



# KEW BRIDGE

Conservation Area  
Appraisal

November 2018

## Foreword

I am pleased to present the Kew Bridge Conservation Area Appraisal. The Kew Bridge area is an important part of Brentford and a valuable part of the heritage of the borough.

This appraisal builds on the original conservation statements for Hounslow's conservation areas and has been reviewed as part of a comprehensive review of Hounslow's conservation area statements.

The purpose of the appraisal is to provide an overview of historic developments and key components that contribute to the special interest. This appraisal also identifies positive and negative contributors as well as opportunities for improvement in order to inform a comprehensive understanding of the conservation area.

The regeneration of the Great West Corridor and Brentford East offers the opportunity to improve the Kew Bridge area and its surroundings through high quality new development and improved public realm.

We hope this document will play a significant role in the future management of Kew Bridge Conservation Area and will be a guide for developers, residents and planners.

Steve Curran



Councillor Steve Curran  
Leader of the Council and Cabinet Member for  
Corporate Strategy, Planning and Regeneration

## Executive Summary

Presented here is the Kew Bridge Conservation Area Appraisal.

The purpose of a conservation area appraisal is to provide an overview of the historic development of the area and to describe the key components that contribute to the special interest of the area. This appraisal aims to:

- describe the historic and architectural character and appearance of the area which will assist applicants in making successful planning applications and decision makers in assessing planning applications
- raise public interest and awareness of the special character of their area
- identify the positive features which should be conserved, as well as negative features which indicate scope for future enhancements

This document was subject to public consultation in Spring 2018, and following that consultation it was amended to reflect responses where appropriate. The final version was adopted by the council in October 2018. The council's Spatial Planning and Infrastructure Team has an extensive programme for producing or reviewing conservation area appraisals for the 28 conservation areas in the borough, all of which will be subject to consultation. The council is committed to ensuring it manages its heritage assets to the best of its ability.

Prepared by:

Spatial Planning and Infrastructure Team  
Regeneration, Strategic Planning and Economic Development  
London Borough of Hounslow  
Civic Centre  
Lampton Road  
Hounslow  
TW3 4DN

Email address: [conservation@hounslow.gov.uk](mailto:conservation@hounslow.gov.uk)

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## 1 Introduction

### 1.1 What is a conservation area?

1.1.1 A conservation area is an area of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance. Conservation areas are very much part of the familiar and valued local scene. It is the area that is of special interest because of its overall character, but there may be buildings and features that have a neutral or negative impact on the overall special character and could be changed.

1.1.2 The ability to designate areas, rather than individual buildings, first came into being as a result of the Civic Amenities Act of 1967. The special character of these areas does not come from the quality of their buildings alone. The historic layout of roads, paths and boundaries; a particular mix of building uses; characteristic building or paving materials; public and private spaces such as gardens or parks and trees and street furniture can all contribute to the special interest of the area. Conservation area designation gives a much broader protection than the individual listing of buildings, as all features (listed or otherwise) within the area are recognised as part of its character. The conservation area as a whole and the buildings/structures and spaces within it are all designated as heritage assets.

1.1.3 The first designations tended to be of very obvious groups of buildings, landscapes or small areas of strongly similar architectural design. Later it was seen that larger areas, where less obvious original features such as topography, routes or uses had produced a special character, could benefit from being designated.

1.1.4 The Planning (Listed Buildings and Conservation Areas) Act 1990 provides specific protection for buildings and areas of special interest. The council as the local planning authority has a duty (under section 69) to consider which parts of the London Borough of Hounslow are '*...areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance*' and should be designated as conservation areas.

1.1.5 The Kew Bridge Conservation Area was designated on 1 June 2004, and has not been altered or extended since, although it is proposed that the boundary be extended. Additional protection to the area includes: listed grade I status of the former waterworks; other listed buildings; Blue Ribbon Network; partly in Thames Policy Area, SINC; APAs; partly in buffer zone of Royal Botanical Gardens, Kew UNESCO World Heritage Site; Metropolitan Open Land (foreshore).

### 1.2 Format of the conservation area appraisal

1.2.1 This document is an appraisal document as defined by Historic England in its guidance document Conservation Area Designation, Appraisal and Management, Historic England Advice Note 1, May 2016 (originally March 2011).

1.2.2 An appraisal document, to quote from the Historic England guidance document, should provide: '*... greater understanding and articulation of its character which can be used to develop a robust policy framework for planning decisions*'. It is intended to form a basis for further work on design guidance and enhancement proposals.

1.2.3 The appraisal describes and analyses the particular character of the Kew Bridge Conservation Area, portraying the unique qualities which make the area special, and providing an analysis of the significance of the area. Once adopted, the appraisal will become a material consideration when determining planning applications.

1.2.4 The document is structured as follows: this introduction is followed by an outline of the legislative and policy context (national, regional and local), for the conservation area. Then there is a description of the geographical context and historical development of the conservation area and a description of the buildings within it, the three character areas, together with sections on the condition of the conservation area, recommendations for further designation and future regeneration of Brentford East. A strengths, weaknesses, opportunities and threats (SWOT) analysis is provided, to clarify and summarise the key issues affecting the area. Three appendices are included: a schedule of designated assets; a schedule of properties and further reading, information and websites.

1.2.5 This appraisal provides an understanding of the significance of the conservation area, by identifying and analysing its principal characteristics. It does not include specific detail about every building and feature within the area, and any omission from the text should not be interpreted as an indication of lesser significance.

### 1.3 Location, context and summary of the special interest of the conservation area

1.3.1 The Kew Bridge conservation area is located in Brentford, which is situated towards the eastern end of the London Borough of Hounslow, approximately 12km from central London. Brentford is bordered by Ealing to the north, Chiswick to the east, and Isleworth and Osterley to the west. It is located along the historic main road out of London, at the confluence of the combined Grand Union Canal/River Brent watercourse and on a meander of the River Thames which features two wooded islands. To the east of Brentford is the Gunnersbury Park estate, while to the west lie Boston Manor, Osterley and Syon Parks. Kew Gardens, a UNESCO World Heritage Site, lies across the River Thames to the south. The area is relatively flat, sloping gently downhill southwards to the river.

1.3.2 Brentford's built environment is predominantly two storey terraced housing and suburban estates. It has a unique and varied townscape with distinctive built and natural environments that are significant to its identity and sense of place. These include waterways and waterside environments, historic buildings, the A4 Great West Road 'Golden Mile' which functions as London's western gateway, and a large number of cultural and recreational assets. There is a rich mix of residential and commercial development interspersed with open space. Large commercial developments dominate the Great West Road. The town centre provides for smaller commercial and retail development and is flanked by new high density residential development.

1.3.3 Brentford is traversed roughly east-west by the Southwestern Railway line, the A4 Great West Road and the elevated M4 motorway. The district is mainly served by train from central London and by buses from the rest of the borough. The local bus service is adequate to good. The combined A4 Great West Road and elevated M4 form a major physical and perceptual barrier to north-south movement.

1.3.4 Though it pre-dates the Roman occupation of Britain, Brentford first gained significance as a Roman station at a river fording point on the road from London to the west. By the Middle Ages, it had evolved into a regionally important port, fishing, market and industrial town, the latter aspect escalating in the early nineteenth century, with the arrival of the canal and later the railways. Residential areas and a busy high street emerged, along with a water and gas works and a fully developed dock with railhead.

1.3.5 In the 1920s, congestion on the High street led to the construction of a bypass in the form of the Great West Road, which attracted, for their time, high technology industries in factory buildings with important Art Deco facades facing the road

1.3.6 The post Second World War years (1945 onwards) brought major changes, in the form of a partly demolished and widened High Street, the elevated M4 motorway, the six twenty-five storey residential towers and the closing of the docks. Recent years have seen the ongoing redevelopment of former river and canal-side industrial sites.

1.3.7 Brentford is subject to a significant amount of development pressure within a relatively small area. Negative characteristics include high levels of traffic and aircraft noise, air pollution, and a social and physical infrastructure that struggles to match the pressures placed on it. The overall townscape lacks cohesion, with high quality historic and contemporary development fragmented by areas of lower quality. The district continues to be a major focus for regeneration, both in the borough and in Greater London as a whole.

### **Special Interest**

1.3.8 The Kew Bridge Conservation Area is based upon the topography and confluence of historic routes and views at the junction of the Thames crossing point and their effect; and in the former industrial uses of the area, specifically the buildings now occupied by the London Museum of Water and Steam. The range of buildings create an attractive Victorian streetscape. The road layout is particularly important, as it is a place where many roads meet creating vistas, focal points and landmark buildings. The area retains a somewhat industrial quality and character mainly relating to the history of the pumping

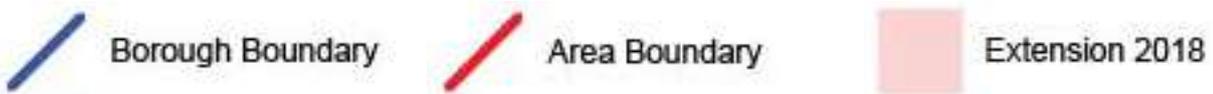
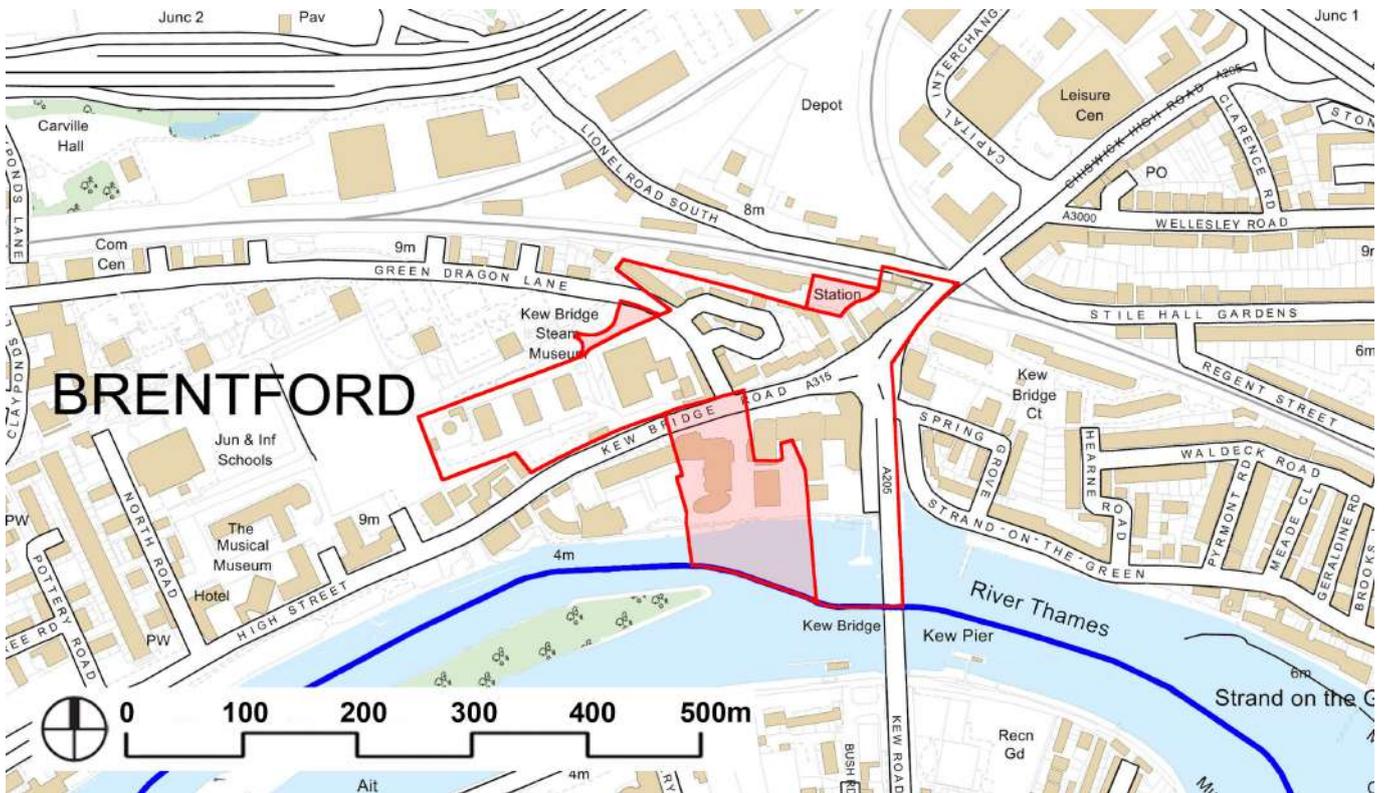
station, railway and market.

1.3.9 The special architectural and historic interest of the area lies in the industrial character created by the pumping station and its associations, and the high quality of architectural style achieved for them. The bridge itself is important as an architectural landmark. The conservation area is partly residential in character and also displays a degree of commerce, business and industry that grew up in the area. The scale of these, including the fine station building, is small, and immediately adjacent buildings to the conservation area have a retro style.

1.3.10 The highlight of the waterworks enclave is the elegant landmark 60m Standpipe Tower, designed in 1867 by Fraser to look like a campanile complete with cupola. It is the most prominent and memorable landmark of the area and beyond, as suggested by its Grade I status, and marks the gateway to Brentford. Indeed, were it not for the modern residential towers and bulky office buildings nearby along the M4 corridor, the standpipe tower would still be the sole landmark of the district. Nonetheless it still appears as a standalone and key feature in the area, with a clear sky gap between it and the Pump House, which has, thus far, been left intact by neighbouring developments, both approved and built.



From the London Borough of Hounslow Urban Context and Character Study (August 2014)



Kew Bridge Conservation Area

## 2 Planning context

### 2.1 National policies

2.1.1 Government advice concerning heritage assets is set out in the National Planning Policy Framework (NPPF) (2012). The conservation of heritage assets in a manner appropriate to their significance is a core principle of the NPPF. As conservation areas are defined as designated heritage assets in the NPPF, weight must be given to their conservation and enhancement in the planning process.

2.1.2 Any decisions relating to listed buildings and their settings and conservation areas must address the statutory considerations of the Planning (Listed Buildings and Conservation Areas) Act 1990 (see in particular sections 16, 66 and 72) as well as satisfying the relevant policies within the NPPF and the London Borough of Hounslow Local Plan 2015 (the Local Plan).

### 2.2 Regional policies

2.2.1 The London Plan (2015), produced by the Greater London Authority, includes relevant sections, including: Historic environment and landscapes – policy 7.8 Heritage assets and archaeology; policy 7.9 Heritage-led regeneration; and policy 7.10 World Heritage Sites. See <https://www.london.gov.uk>

### 2.3 Local policies

2.3.1 The London Borough of Hounslow Local Plan (2015) includes policies aimed at the protection of the historic environment (policy CC4 Heritage). Other relevant policies include, but are not limited to: Residential Extensions and Alterations (SC7) and Context and Adopted Character (CC1).

2.3.2 Hounslow Council (the council) has produced a Supplementary Planning Document: Residential Extension Guidelines (2003), which is a material consideration in any application concerning extensions to residential dwellings in the conservation area. This document is due to be updated.

2.3.3 The council has produced a Supplementary Planning Document: Shop Front Design Guidelines (2013), which is a material consideration in any application concerning shop fronts in the conservation area.

See <http://www.hounslow.gov.uk>

### 2.4 Implications of designation

2.4.1 Conservation area designation introduces a number of additional controls on development within the area, which are set out below.

2.4.2 Demolition of an unlisted building within a conservation area will require planning permission.

2.4.3 In addition to any Tree Protection Order that may apply to individual trees, all trees in conservation areas are protected under Section 211 of The Town and County Planning Act 1990 (as amended) except those which are dead or dangerous. Anyone proposing to carry out works to a tree in a conservation area must give six weeks' notice of their intention to do so before works begin. This needs to be done by completing the relevant form at [www.hounslow.gov.uk](http://www.hounslow.gov.uk)

2.4.4 For information on Permitted Development Rights, refer to the Planning Portal (<https://www.planningportal.co.uk>), which is the national home of planning and building regulations information and the national planning application service.

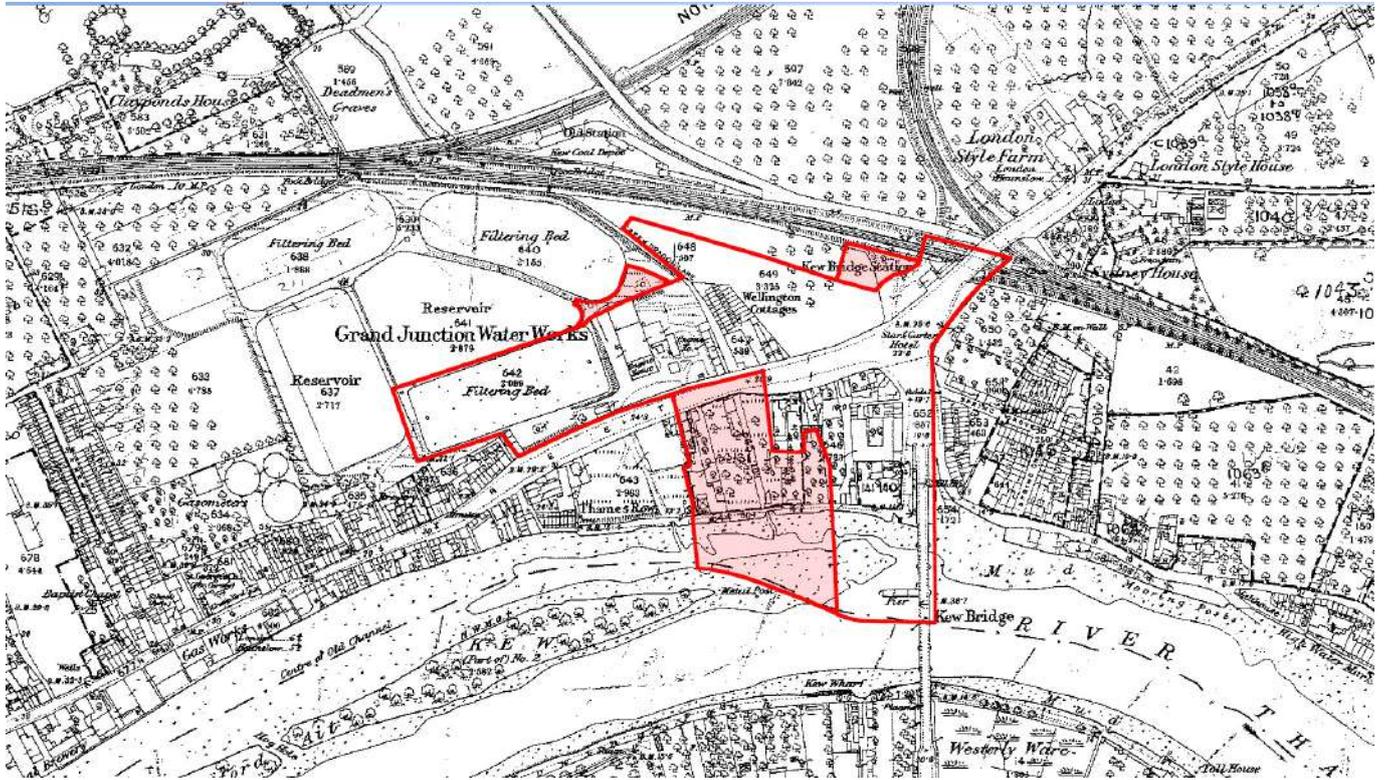
2.4.5 The council has the power, following public consultation, to serve a direction under the planning regulations to bring developments, where planning permission would not normally be required, under planning control. For example, the council could control the replacement of doors and windows, the insertion of new window openings and the alteration of boundary treatments, through the creation of an Article 4 Direction. The purpose of these additional controls is to ensure that the special qualities of an area are not diminished by unsympathetic alterations.

2.4.6 It is proposed that three extensions be made to the conservation area boundary to include: the garden at the London Museum of Water and Steam; the space to the rear of Kew Bridge Station; and all of the twenty-first century Kew Bridge development, thus rationalising the boundary.

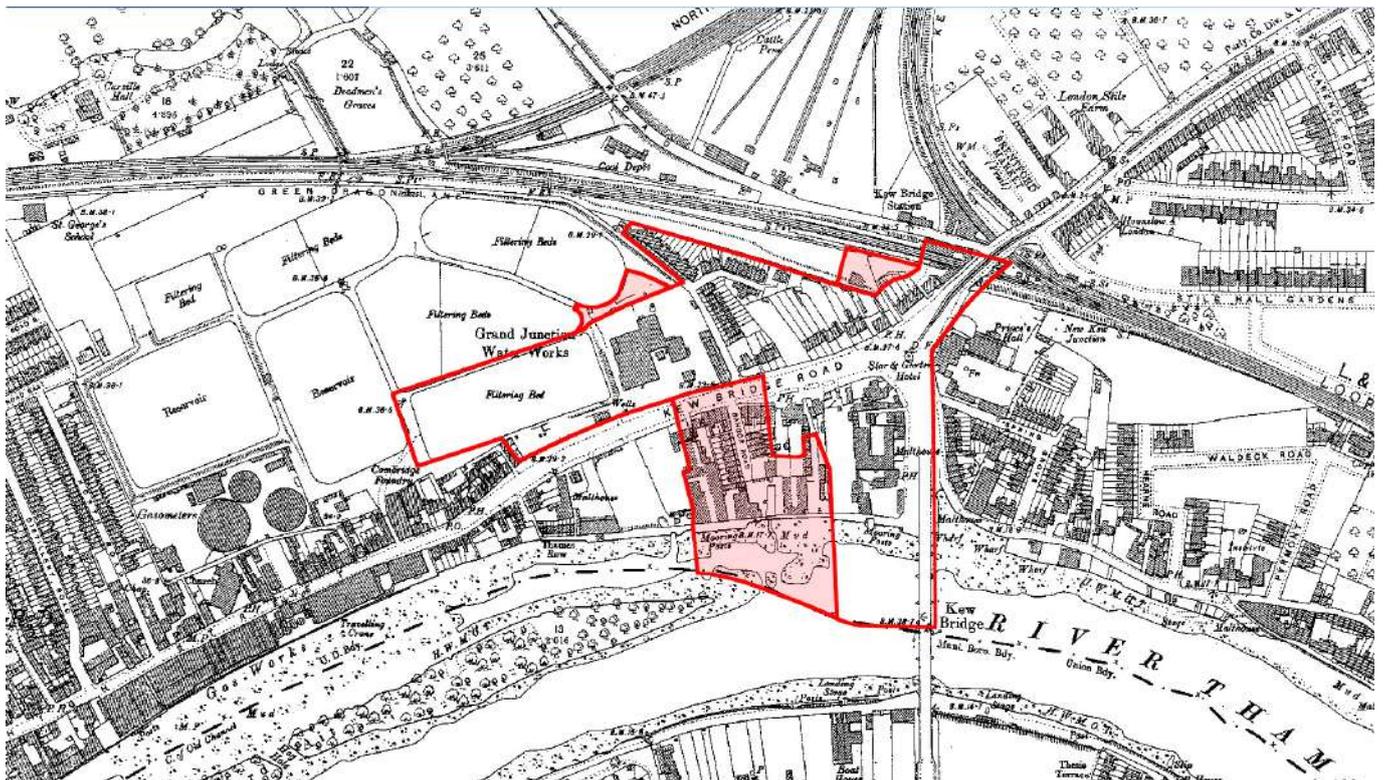
### 3 Historic development of the area

#### 3.1 Historic maps

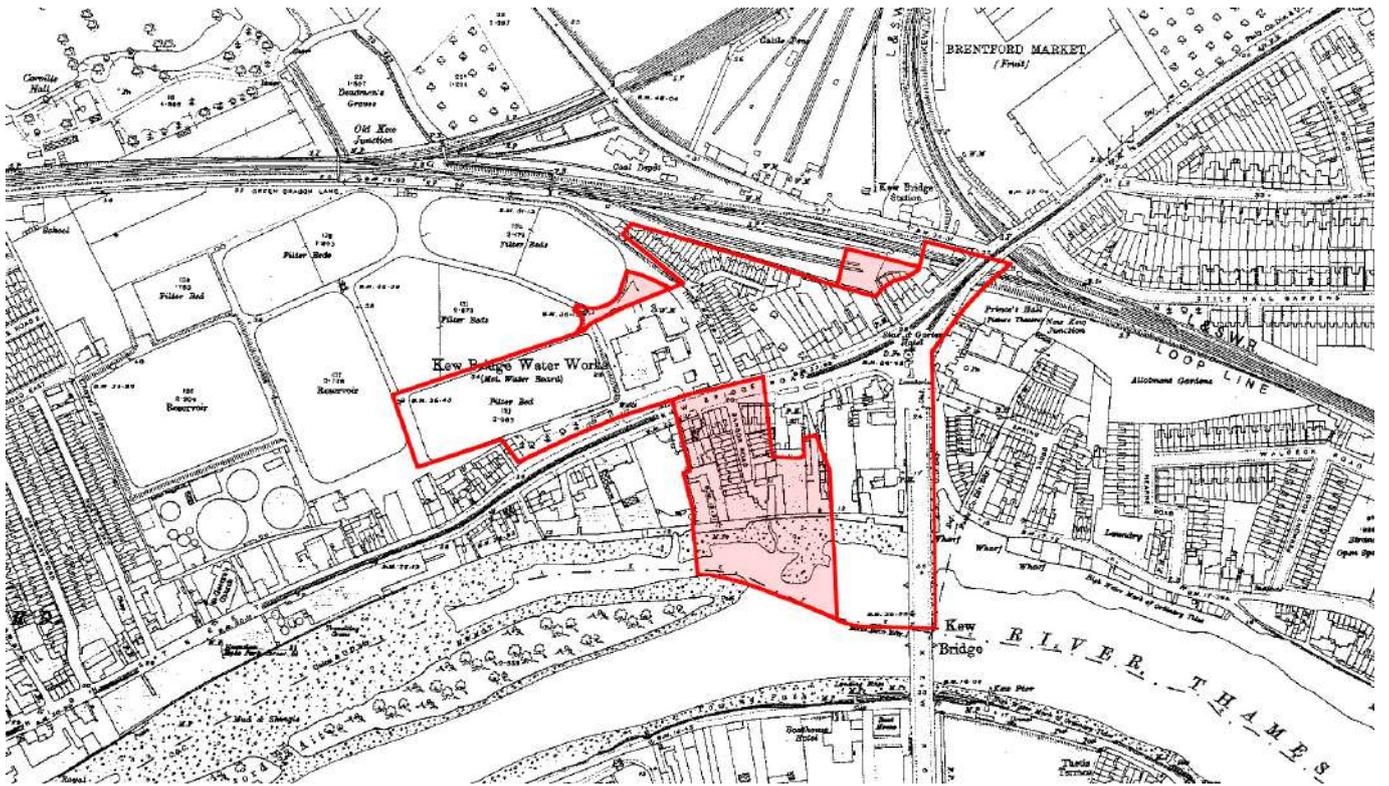
3.1.1 The following maps show the continuing evolution of the eastern part of the industrial and commercial riverside town and port of Brentford, which was already well established by the middle of the nineteenth century. By 1900 the area had become almost entirely developed, and the contrast between east and west of the Kew Bridge area was becoming more pronounced. The conservation area boundary has been superimposed onto the maps to show the area that is being discussed.



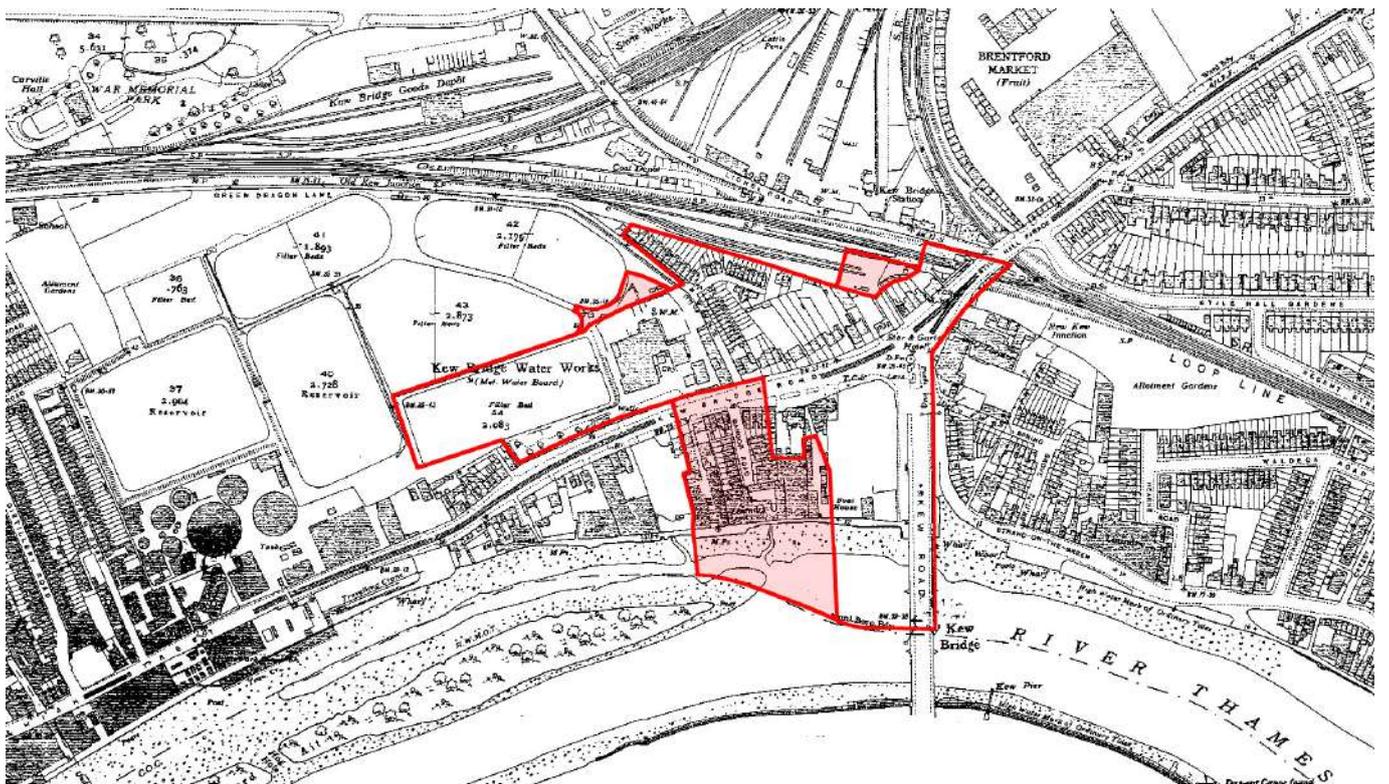
1865 Source: Ordnance Survey County Series



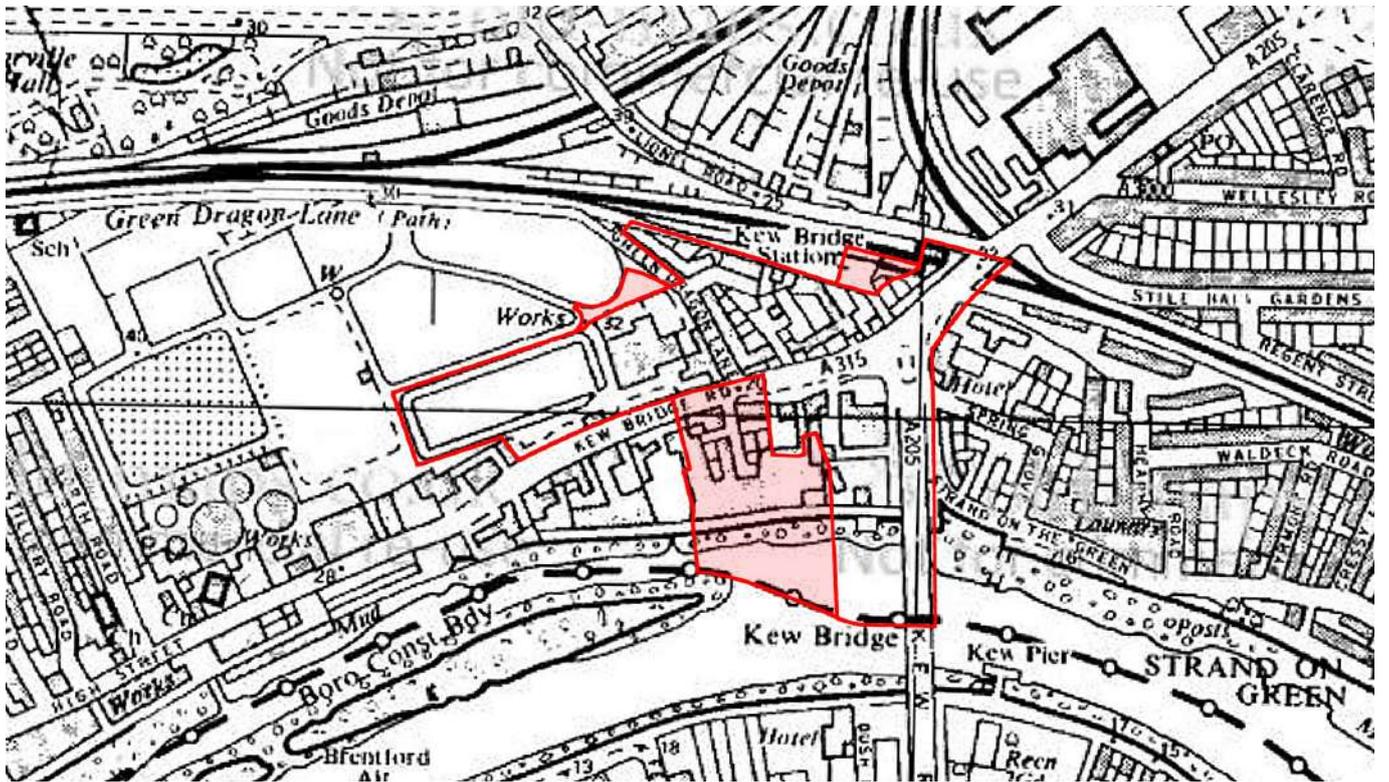
1894 Source: Ordnance Survey County Series



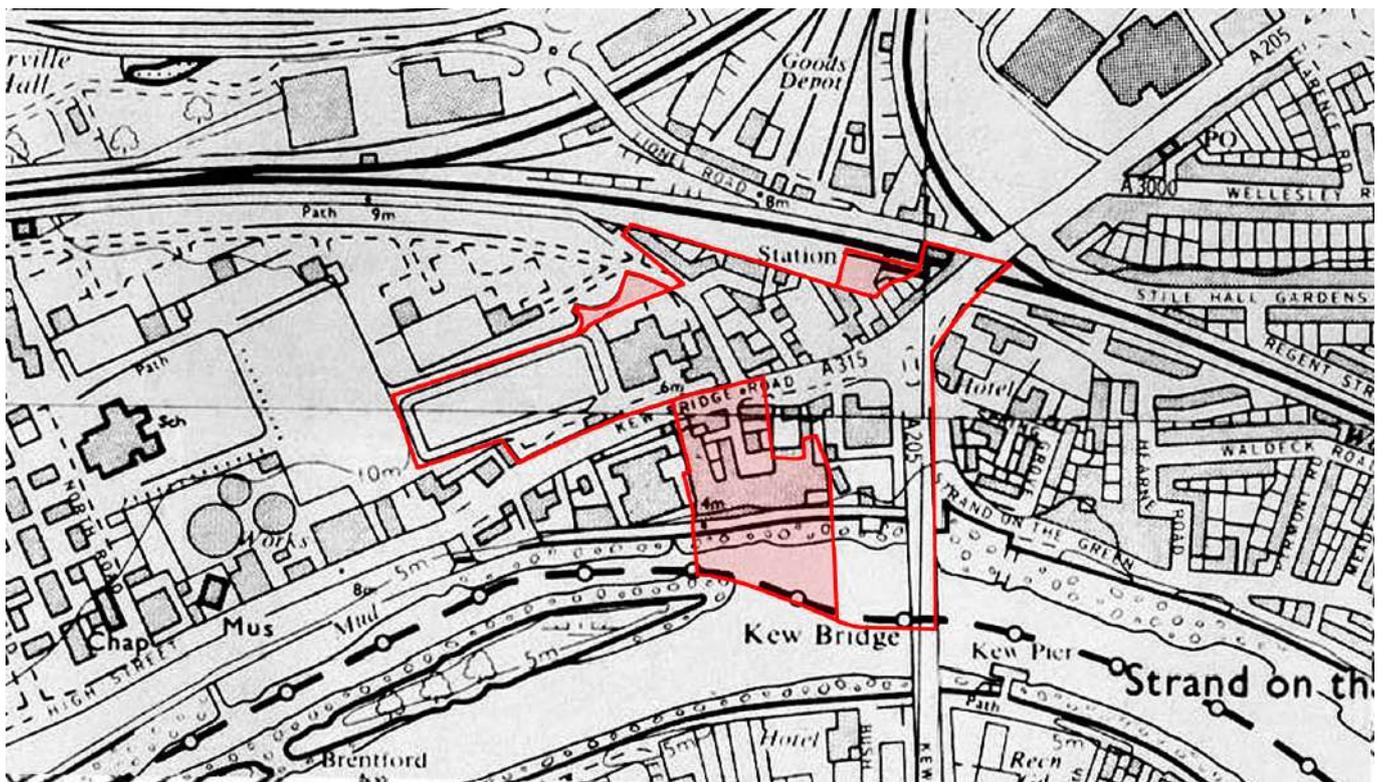
1913 Source: Ordnance Survey County Series



1934 Source: Ordnance Survey County Series



1965 Source: Ordnance Survey Plan



1980 Source: Ordnance Survey Plan

3.2 Geographic, economic and social features that helped shape the area

### 3.2.1 The East Brentford area

3.2.1.1 The area's better drained and higher land alongside the Thames has been a place of occupation and activity from prehistoric times. Brentford, to the west, was a Roman roadside station on the road from London to the West. The area as a whole provided valuable fisheries in the Middle Ages, whilst the ford had given the settlement its name by about 700. Shelter and shallow water made the Thames-side a natural port, used also by horse and foot ferries.

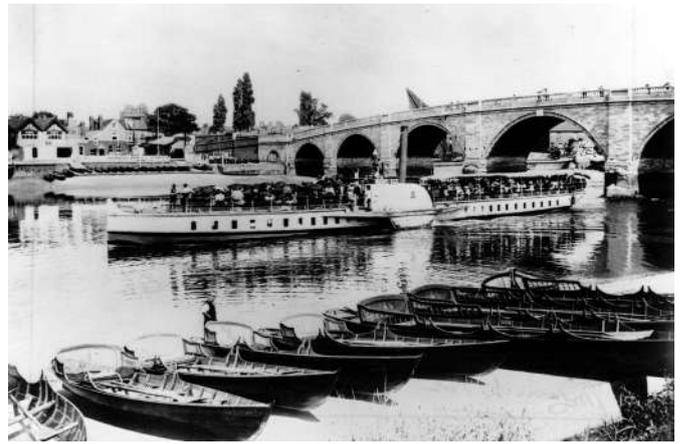
3.2.1.2 Kew Bridge, displacing the ferry from 1758, attracted malting, beer houses and market enterprises. In contrast to the Kew side, industry colonised the Brentford side of the Thames, including water and wind mills, a tannery, malt-houses, timber yards, a soap works, a brewery and a turpentine distillery. The Brent was cut to form the Grand Junction Canal to the Thames. Opened in 1800, this brought new trade, with coal and iron trans-shipment.

3.2.1.3 Shelter and shallow water made the Thames-side a natural port, used also by horse and foot ferries. River access in the Middle Ages was available to substantial plots of land on the south side of the High Street where properties also had a street frontage. As well as a public wharf, successive sub-divisions into narrow yards allowed off-loading into shops and the market on the north side of the High Street.

3.2.1.4 Industrial and transport developments escalated after 1820. The water works relocated upriver from Chelsea to Kew Bridge to supply London's growing suburbs. A gas works opened in 1821 on what is now mostly Watermans Park.

3.2.1.5 By 1850, the London and South Western Railway's Hounslow Loop Line brought stations at Kew Bridge and Brentford, which immediately encouraged housing development. Nineteenth century expansion of local industry brought workers and demand for homes. Terraces were densely laid out nearby. To combat squalor and poverty a Local Board and later the Urban District Council provided good municipal buildings and infrastructure in the form of late Victorian housing with a church, a library and parks in the St Pauls area.

3.2.1.6 By the second half of the nineteenth century Brentford had become built-up as an industrial and commercial area in extreme contrast



*Kew Bridge and the Brentford foreshore from the Kew side of River Thames (1893)*



*Kew Bridge and the Brentford foreshore from the Kew side of River Thames (2017)*



*View south over Kew Bridge from the junction, with the fountain to the right (c1915)*



*View south over Kew Bridge from the junction (2017)*

to Kew, on the opposite bank of the River Thames, and was considered the de facto county town of Middlesex. The whole main road was intensively built up with trams arriving by 1905.

3.2.1.7 The Great West Road, later designated the A4, opened in 1925 as a bypass for Brentford. It attracted, for their time, high technology industries in factory buildings with important Art Deco facades facing the road, which was by the 1950s known as the Golden Mile.

3.2.1.8 Estate land was purchased in the 1920s for public parks at Gunnersbury, Carville Hall and Boston Manor. House building over agricultural land continued throughout the interwar period (1918 to 1939). Considerable clearance for widening came to the High Street in the late 1950s and early 1960s.

3.2.1.9 The six Brentford Towers were placed into the former reservoirs at Kew Bridge, the remaining reservoirs now also being built upon. Redevelopment has continued in cleared industrial and commercial areas, now with a strong residential bias. Large sites along the Great West Road, peppered with significant listed buildings and overlain with the elevated M4, are presently being redeveloped.

### 3.2.2 The Thames river crossing

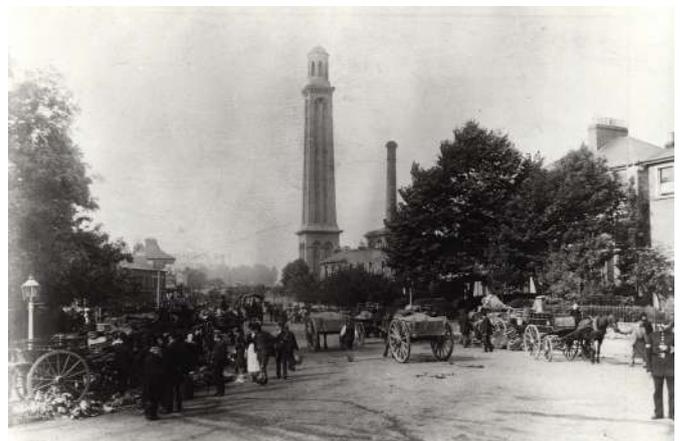
3.2.2.1 Historically important transport routes lie within the conservation area: a Roman road, the River Thames and one of its traditional ferry crossing points. A ferry between Brentford and Kew had been operating from time immemorial, probably from the bottom of Ferry Lane. Residents of Old Brentford travelled free until 1536 when ferry keeper John Hale charged a halfpenny to take horsemen across and a farthing for pedestrians. By 1659 another ferry, for foot passengers only, had been started further east (near the present Kew Bridge) by Henry Tunstall and his son Robert. The Tunstalls were a prominent Brentford family with a vast network of trades and properties in the area. Their ferry, known as Powell's ferry, was originally for the use of their limekiln business but began to take passengers, much to the annoyance of John Churchman, then owner of the Kew Ferry, since the new ferry undercut his prices. He took proceedings against the Tunstalls but his suit was unsuccessful. Henry Tunstall's grandson took over the Kew Ferry sometime before 1726. Powell's Ferry ceased to run when Thomas's son, Robert, built the first Kew Bridge in 1759.



*View north from Kew Bridge to the junction (c1910)*



*View north from Kew Bridge to the junction (2017)*



*View west along Kew Bridge Road towards the waterworks, with the market to the left (c1890)*



*View west along Kew Bridge Road towards the waterworks (2017)*

3.2.2.2 The Kew Ferry became known as the Royal Ferry after the royal family made their home at Kew Palace. Ferry receipt books show it was much used by royalty (probably explaining why the second and third Kew Bridge was opened by royalty). The Buildings of England London 3: North West notes: “Around the approach to Kew Bridge [there are] several inns, a reminder of the former importance of the road, notably the Star and Garter, tall with stucco trim,” now replicated as part of a recent development on the site.

3.2.2.3 The first Kew Bridge was completed in 1759. Robert Tunstall, son of Thomas and owner of both the ferries, obtained permission under an Act of Parliament in 1757 to put up the wooden structure, built by the carpenter John Barnard. It was the only bridge across the Thames between Fulham and Kingston, and it was immensely popular – 3,000 people crossed on its first day – but it wasn’t cheap, the toll for a coach and four was 1s 6d (7.5p) and a foot passenger paid half a penny. The Prince of Wales was so pleased with the new link that he presented a gift to the workmen. The bridge became a frequently used route from Kew Palace to London. It is said that the Prince of Wales was riding with Lord Bute when on Kew Bridge he met the messenger who informed him of his ascension to the throne following the death of George II. After a boat collided with, and damaged, the 1759 wooden bridge, Robert Tunstall’s son, yet another Robert, and two partners decided to replace it with a stone bridge. In 1784 they raised £16,500 by setting up a ‘tontine’ (a financial scheme which gives subscribers an annuity during their lifetime; the value of the annuity increasing as subscribers die off). This bridge, designed by the distinguished architect James Paine, who had just completed Richmond Bridge, was opened in 1789 by George III and ‘a great concourse of carriages’.

3.2.2.4 The second Kew Bridge, 1830, by Paine, had seven stone arches. This bridge is three miles and a half from Hammersmith Bridge. Records preserved from the toll on the second bridge show that Queen Caroline travelled over it nearly every day in 1818. In 1873 it was made toll-free, sold to a Joint Committee of the Corporation of London and the Metropolitan Board of Works for £57,000. Although initially admired for its elegance, the bridge soon came to be criticised for the steepness of its approaches and when, at the end of the nineteenth century, increased traffic necessitated its widening, the structure wasn’t considered strong enough to cope.

3.2.2.5 The third and current bridge was opened in 1903 by the King Edward VII, with a mallet and trowel, parts of which were made from the oak piles of the first bridge. The engineer was Sir John Wolfe and the architect was Cuthbert Breveton.

3.2.2.6 The Brentford foot of Kew Bridge was the site of a market until 1893, when the market moved eastward to a purpose-built site at what is now Brentford Fountain leisure centre. Kew Bridge had become a busy junction and there was no longer room for the market. A high Victorian drinking fountain, built in 1877 by the Metropolitan Drinking Fountain and Cattle Trough Association. A personal memorial, although not designed for the site, it remained until the 1970s, when it was moved to Western International Market.

### **3.2.3 The Waterworks**

3.2.3.1 The pumping station was designed by William Anderson for the Grand Junction Waterworks Company, to extract river water from the Thames. It started pumping in 1838. Filter beds were dug to the rear of the gatehouse in 1845, and extraction moved to Hampton, above the tidal reach in 1855. The gatehouse forms part of Anderson’s original layout of the waterworks, and contained the station’s main offices, a room for the gate porter to check visitors in and out, and meter rooms for monitoring the station’s output. After nationalisation under the Metropolitan Water Board in 1903 a laboratory was included for water analysis, a very early example indicating the more scientific approach to water provision in the twentieth century. The front was damaged and rebuilt in 1918 after one of the first German bomber raids on London.

3.2.3.2 Although water was piped to some large towns, usually to standpipes in the street, as early as the sixteenth century, most villagers relied on springs and wells or else bought water from a water carrier until the nineteenth century. From the early 1840s Brentford began to receive direct supplies from the Grand Junction Waterworks Company. In 1882, 117 houses were newly supplied with water by the company, making 1154 Brentford houses (about half the number of inhabited houses) receiving supplies this way.

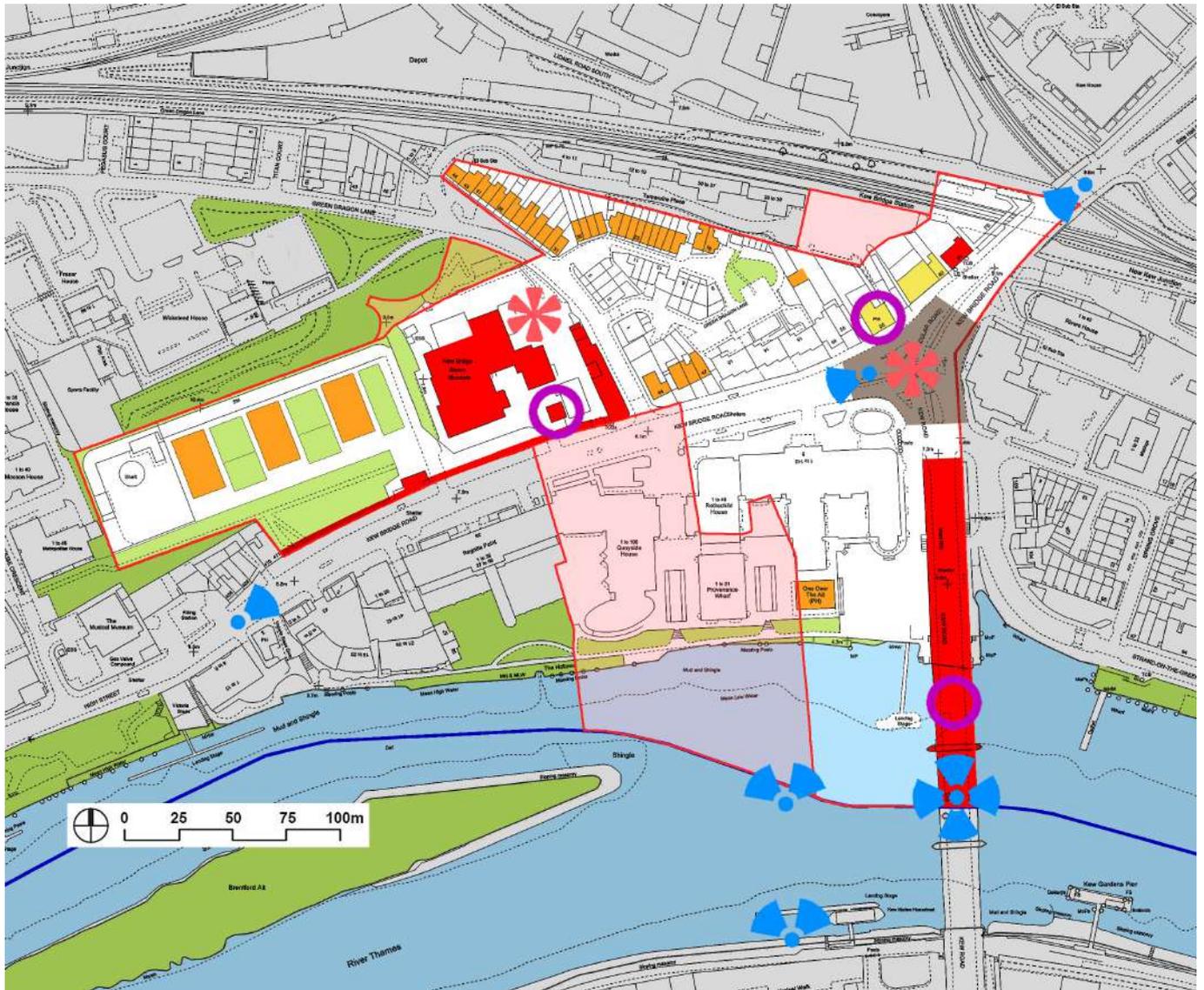
3.2.3.3 This was the third attempt to provide clean water for the Paddington, Kensington and Ealing areas. The first waterworks, built in 1811 near what is now Paddington railway station, took water from the Grand Junction Canal (from which the water company got its name) but the water turned out to be unsuitable, so the company built a new waterworks at Chelsea in 1820 (also architecturally significant). Here the water became polluted, hence the move to Kew Bridge in 1835-8, where pumping began in 1838. In 1845 water from the Thames was pumped into filter beds, which lay where the six towers of the Green Dragon Estate are now, and the clean water was then pumped into a covered reservoir at Campden Hill before gravitating to individual streets and houses. Until new technology was installed, water was pumped by the majestic steam engines that can still be seen in the London Water and Steam Museum.

3.2.3.4 The present standpipe tower, 60m high, was built in 1867 by Alexander Fraser. The standpipe was a safety device to guard against damage to the engine should pressure be lost by a break of the main. Charles Dickens' well-known concern for the condition of London's poor included an interest in the waterworks. He was told that the waterworks supplied three and a half million gallons every day (except Sunday) to 14,058 houses in the Oxford Street, Paddington and Bayswater areas. The delivery area eventually extended from Sunbury to Kensington with 30 million gallons being pumped each day.

3.2.3.5 In 1904 all London's private water companies were absorbed into the Metropolitan Water Board. The Board added diesel pumps at Kew in 1934, and electric pumps in 1942. These operated until 1986 when a new electric pumping station was built on the site of an old filter bed next to what is now London Museum of Water and Steam. Though now mostly redeveloped as residential, part of this site is still in use by Thames Water.

3.2.3.6 When the Metropolitan Water Board phased out its older steam engines in 1944, five classic engines at Kew Bridge were selected for preservation. Kew Bridge Steam Museum was founded in 1974 and was rebranded as London Museum of Water and Steam in 2014.

4 The conservation area and its surroundings



#### 4.1 The surrounding area and the setting of the conservation area

4.1.1 The conservation area itself is located on the Chiswick/Gunnersbury fringe of Brentford. It consists of a dramatic mix of old and new, from the large scale industrial buildings of London Water and Steam Museum, with its landmark tower and associated Victorian houses, to high-rise twenty first century urban renaissance mixed use developments. The conservation area's surroundings comprise:

4.1.2 To the immediate west, flanking the main road, a riverside park and a mix of recently redeveloped former office and post-industrial sites which include yet more recent mid-to-high rise housing. Beyond lies Brentford town centre.

4.1.3 To the immediate northwest, the six identical 25 storey 1970s residential towers. Known as the Brentford Towers, they function as strategic landmarks for Brentford.

4.1.4 To the immediate north, a group of mid-to-high rise office buildings of contemporary design with glass and metal exteriors, straddling the Great West Road and elevated M4. Vantage West, at 15 storeys, is most prominent, particularly from Kew Bridge. Beyond lies Gunnersbury Park.

4.1.5 To the immediate east, a railway triangle which is being redeveloped as the new Brentford football stadium with associated enabling residential development. Beyond lies the nineteenth century residential area flanking Wellesley Road in Gunnersbury.

4.1.5 To the immediate southeast, Strand on the Green, an eighteenth and early nineteenth riverside village ribbon development. The area's riverfront pubs and views, particularly of Kew Bridge and the waterworks tower, make it a popular destination.

4.1.6 Across the river to the south, the large open space of Kew Green and the internationally renowned Kew Gardens.

4.1.7 Further information on the wider context can be found in the Brentford and Chiswick sections of the London Borough of Hounslow Urban Context and Character Study (2014).

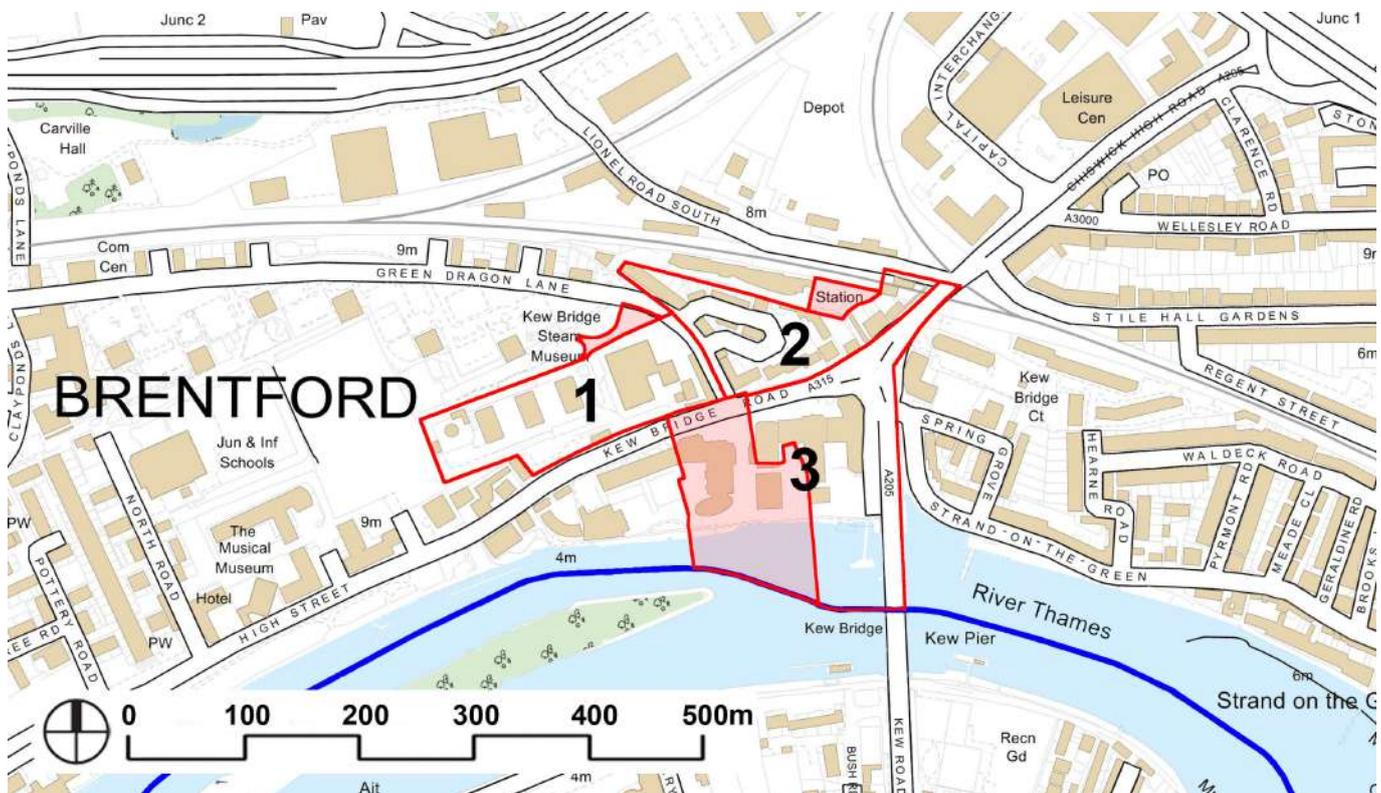
## 5 Character areas

The overall character of this small but distinct conservation area is defined by the pumping station, the railway station and the main street, all named after Kew Bridge. The area is marked by several landmarks that dominate the area. The group of buildings dating from the nineteenth century form an interesting cluster, most of which are either statutorily listed or locally listed because of their individual architectural qualities. The street layout is much older, but is still particularly important, as it is a place where many routes meet, creating vistas, focal points and landmark buildings. The conservation area comprises three distinct character areas. For reference purposes, these are numbered roughly clockwise from the west.

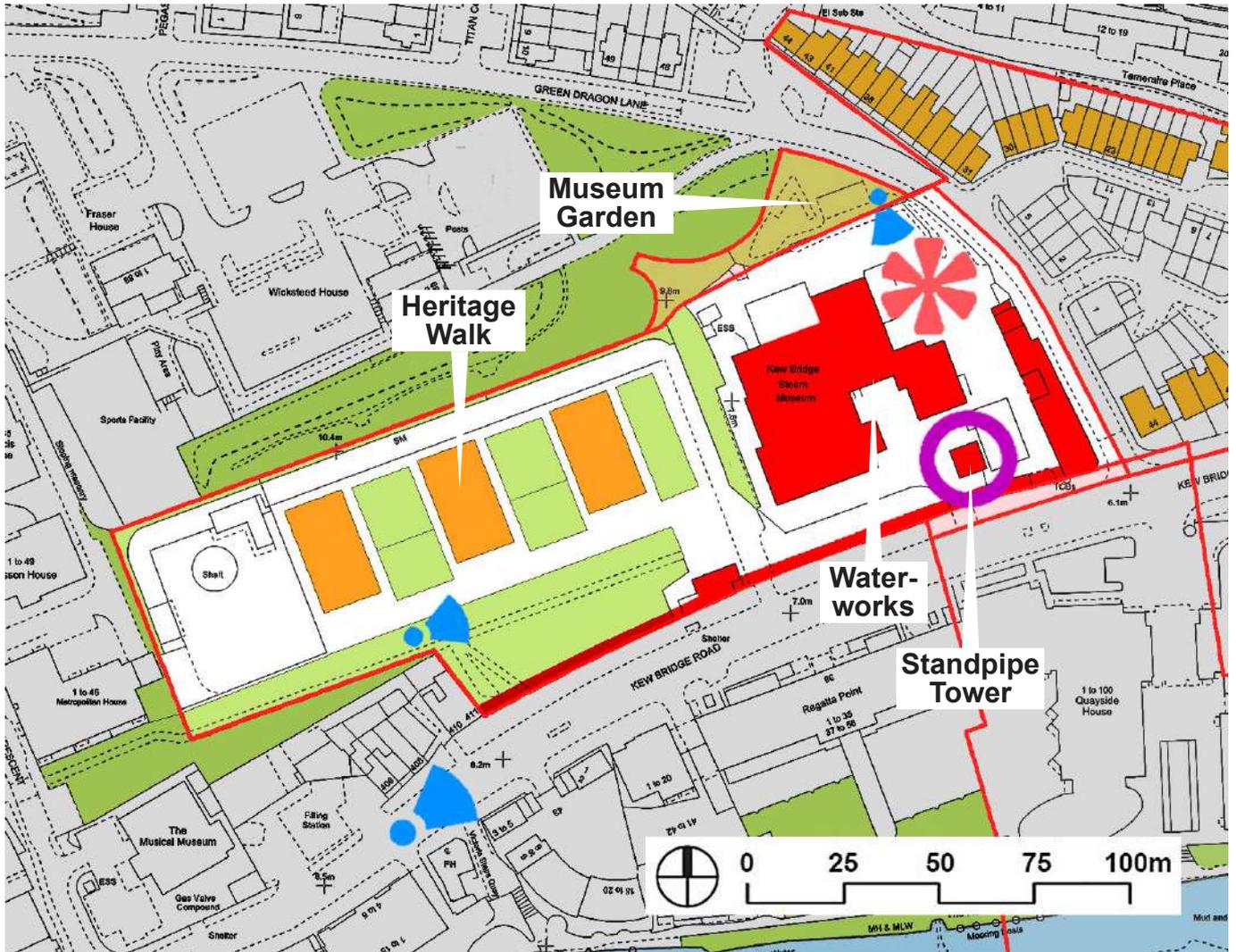
The character areas are:

1. Waterworks
2. Kew Bridge Road and Green Dragon Lane
3. Riverside

The following map illustrates the locations of the three character areas.



5.1 Character area 1: Waterworks



## 5.1 Waterworks character area

5.1.1 This character area comprises the former waterworks and its grounds (now London Water and Steam Museum, formerly Kew Bridge Steam Museum), and the recent residential development to the immediate west.

5.1.2 Kew Bridge Pumping Station is the oldest waterworks in the world containing its original steam pumping engines, and is the most complete early pumping station in Britain. For its early date (it started pumping in 1838) and the completeness of the station, including the offices and gatehouse, it is the most important historic site of the water industry in the country. It gives the conservation area a very industrial character at this point in the road. In 1999, the Department for Culture, Media and Sport described Kew Bridge as “the most important historic site of the water supply industry in Britain”. The site comprises a mix of restored Grade I and II listed buildings dating from 1837 to 1932. The Number 2 boiler house was built in the 1860s.

5.1.3 The highlight of the waterworks enclave is the elegant landmark 60m Standpipe Tower, designed in 1867 designed by Fraser to look like a campanile complete with cupola. It is the most prominent and memorable landmark of the area and beyond, as suggested by its Grade I status, and marks the gateway to Brentford. Indeed, were it not for the modern residential towers and bulky office buildings nearby along the M4 corridor, standpipe tower would still be the sole landmark of the district. Nonetheless it still appears as a standalone and key feature in the area with a clear sky gap between it and the Pump House, which has, thus far, been left intact by neighbouring developments, both approved and built.



*The Grade I listed Great Engine House (c1845) and the Standpipe Tower (1867) from the west*



*The Grade I listed Boiler House (1840-1890) and the Standpipe Tower (1867) from the north*



*The Grade I listed Boiler House (1840-1890) from the east*



*The Grade I listed Great Engine House (c1845) from the south,*

5.1.4 Other fine buildings house the pumping engines themselves. The cast-ironwork of the great pump house, with its quasi architectural language, is notable, particularly the Gothic supports to the staircase; the fluting on the weighted pump pole of the 90 inch Cornish Engine (installed in 1845-6); the fluted Doric columns flanking a segmental arch with coffering on the soffit, and a full entablature, in the pumping room.

5.1.5 To the immediate west of the museum site is the residential development of Heritage Walk, completed in 2017. It comprises three four, five and seven storey apartment blocks with commercial space, within landscaped grounds that incorporate elements of the former filter beds. The development has been well thought out in terms of its relationship to its historic neighbours.

5.1.6 Information on individual historic buildings, structures and sites can be found on the National Heritage List for England (NHLE): <https://www.historicengland.org.uk/listing/the-list/>.



*Grade II listed Ancillary Buildings (c1840 and 1890)*



*Grade II listed Gatehouse (c1840)*

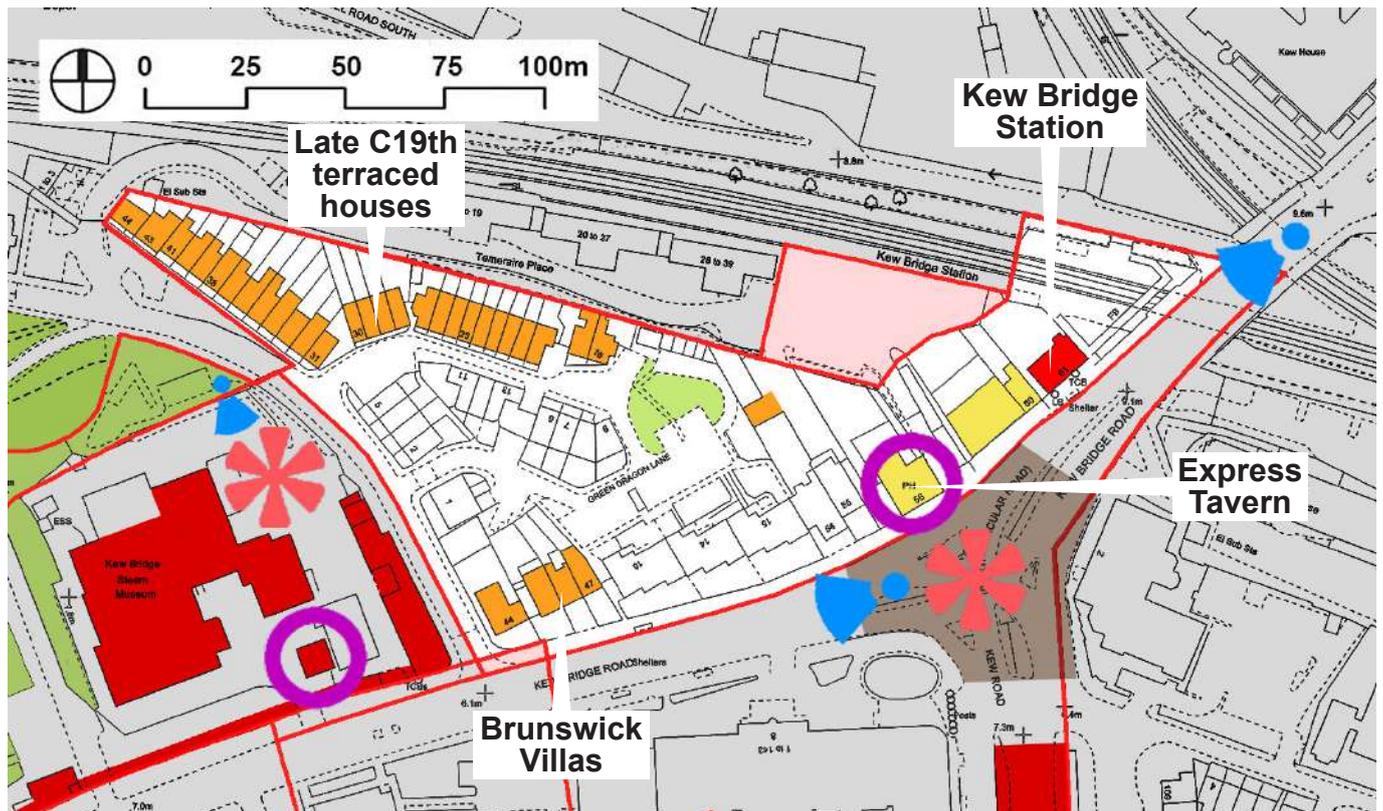


*Heritage Walk residential development, 2017*



*Lanscaping incorporating elements of the former filter beds, Heritage Walk residential development, 2017*

5.2 Character area 2: Kew Bridge Road and Green Dragon Lane



## 5.2 Kew Bridge Road and Green Dragon Lane character area

5.2.1 This character area comprises the north side of Kew Bridge Road east of the waterworks, and its residential hinterland.

5.2.2 Kew Bridge Station is part of an important railway junction. Brentford's first railway line opened in 1849, with the London & South Western Railway's loop line between Isleworth (extended to Hounslow in February 1850) and Barnes, so linking Brentford to Waterloo. Along with Brentford station Kew Bridge Station opened on the day the railway service was inaugurated. The latter station, considered by Pevsner to be 'a good late classical design', was designed by Sir William Tite in 1849, also known as the architect of the Royal Exchange. The Grade II listed building, is of yellow stock brick with stucco bands and quoins. It has a hipped roof with slates and tall brick chimneystacks at either end, so is generally of a high quality but domestic in scale. Although the building is two storeys it has a good classical design and serves to terminate the vista because of its end position next to the bridge over the sunken railway lines. The building has recently undergone a much-needed renovation and is presently in use as a cafe.

5.2.3 The locally listed Express Tavern public house is one of the few remaining public houses on the locally renowned Kew Bridge to Brentford run. The pub is clearly visible from Kew Bridge and forms a local landmark.

5.2.4 Behind Kew Bridge Road and along and off Green Dragon Lane is an enclave of two storey houses, ranging from the late nineteenth century to the late twentieth century which relates to an extent to the waterworks with its landmark tower opposite, and contrasts with the mid-to-high rise mainly residential development and emergent local centre to the south, by the bridge and the river. The oldest of these small terraces were built to house the people that worked in the surrounding industry. They are modest Victorian houses with good proportions and simple architectural detailing, which persists in character even though they have been most thoroughly refurbished, to the extent that many look like late twentieth century pastiches of late nineteenth century houses.



*Grade II listed former Kew Bridge Station building (1849), Kew Bridge Road*



*Locally listed Express Tavern public house, Kew Bridge Road*



*Brunswick Villas, Kew Bridge Road*

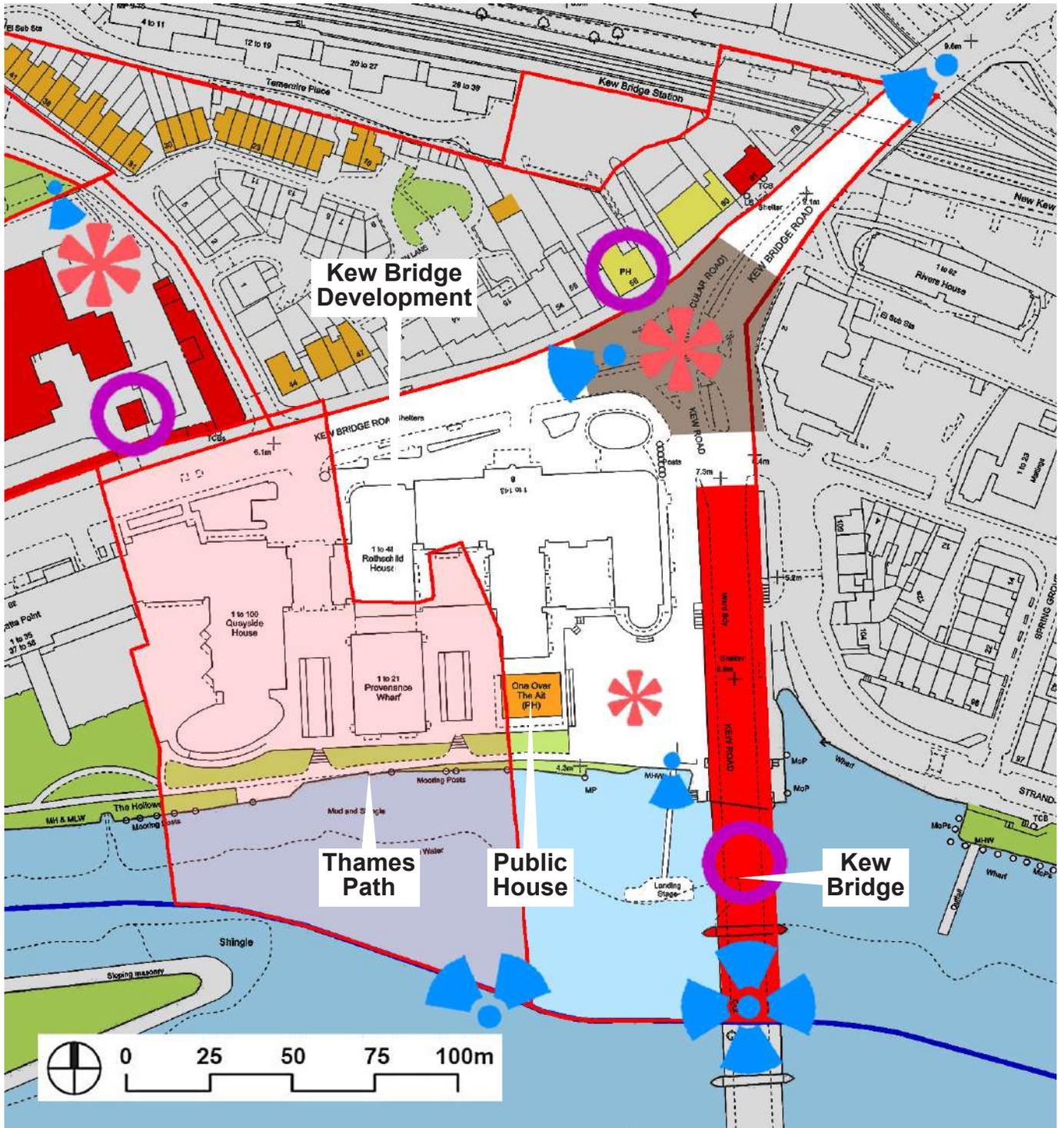


*Late nineteenth century terraced houses, Green Dragon Lane*



*Late nineteenth century terraced houses, Green Dragon Lane*

5.3 Character area 3: Riverside



### 5.3 Riverside character area

5.3.1 This character area comprises Kew Bridge, the riverfront and foreshore, and the recent development between Kew Bridge Road and the river.

5.3.2 The third and current Kew Bridge was opened in 1903 by the King Edward VII. The engineer was Sir John Wolfe and the architect was Cuthbert Breveton. Perhaps the finest of the Thames road bridges within Greater London, it consists of three elliptical arches over the river with a series of small arches under the long approach roads. It is built of grey granite with rusticated voussoirs and a bold bracketed cornice surmounted by a plain parapet. The space between the arches is decorated with fine cartouches containing the arms of Middlesex and Surrey. The original handsome lamp standards situated over the centres of the arches have been replaced twice, the first time with standard highway types, more recently with period replicas. The roadway rises to the centre of the bridge in a gentle curve, which passes over the arches in a most effective way to produce beautiful and powerful relationships and reflections in the water. The opening of the 1903 bridge was cause for much civic pride.

5.3.3 The Grade II listed bridge spatially dominates the area and continued a long period of royal patronage. The bridge is elegant and a key feature of the Thames landscape. It is seen particularly well from Strand on the Green to the east, from the well-used river pier and path opposite, and from the river itself.

5.3.4 The River Thames has changed radically in use and appearance over the last two hundred years. Its average level is higher today by some 45cm; hence the construction of a flood wall. Though there are no longer fishing boats on the river, boat racing has become more popular. The demise of riverside industries has brought numerous leisure and recreation opportunities, and the creation of new riverside walks through policies on redevelopment. Tens of thousands of Londoners and tourists view the Thames from river cruises, especially during the summer months. The Thames Landscape Strategy is in part a response to these trends.

5.3.5 The slip road leading from the bridgehead down to the steps at the river's edge mirrors a similar road on the Kew side. The picturesque quality of the river frontage westward from the conservation area is held by the informality of the river edge and paths, the vegetation along its edge and the little collection of houseboats. To a large extent this derives from understated maintenance, and currently extends as far as the bridge.

5.3.6 The Kew Bridge development was designed by John Thompson and Partners and completed 2016. It is a residential led mixed use development with riverside public realm, and is emerging as an attractive and valued local centre. Ranging from four to nine storeys (average six) in height, it includes a new public house, restaurants, retail units and a mix of residences in buildings of different character. Developed in collaboration with local community resident groups, London Museum of Water and Steam and London Borough of Hounslow, it importantly features an improved riverside walkway with a view over the River Thames towards Kew Gardens.



*Kew Bridge from the east side*



*The foreshore at low tide from Kew Bridge*

## 6 Recent/new developments and their impact

6.1 In common with Brentford as a whole, the conservation area has seen redevelopment and regeneration on a large scale since the beginning of the twenty-first century. All of this has taken the form of residential led mixed use with public realm. These improvements have enhanced the social, economic and environmental amenity quality and have created pleasant pedestrian areas. The height and massing of the buildings have been carefully considered so as to enhance the existing character of the conservation area.

6.2 Less successful has been the partial demolition and replication of a locally listed terrace within the nineteenth century group along Kew Bridge Road.

6.2 The following photos show a selection of recent and new developments within the conservation area.



*Kew Bridge (2016)*



*Kew Bridge (2016)*



*Heritage Walk (2017)*



*Mostly demolished and replicated locally listed terrace, Kew Bridge Road (2017)*

## 7 Key views, local views and focal points

7.1 Views both within and, for some considerable distance, outside of the conservation area are dominated by the landmark campanile-like Standpipe Tower, though its setting and appearance have been and continue to be compromised by tall building developments to the immediate west.

7.2 The main focal point of the conservation area is at the historic junction of Kew Bridge Road and Kew Bridge. It features the former railway station building, now a cafe, the Express Tavern public house and various shops and services. It has been supplemented recently by shops and restaurants across the street in the Kew Bridge development. Another major focal point is London Museum of Water and Steam, marked by the Standpipe Tower. A new focal point is also part of the Kew Bridge development and takes the form of a waterfront piazza with a public house and a restaurant.

7.3 The following photos show a selection of key views, local views and focal points within the conservation area. See also photos in 3.2 Geographic, economic and social features that helped shape the area.



*View north, from south bank of river, of waterfront, Standpipe Tower, Kew Bridge development and bridge.*



*View from the eastern gateway to the conservation area and Brentford as a whole*



*The Standpipe Tower looking east along Kew Bridge Road*



*The Standpipe Tower looking west along Heritage Walk within the development*



*New focal point at Kew Bridge development*



*Focal point at the busy junction of Kew Bridge Road and Kew Bridge*

## 8 Open spaces and trees

8.1 There is no designated local open space within the conservation area, though the River Thames foreshore is designated as Metropolitan Open Land and Waterman's Park is nearby.

8.2 Until the recent residential led developments there was little public open space within the conservation area. The success of these large scale interventions demonstrates the importance of carefully thought out soft and hard landscaping for new developments, to avoid a harsh impact on the buildings and their wider environs. Green planting also has environmental benefits, including the provision of areas of biodiversity.

8.3 The following photos illustrate the very significant, positive, impact of trees, planting and soft landscaping on the varied character of open spaces throughout the conservation area.



*Planting along Kew Bridge Road*



*The garden at London Museum of Water and Steam*



*The Thames Path riverside walk, landscaped and planted as part of the Kew Bridge public realm work*



*Communal garden between blocks, Heritage Walk*

## 9 Condition of the conservation area, maintenance and alterations

9.1 The condition of the conservation area is mostly good throughout: this includes the maintenance of buildings, structures, public realm, highway, green and blue spaces. In particular, the former railway station building has recently undergone a much-needed renovation.

9.2 The most severe detractor is not from any building, but from the highway and the public realm. Traffic conditions, road layout and the vast array of highway engineering products combine to degrade a once dignified, attractive urban scene both visually and in terms of movement, to a degree equalled by few areas of London.

9.3 There are other small, scattered, examples of graffiti in the conservation area. All areas of graffiti are detrimental to the appearance of the conservation area and are harmful to the quality of environmental amenity. All graffiti should be carefully cleaned off and vulnerable areas monitored on an ongoing basis. For advice on removal, refer to: Graffiti on historic buildings and monuments - Methods of removal and prevention (1999) Historic England:

<https://historicengland.org.uk/images-books/publications/graffiti-on-historic-buildings-and-monuments>

9.4 Vegetation should not be allowed to grow on building fabric (buildings, walls, other structures) or grown close to it. This will help avoid damage to the fabric, either by roots growing into or on the surface, or holding damp next to the fabric. Vegetation growing on building fabric should be appropriately killed, allowed to dry, carefully removed and made good to match existing.

9.5 Windows and doors are key features in any building's character, and the retention and reinstatement of historic windows and doors is encouraged. In particular, the use of UPVC for windows and doors is not recommended. UPVC windows and doors cannot visually replicate historic timber, they are not maintenance-free, they can be difficult, if not impossible, to repair, they are unsustainable as most end up in landfills, their production produces harmful chemicals and they are usually more expensive in terms of the lifetime of the windows. Historic timber windows can often be repaired, rather than replaced, and in terms of lifetime cost, are usually better value.

9.6 Regular maintenance is encouraged to protect the historic fabric of a building. Undertaking a programme of regular maintenance may help to prevent costly repairs in the future.

9.7 New developments should preserve and enhance the quality of the conservation area and should be in keeping with the general character of the conservation area. Poor quality new developments can harm the integrity of the conservation area.

9.8 For advice on residential extensions, the current document that should be referred to is: London Borough of Hounslow – Residential Extension Guidelines 2017.

9.9 All alterations to statutory listed buildings and structures are assessed on a case by case basis. It should be noted that statutory listing covers the whole building/structure, internally and externally (all fabric), settings and curtilage (including curtilage structures). Many early listing descriptions were brief and often only noted features that could be seen from the public realm. The absence of description of other parts of buildings/structures, settings and curtilage should not be assumed to indicate that these elements are either not covered by the listing or are not of significance. Apart from small, like for like essential repairs, the majority of alterations require granting of listed building consent.

## 10 Regeneration of the Great West Corridor and Brentford East

10.1 There are ambitious plans for schemes in the masterplanned Opportunity Area of the central and eastern parts of Brentford. Development uses will include elements of residential, commercial, community and public realm schemes and will potentially include tall buildings. These sites are outside the conservation area boundary, but will have an impact on the wider character of Brentford and their effect on the conservation area should be considered. The planned approach to heights and massing detailed in other local plan documents will aid in the aspiration for heritage-led regeneration in the area, resulting in heritage and new development influencing each other and creating a harmonious environment where neither is stifled.

10.2 It is not impossible for Brentford and the Kew Bridge area to co-exist, with new developments in the former largely respecting the latter's character. Many developments have achieved this, notably the St George Kew Bridge development. Despite such recent successes in this area, the successful relationship between old and new in this area can still come under pressure from inappropriate development.

10.3 However, it is important to note that this is a conservation area adjacent to an Opportunity Area in a World and Mega City (and the largest city in a wholly European country). There will be inevitable tension between the areas, and pragmatic decision-making in accordance with the NPPF (which states great weight should be given to an asset's conservation and the more important the asset, the greater the weight should be) and its Paragraphs 195 (public benefits outweighing substantial harm) and 196 (public benefits outweighing less than substantial harm) have had to be made and may be made again in the future. A relevant example is the Brentford Football Club development whose height has caused some harm in some limited areas of adjacent conservation areas. However, the overall character of those areas remains intact despite the harm, and this harm is convincingly outweighed by substantial public benefit.

10.4 Nonetheless, it should be noted that such cases should be rare, given the council's proposed Guide Heights Framework for tall buildings and they will be the exception and not the rule. The bar for public benefits to exceed heritage harm is rightly set high and very hard to reach, particularly where such development also impacts on Kew Gardens World Heritage Site. Development should not seek to use public benefits as an excuse for unimaginative consideration of planning context, but rather demonstrate exceptional and innovative heritage-respecting design, which also provides significant public benefit.

## 11 Strengths/Weaknesses/Opportunities/Threats (SWOT) Analysis

The Kew Bridge Conservation Area is notable for the industrial character created by the waterworks and the high quality of its architectural style. The bridge itself is important as an architectural landmark. However, a number of negative features have impacted on the quality of the historic environment, many of which would be reversible.

This appraisal should be used as the starting point for further guidance for development in the area. It could be expanded in the future to include a management plan, which would give more specific design guidance. In the meantime, a SWOT analysis is provided.

The SWOT analysis below summarises the main issues within the conservation area and could provide the basis of a management plan in the future. Points are not made in any order of priority.

### 11.1 Strengths

- The special architectural and historic interest of the area lies in the prestige industrial character created by the pumping station and its associations, and the landmark grouping of the station house, the Express Tavern and adjacent retail/residential buildings and the high quality of architectural style achieved for them because of their importance and their location. They combine to create an arc of mixed-use heritage on this curve in the road, which welcomes visitors to the borough.
- This is combined with the convergence of topography and the confluence of historic routes at the junction of this Thames crossing.
- Kew Bridge itself is important as an architectural landmark and acts as the south-eastern gateway to the borough. Generally successful resistance of inappropriate development proposals has resulted in this becoming a dynamic gateway. Twenty-first century interventions are well designed and complementary, notably those at Heritage Walk and the Kew Bridge St George site, which arose out of a planning brief which determined suitable heights and massing. The planned approach to development has preserved the character of this area.
- Views of and from the river are a strength, as is this area's role as the nexus/focal or through point in many wider strategic views in the area. Current development respects these views and the area acts as an exemplar in how old and new can come together to respect the riverside and views around and through it

### 11.2 Weaknesses

- Extreme traffic use and influence of through vehicles, stopping buses and directional interchanges on pedestrians, plus visual and noise pollution. This acts as physical route of severance, has signage that is visually intrusive, results in a poor quality ambient environment, all of which harm the visual enjoyment of and restrict access to the heritage arc referenced above and the riverside.
- The bridging/gateway status of the area can cause a lack of distinct identity in the area, as evidenced by naming of recent developments. Situated in neither central Brentford nor Chiswick, but also the south-east entrance and exit of the borough, the name of the station, the pumping station and the road - all appropriately known as Kew Bridge as they are landmarks buildings which have a key relationship with the bridge - has led to a further definition of the area as Kew not East Brentford sitting on Kew Bridge. This is a Brentford conservation area and links to the wider Brentford conurbation need strengthening. The Brentford Towers, which sit just outside the area are evidence of social and thoughtful heritage naming as they are named after key staff at the Steam Museum. Similar naming and a move away from Kew Bridge/Gate naming would help to preserve the identity of the area.
- The slow erosion of the Standpipe Tower or Campanile's (Bell Tower) landmark status by modern and post-modern towers and bulky blocks in inappropriate locations, both permitted and proposed along the M4 corridor, which sits outside of the conservation area.

### 11.3 Opportunities

- Given the identity issue discussed above a name change for the area to Brentford East and Kew Bridge Conservation Area is an opportunity.
- While new development sites within the area are limited, any further new buildings within or around

the area should respect the setting of the historic buildings and landscapes, which will help to reflect and retain the historic character and uses of the area.

- There are opportunities to introduce further design concepts which draw together the built form with the open spaces and river aspect to create a sense of place.
- Introduction of an improved road layout including rationalised pedestrian crossing at the main junction. Opportunity to make a more pedestrian friendly area through reduction of routes of severance and greater interconnectivity into adjacent conservation areas of Strand on the Green, Wellesley Road and Kew Green/Gardens.
- Such greater pedestrian interconnectivity could lead to the creating of an integrated river area and cultural Arcadian and Water Industrial Thames Quarter (see London Plan which requires councils to identify and promote new, or enhance existing, locally distinct clusters of cultural facilities, venues and related uses defined as Cultural Quarters, especially where they can provide an anchor for local regeneration and town centre renewal).
- Interconnectivity could also be improved by the opening up of one of the bridge arches to allow safe under bridge river access along the Thames, protecting and enhancing public access to and along the river.
- There are also opportunities for new river edge treatment and public art, as well as public art creating interest and encouraging movement between the riverside and industrial/residential areas.
- One such piece of public art could arise from the restoration of the original Brentford Fountain (presently at Western International Market) to a suitable site within or near the conservation area.
- Improvements to shop fronts and streetscape.
- Removal of inappropriate advertisement hoardings.
- Potential for new buildings of Local Townscape Character along north side of Kew Bridge Road.
- The good renovation of Kew Bridge Station House presents an opportunity to remove this from the Listed Buildings at Risk Register.
- There are always opportunities to reinforce the distinctive architectural character of the Conservation Area through an informed understanding of distinctive building forms and types, features and materials. The superficial echoing of historic features in new buildings should be avoided.
- All of these points would present opportunities to improve the Kew Garden Buffer Zone.

#### 11.4 Threats

- Given the now limited number of development sites within the area, most threats arise from outside the area.
- Views into and out of the conservation area should be carefully considered, particularly from Kew Gardens, over Kew Bridge and of the Campanile
- Any additional development at Kew Gardens may impact on key views.
- The carefully designed Great West Corridor policy, which aims to respect the character and appearance of neighbouring conservation areas may not be adopted.
- Large-scale inappropriate development within and fringing the conservation area, which fails to respond to the special character of this area.
- Extremely high traffic use and the influence of through vehicles, stopping buses and directional interchanges on pedestrians, plus visual and noise pollution.
- Problems of signage and advertisements.
- Pressures on areas of green space and/or individual trees which add significant visual and ecological value to the area.
- Insensitive repair/restoration work or replacement of architectural features (e.g. windows and doors) to historically and architecturally significant buildings.
- The identity problem for the area, as discussed above.
- Infill along the railway line.

#### 11.5 Management plan

This appraisal should be used as the starting point for further guidance for development in the area. A Management Plan could be developed in future to provide more specific design guidance, and to identify specific projects required to improve and enhance the conservation area.

## Appendix 1 Recommendations for further designation

There should be a comprehensive survey of the conservation area for further designation of buildings, structures and places that are of local importance, to be added to the borough's Local List of Buildings of Townscape Interest. As of 2016, the council has set aside funding to programme this work in the near future, with the assistance of local amenity groups and residents. The process will include consultation before formal adoption by the council.

The process for local listing will adopt the advice provided by Historic England.

Local Heritage Listing: Historic England Advice Note 7 (published 11 May 2016) Historic England's website (<https://historicengland.org.uk>) notes that:

*Local lists play an essential role in building and reinforcing a sense of local character and distinctiveness in the historic environment, as part of the wider range of designation. They enable the significance of any building or site on the list (in its own right and as a contributor to the local planning authority's wider strategic planning objectives), to be better taken into account in planning applications affecting the building or site or its setting.*

Potential candidates for local listing and designation could include a variety of buildings and structures. These do not have to be limited to early historic buildings and structures: twentieth and twenty-first century development of architectural merit could also be included.

Possible inclusions on the local list could be, but are not limited to, the following:

- Good quality housing throughout the conservation area.
- Structures associated with water courses, including bridges, locks and other features.
- Characterful historic features such as cobbled areas
- Institutional buildings such as places of worship.
- Commercial buildings such as public houses.

The Local List status of 57-60 Kew Bridge Road is subject to review, much of the building having been demolished and replicated, with an added roof extension.

A review could be carried out to identify and designate areas as Local Open Space, including waterways and green areas.

## Appendix 2: Schedule of listed and recorded heritage assets in the conservation area

Statutorily listed buildings		Grade of listing
Kew Bridge Road	Main Building, Kew Bridge Pumping Station	I
Kew Bridge Road	Great Engine House, Kew Bridge Pumping House	I
Kew Bridge Road	Metropolitan Water Board Pump House Tower	I
Kew Bridge Road	Boiler Houses, Coal Store, Steam Engine House and Link to Great Engine House at Kew Bridge Pumping Station	II
Kew Bridge Road	Range of Ancillary Buildings including Forge and Workshops, at Kew Bridge Pumping Station	II
Kew Bridge Road	Gatehouse and Boundary Wall at Kew Bridge Pumping Station	II
Kew Bridge Road	Railings, Two Sets of Gatepiers and Wall Fronting Kew Bridge Road	II
Kew Bridge Road	Kew Bridge Station	II
Kew Bridge	Kew Bridge	II

## Locally listed buildings

Kew Bridge Road	Express Tavern public house
Kew Bridge Road	57-60

## Local open space

None

## Other designations

See 1.1.5 above.

## Designation information resources

To check the designation of buildings and places within the borough of Hounslow, visit [www.hounslow.gov.uk](http://www.hounslow.gov.uk). Enter 'local plan' in the search box, select the first listed option, then scroll down to the 'interactive policies map'. Then enter the address in the search box, which will come up with a map and key with all current designations.

To find listing descriptions of a wide range of national designated buildings and places, visit [www.heritagegateway.org.uk](http://www.heritagegateway.org.uk). This website allows you to cross-search over 60 resources, offering local and national information relating to England's heritage.

### Appendix 3: Schedule of properties in the conservation area

1A-C Green Dragon Lane TW8 0EN  
 2-14 Green Dragon Lane TW8 0EN  
 Flats A-M, 10 Green Dragon Lane TW8 0DG  
 Flats A-M, 14 Green Dragon Lane TW8 0EG  
 15A-K Green Dragon Lane TW8 0EG  
 Flat M, 15 Green Dragon Lane TW8 0EN  
 16-44 Green Dragon Lane TW8 0EN  
 Kew Bridge Steam Museum, Green Dragon Lane TW8 0EN

Flats 1-22, Allen House, Heritage Place TW8 0RP  
 Flats 1-17, Easton House, Heritage Place TW8 0RR  
 Flats 1-52, Kempton House, Heritage Place TW8 0RN  
 Reservoir House, Heritage Place TW8 0RR

Kew Bridge Station, Kew Bridge Road TW8 9QS  
 Kew Bridge Works, Kew Bridge Road TW8 9AT  
 Benham & Reeves Ltd, Unit 15, Kew Bridge Piazza, 8 Kew Bridge Road TW8 0FJ  
 Hammonds, Unit 11, Kew Bridge Piazza, 8 Kew Bridge Road TW8 0FJ  
 One Over The Ait, Kew Bridge Piazza, 8 Kew Bridge Road TW8 0FH  
 Sainsburys, Unit 9, Kew Bridge Piazza, 8 Kew Bridge Road TW8 0FJ  
 The Stable, Unit 12, Kew Bridge Piazza, 8 Kew Bridge Road TW8 0FJ  
 Units 1-6, Kew Bridge Piazza, 8 Kew Bridge Road TW8 0FJ  
 Unit 6a, Kew Bridge Piazza, 8 Kew Bridge Road TW8 0FJ  
 Unit 7, Kew Bridge Piazza, 8 Kew Bridge Road TW8 0FJ  
 Unit 8, Kew Bridge Piazza, 8 Kew Bridge Road TW8 0FJ  
 Unit 10, Kew Bridge Piazza, 8 Kew Bridge Road TW8 0FJ  
 Unit 13, Kew Bridge Piazza, 8 Kew Bridge Road TW8 0FJ  
 Unit 14, Kew Bridge Piazza, 8 Kew Bridge Road TW8 0FJ  
 Apartments 1-143, 8 Kew Bridge Road TW8 0FD  
 Apartments 1-48, Rothschild House, 8 Kew Bridge Road TW8 0HR  
 Apartments 1-100, Quayside House, 8 Kew Bridge Road TW8 0HT  
 Apartments 1-21 Provenance House, 8 Kew Bridge Road TW8 0EB  
 10 Kew Bridge Road TW8 0EB  
 Flat Basement, 44 Kew Bridge Road TW8 0EW  
 Flat Ground Floor, 44 Kew Bridge Road TW8 0EW  
 45 Kew Bridge Road TW8 0EW  
 46 Kew Bridge Road TW8 0EW  
 46A Kew Bridge Road TW8 0EW  
 47 Kew Bridge Road TW8 0EW  
 47A Kew Bridge Road TW8 0EW  
 54 Kew Bridge Road TW8 0EW  
 54A Kew Bridge Road TW8 0EW  
 Flats 1A & 1B, 55 Kew Bridge Road TW8 0EW  
 Flats 2 & 3, 55 Kew Bridge Road TW8 0EW  
 Stonebridge House, 55A Kew Bridge Road TW8 0EW  
 The Express Tavern, 56 Kew Bridge Road TW8 0EW  
 Flat at The Express Tavern, 56 Kew Bridge Road TW8 0EW  
 56A Kew Bridge Road TW8 0EW  
 57-60 (incl.) Kew Bridge Road TW8 0EW  
 Part Basement, 59 Kew Bridge Road TW8 0EW  
 Kew Cars, 61 Kew Bridge Road TW8 0EW  
 60B Kew Bridge Road TW8 0EW

1-5 Kew Bridge Arches, Strand-On-The-Green W4 3NG

Houseboat Induce, Moorings, The Hollows TW8 0DZ  
 Houseboat Soldier Blue, Moorings, The Hollows TW8 0DZ  
 Houseboat Wren, Moorings, The Hollows TW8 0DZ

## Appendix 4: Further reading, information and websites

London Borough of Hounslow – contact details

London Borough of Hounslow  
Civic Centre  
Lampton Road  
Hounslow TW3 4DN

Note: In 2019, the Civic Centre is due to be relocated to another site in Hounslow.

Tel: 020 8583 2000 (all general enquiries)  
020 8583 5555 (environment, street services and planning)

Website: [www.hounslow.gov.uk](http://www.hounslow.gov.uk)

London Borough of Hounslow – useful email addresses

To make comments on planning applications: [planningcomments@hounslow.gov.uk](mailto:planningcomments@hounslow.gov.uk)

To report suspected breaches of planning controls: [planningenforcement@hounslow.gov.uk](mailto:planningenforcement@hounslow.gov.uk)

To raise concerns on street trees and the maintenance of public green spaces, contact Carillion, the council's contractor. To contact Carillion tel. 0845 456 2796 or email:  
[Hounslow.info@carillionservices.co.uk](mailto:Hounslow.info@carillionservices.co.uk)

London Borough of Hounslow Local Plan and design guidance:

London Borough of Hounslow Local Plan (2015)

London Borough of Hounslow Urban Context and Character Studies (2014) for Chiswick and Brentford

London Borough of Hounslow: Shopfront Design Guidelines (2013)

London Borough of Hounslow: Residential Extension Guidelines (2017)

London Borough of Hounslow Great West Corridor Local Plan Review Draft (2017)

London Borough of Hounslow Brentford East Supplementary Planning Document Draft (2017)

Publications and sources of information on Brentford:

The History of Brentford - A Timeline of Brentford History: <http://www.brentfordhistory.com>

Brentford & Chiswick Local History Society: <http://brentfordandchiswicklhs.org.uk/>

Kew Bridge Development: <http://www.jtp.co.uk/projects/kew-bridge>

British History Online: <http://www.british-history.ac.uk>

National Heritage List for England (NHLE):  
<https://www.historicengland.org.uk/listing/the-list/>

Brentford amenity groups:

Brentford Community Council: <http://www.brentfordcc.org.uk>

As explained on its website:

*Brentford Community Council (BCC) is an independent organisation established in 1989, with start-up support from Hounslow Borough Council. Since 1999 we have been financially independent, funded by donations from organisations and individuals across the community.*

*Our mission is to represent the general interests of the area with any person or agency providing services or undertaking activities affecting the local environment and well-being of people living in the area, specifically related to local planning applications and planning issues.*

*We are non-party political. The group is open to anyone who would like to get actively involved in the BCC or would like to bring an issue to our attention.*

Other sources of planning information and guidance:

#### Planning Portal

The Planning Portal is the national home of planning and building regulations, information and the national planning application service. Includes extensive information on householder permitted development rights. See: <https://www.planningportal.co.uk/>

#### Historic England guidance

Historic England is the public body that looks after England's historic environment. It has published a very large number of reports providing guidance on a wide range of issues. Some of the advice is also useful for more recent buildings, too. Some examples of published guidance are listed below: to find others, visit the Historic England website.

#### Historic England Customer Service Department

Telephone: 0370 333 0607

Textphone: 0800 015 0516

Email: [customers@HistoricEngland.org.uk](mailto:customers@HistoricEngland.org.uk)

Website: <https://historicengland.org.uk/advice>

Conservation Area Designation, Appraisal and Management: Historic England advice note 1 (2016)

Local Heritage Listing: Historic England advice note 7 (2016)

Traditional Windows: their care, repair and upgrading (2015)

Research into the Thermal Performance of Traditional Windows (2009)

<https://historicengland.org.uk/advice/your-home/making-changes-your-property/types-of-work/alter-my-windows/>

Energy Efficiency and Historic Buildings: Draught-proofing windows and doors (2016)

Energy Efficiency and Historic Buildings - Application of Part L of the Building Regulations to historic and traditionally constructed buildings (2011)

Graffiti on historic buildings and monuments - Methods of removal and prevention (1999)

## The Society for the Protection of Ancient Buildings (SPAB)

SPAB was founded by William Morris in 1877 to counteract the highly destructive 'restoration' of medieval buildings being practised by many Victorian architects. Today it is the largest, oldest and most technically expert national pressure group fighting to save old buildings from decay, demolition and damage. SPAB runs courses for professionals and home owners. It publishes a wide range of advisory publications.

SPAB  
37 Spital Square, London, E1 6DY  
Tel 020 7377 1644  
Fax 020 7247 5296

Email: [info@spab.org.uk](mailto:info@spab.org.uk)  
Website: <http://www.spab.org.uk>

Advice on the maintenance and repair of buildings

A STITCH IN TIME: Maintaining Your Property Makes Good Sense and Saves Money (2002). This is a very useful and practical document, packed with good advice.

<http://ihbc.org.uk/stitch/Stitch%20in%20Time.pdf>

<https://historicengland.org.uk/advice/your-home>

<https://historicengland.org.uk/advice/technical-advice/buildings/maintenance-and-repair-of-older-buildings/maintenance-plans-for-older-buildings/>

<https://historicengland.org.uk/advice/technical-advice/buildings/maintenance-and-repair-of-older-buildings/principles-of-repair-for-historic-buildings/>

<http://www.spab.org.uk/>

Other publications, websites and organisations

The Buildings of England: Pevsner Architectural Guides: London3: North West (1991)

London Borough of Hounslow Local Studies Service (presently located at the Feltham and Chiswick Libraries): [www.hounslow.info/libraries/local-history-archives](http://www.hounslow.info/libraries/local-history-archives)

Hounslow and District History Society: [www.hounslowhistory.org.uk](http://www.hounslowhistory.org.uk)

The Victorian Society campaigns for the preservation of Victorian and Edwardian buildings in England and Wales.

The Victorian Society  
1 Priory Gardens  
London W4 1TT  
Tel: 020 8994 1019  
Email: [admin@victoriansociety.org.uk](mailto:admin@victoriansociety.org.uk)  
Website: <http://www.victoriansociety.org.uk/>

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Current photos: London Borough of Hounslow