

1887-89 for the London and South Western Railway. It has five lattice girder spans of 153 feet. It includes a pedestrian footbridge which provides an important link with the southern bank of the river.



Putney Bridge - listed Grade II

5.23 Swan Bank Court and Carrara Wharf are recent residential developments primarily orientated towards the river. The bulk and scale of these developments is greater than in sub-area A though this has been broken up through their design and massing. Both these riverside developments allow public access to the river via the riverside walk.

5.24 Swanbank Court is a three and four storey block of sheltered accommodation on the site of Swan Wharf adjacent to Putney Bridge. It was built in 1981 by Green, Lloyd & Adams in brown brick and has a plain vernacular style. It has a formal private garden area in the south west corner of the development with a low wall around the perimeter sufficient to define the boundary of the building but not so obtrusive as to detract from the openness of the area. The garden makes a contribution to the landscape of the River Walk at this point.

5.25 Carrara Wharf was built in 1987-89 by Higgs & Hill. It is a private residential development comprising four blocks (Chantry Court, Dorney Court, Milton Court and Windsor Court) with a staggered layout. Each residential block varies in height, ranging from two to six storeys. Built of brick with window arch details the development has pitched roofs. The simple

design is given depth and interest by the rough cast gables, bay windows (reaching to the top of the higher blocks) and the balconies and their uniform balustrading. The timber framed windows and doors are important in the overall composition and unity of the scheme.

5.26 Carrara Wharf, built on the sites of Willowbank Wharf and Carrara Wharf, is separated from Swanbank Court by Swan Drawdock which is now a Nature Reserve ⁸, and an inlet from the river. It is set within landscaped grounds and the perimeter with the riverside walk is defined by a low brick wall with red painted railings. This private space in front of the residential development facing the river reinforces the openness of the riverside walk at this point.

5.27 The public open space to the north west of Swanbank Court is a reasonably well contained area bounded by Bridge House (South), Swanbank Court and Putney Bridge. Numerous trees have been planted here and of particular visual importance is a mature willow. The riverside walk links Putney Bridge Conservation Area and Bishops Park Conservation Area via the subway beneath Putney Bridge.

5.28 The riverside walk follows the full length of the southern boundary as far as the London Underground Railway Bridge via a footbridge to cross Swanbank Drawdock. At the London Underground Railway Bridge the river walk is diverted away from the river via the subway underneath the railway bridge over Ranelagh

Swanbank Drawdock



Gardens eventually rejoining the riverside further to the east at Broomhouse Drawdock. This leads off the pedestrian link between the river front and the east of Ranelagh Gardens. There is a plaque on the Railway Arches to commemorate the first workshop of Fredrick Richard Simms (1863-1944) founder of the British Motor Industry.

Important Views

5.29 The key panorama of the conservation area is derived from the southside of the river looking across to the southern boundary of the conservation area. Swanbank Court and Carrara Wharf are the prominent features with glimpses through to Ranelagh Gardens Mansions visible beyond. The varied height of Carrara Wharf and the layout of the development provides a lively and interesting built edge to the riverfront. Behind are inappropriate views of the seven and seven and a half storey office tower blocks of Bridge House North and South which are not in the conservation area. An unfortunate addition to views from the conservation area is the 16 storey (plus roof structures) ICL tower across the river in Putney which dominates views to the south over the river and is out of scale with its surroundings.

5.30 Putney Bridge and the London Underground railway bridge clearly define the western and eastern boundaries of the conservation area and provide a strong physical link with the opposite side of the river. There is a boat mooring facility which when used adds interest to views from, and of, the conservation area.

View of riverfront in Conservation Area



6 BROAD DESIGN GUIDELINES

6.1 The previous section described the character of the conservation area looking at individual buildings, groups of buildings and the general townscape. This section identifies key components which define the character, or those which affect it, suggesting broad design guidelines to deal with each one.

6.2 Piecemeal changes to individual properties, when considered cumulatively, can have a severely negative affect on the special character and appearance of an area. The following section outlines factors the Council considers to be important in preserving the character of an area through encouraging good practice. Not all the alterations and works listed below require planning permission or conservation area consent. (This is set out in a general leaflet for this conservation area which residents of the conservation area should have received through their door. Alternatively it is available from the Council at the address on page 1).

6.3 In respect of the highway and its infrastructure the constraints on local government expenditure and the duty to maintain a safe surface means that priority cannot be given to providing historical materials or upgrading or altering street furniture.

Uses

6.4 The balance of uses within a conservation area are important in defining its character particularly if they reflect the historic development of the area. The existing uses of the river itself are important in the character and appearance of the conservation area. The river is extensively used for recreational activities. The foreshore is of environmental importance as a feeding ground for birds and as a habitat for other wildlife.

Alterations to buildings

6.5 The character of the conservation area is derived from the groups of buildings and their uniform appearance as well as the character of

individual buildings. Alterations to buildings can have a particularly damaging effect on this destroying the homogeneity. The massing and rhythm of the buildings within a street is a key element in defining its character. Extensions and alterations to properties should not visibly affect their scale, rhythm and massing when seen from the street or any public space and should not be excessive additions to the properties.

Disabled access

6.6 The Council will support dignified and easy access to and within historic buildings for disabled people. Suitable access for disabled people, which does not compromise a building's special interest, can normally be achieved if treated as part of an integrated review of access requirements for all visitors or users, and a flexible and pragmatic approach is taken.

Roof extensions

6.7 Front roof extensions are generally considered unacceptable and will only be considered if the property is within a terrace which has been significantly impaired by front roof extensions.

6.8 The design of any rear roof extension should be sympathetic to the character of the conservation area. Where they are visible from the street, including long views, then particular attention will need to be paid to their appearance. In some cases, high visibility of the rear roof of properties may prohibit a roof extension where it would have a detrimental affect on the character of the conservation area.

6.9 Where traditional materials remain in place repairs or alterations to roofs and dormer windows should use matching traditional materials, i.e. slate, lead and timber.

6.10 Existing rooflines should not be disturbed. Original features such as decorative ridge roof tiles, finials, cast iron gutters and down pipes, original roofing materials and their pattern should all be retained.

6.11 Consent should not be granted for demolition of original chimney stacks which are visible from the street or public spaces. Original chimney pots should not be removed.

6.12 Modern additions such as satellite dishes, T. V. aerials, rooflights and vents should be as inconspicuous as possible. Enclosed water tanks on roofs should be avoided.

Rear extensions

6.13 The design and materials of rear extensions should be in keeping with the existing property and all planning standards in the Unitary Development Plan should be met. When they require planning permission rear extensions will be considered on their own individual merit.

6.14 Rear building lines should respect and take into account the value of rear gardens.

Brickwork, render and painting

6.15 Properties should be retained in their original condition if they are not already rendered or painted.

6.16 Existing brick elevations including chimney stacks should be properly maintained and appropriate repointing undertaken where necessary. If a property has been painted advice should be sought from the Council regarding whether the paint can be safely removed or the property should be repainted in matt finish paint of a colour to match the original brick.

6.17 On properties which are already rendered or have stucco mouldings these should preferably be left in their original state and specialist advice should be sought where re-rendering or repairs are necessary. On properties where render or stucco is painted, it should be repainted an appropriate matt colour (or colours) i.e. white, pale or pastel shades rather than vivid colours.

Windows and original features

6.18 Original architectural features such as timber sash windows, panelled doors, decorative

stucco, moulded window surrounds, door cases, historic shopfronts and public house signs should be maintained and repaired wherever possible. Where renewal is unavoidable or features missing, owners are encouraged to reinstate these with traditional or matching designs.

6.19 All original features should ideally be kept. If their loss is unavoidable they should be replaced with exact replicas.

6.20 Owners of properties with poor replacement windows should be encouraged to change them for those of a more appropriate design when an opportunity arises.

Other additions

6.21 Gutters, rainwater pipes and soil pipes should be replaced, when necessary, in their original form and material. The use of uPVC should be discouraged.

6.22 The positioning of gas and electricity meters on external walls is to be avoided or, if absolutely necessary, their location should be carefully considered.

6.23 The routing of external telephone, TV cables and location of gas flues etc. on external walls should be carefully considered.

6.24 Alarm boxes should be located away from important architectural detail so as to minimise their affect on the townscape quality of an area and the appearance of the building on which they are located.

6.25 Satellite dishes and T.V. aerials will not be permitted where they would be visually obtrusive and where alternative locations are possible.

6.26 Further detailed guidelines may be helpful in ensuring that they do not have a negative impact upon the character of the conservation area.

Continuity and historic names

6.27 The Council considers the retention of the old names of sites and properties within the conservation area to be desirable. This would enable the historic identity and continuity of areas to be preserved. The names of existing developments and their associated signage and features should be kept, and this is particularly relevant to public houses. Historic names and associations should also be taken into account in the naming of new developments.

6.28 The Council would also like to see the inclusion of date plaques on new developments. This will provide interesting features in the townscape and points of reference for the future.

Setting of the conservation area

6.29 The setting of a conservation area is important in defining its character and appearance. Any development, or alterations to properties, affecting the setting of the conservation area should take full account of the character and appearance of the conservation area, and should preserve or enhance it, as described in the profile.

Landmarks

6.30 The main landmarks within the conservation area are the two bridges across the River Thames. Milton Court (Carrara Wharf) is a relatively prominent building within the area, particularly in views of the river edge.

Views

6.31 Great care is required so as not to block, or have an impact on, key views by intervening or inappropriate development. The existence, and importance of these views should help determine the permitted heights of new buildings in the conservation area.

6.32 The key view is that of the riverside from the opposite bank and Putney Bridge. This should be considered in relation to the wider context of the riverside. Also of importance are the internal views within the conservation area, particularly in sub-area A.