Heritage

**The Victorian Society Book of the Victorian House** by Kit Wedd. Available from the Victorian Society

**Victorian Architecture** by R. Dixon and S. Muthesius (Thames & Hudson)

**Useful organisations and websites**

<b>Organisation</b>	<b>Website / Phone number</b>
Planning Portal	<a href="http://www.planningportal.gov.uk">www.planningportal.gov.uk</a>
Planning Aid for London	<a href="http://www.planningaidforlondon.org.uk">www.planningaidforlondon.org.uk</a> 020 7247 4900
Funds for Historic Buildings	<a href="http://www.ffhb.org.uk">www.ffhb.org.uk</a>
HELM: Guidance on the historic environment from across the country compiled by English Heritage	<a href="http://www.helm.org.uk">www.helm.org.uk</a>
English Heritage	<a href="http://www.english-heritage.org.uk">www.english-heritage.org.uk</a>
<ul style="list-style-type: none"><li>• London Region</li><li>• Customer Services (publication requests, etc)</li></ul>	020 7973 3000 0870 333 1181
Georgian Group	<a href="http://www.georgiangroup.org.uk">www.georgiangroup.org.uk</a> 087 1750 2936
Victorian Society	<a href="http://www.victoriansociety.org.uk">www.victoriansociety.org.uk</a> 020 8994 1019
Twentieth Century Society	<a href="http://www.c20society.org.uk">www.c20society.org.uk</a> 020 7250 3857
Society for the Protection of Ancient Buildings (SPAB)	<a href="http://www.spab.org.uk">www.spab.org.uk</a> 020 7377 1644
SAVE Britain's Heritage	<a href="http://www.savebritainsheritage.org">www.savebritainsheritage.org</a> 020 7253 3500
Images of England: Details and pictures of listed buildings nationwide	<a href="http://www.imagesofengland.org.uk">www.imagesofengland.org.uk</a>
Pastscape: information on archaeological and architectural heritage	<a href="http://pastscape.english-heritage.org.uk/">http://pastscape.english-heritage.org.uk/</a>
Climate Change and Your Home: information about energy efficiency in old houses	<a href="http://www.climatechangeandyourhome.org.uk/live/homepage.aspx">www.climatechangeandyourhome.org.uk/live/homepage.aspx</a>
Building Conservation Directory: Articles and specialist craftsmen	<a href="http://www.buildingconservation.com">www.buildingconservation.com</a> 01747 871717
Work out your carbon footprint	<a href="http://carboncalculator.direct.gov.uk">http://carboncalculator.direct.gov.uk</a>

### **Organisation**

Heritage Gateway: comprehensive national and local historic environment resources

Wandsworth Historical Society

### **Website / Phone number**

[www.heritagegateway.org.uk](http://www.heritagegateway.org.uk)

[www.wandsworthhistory.org.uk](http://www.wandsworthhistory.org.uk)

### **Public archives**

#### **Wandsworth Heritage Service**

Battersea Library  
265 Lavender Hill  
SW11 1JB  
Tel: 020 8871 7753

Email: [heritage@wandsworth.gov.uk](mailto:heritage@wandsworth.gov.uk)  
See the Council's website for opening times.

#### **London Metropolitan Archive**

40 Northampton Road  
Clerkenwell  
London  
EC1R 0HB

Website: [http://www.cityoflondon.gov.uk/Corporation/LGNL\\_Services/Leisure\\_and\\_culture/Records\\_and\\_archives/](http://www.cityoflondon.gov.uk/Corporation/LGNL_Services/Leisure_and_culture/Records_and_archives/)

#### **Putney Society**

[www.putneysociety.org.uk](http://www.putneysociety.org.uk)

## Council contacts

**Wandsworth Council  
Borough Planner  
Town Hall,  
Wandsworth High Street,  
London, SW18 2PU**

**Tel: 020 8871 6000**

**Email: [boroughplanner@wandsworth.gov.uk](mailto:boroughplanner@wandsworth.gov.uk)**

### Council Contacts

Planning Service: General enquiries	020 8871 6636
Conservation & Design	020 8871 6646 or 6612
Planning Enforcement Group	020 8871 6643
Building Control	020 8871 7620
Arboricultural Service (all tree matters)	020 8871 6370 / 6372
Economic Development Office (shopfront grants)	020 8871 6203
Environmental Services (grants)	020 8871 6127
Wandsworth's Local Studies Centre	020 8871 7753
Parks Service	020 8871 6347
Arboricultural Service (all tree matters in the borough)	020 8871 6370 / 6372
On Street Services Office (to report street defects, graffiti, refuse & recycling problems)	<a href="http://www.wandsworth.gov.uk/Home/EnvironmentandTransport/StreetDefects/default.htm">www.wandsworth.gov.uk/Home/EnvironmentandTransport/StreetDefects/default.htm</a> 020 8871 6708







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**If you have difficulty reading this document or require  
further information, please contact:**

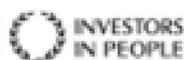
**e-mail: [boroughplanner@wandsworth.gov.uk](mailto:boroughplanner@wandsworth.gov.uk)**

**Address: Wandsworth Council  
Planning Services  
Conservation & Design Group  
Town Hall, Wandsworth High Street  
Wandsworth, SW18 2PU**

**Tel: 020 8871 6646**

**Or view the document on our website :  
[www.wandsworth.gov.uk/planning/conservation](http://www.wandsworth.gov.uk/planning/conservation)**

Environment and Community Services  
Wandsworth Council



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