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# Fulham Society Newsletter

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MAY 2016

Editor: Deborah Williams

Number 94

## CHAIRMAN'S REPORT

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I was delighted to be elected chairman of the Fulham Society in succession to David Tatham and I would like, first, to express the Society's thanks to David for all his hard work and dedication over the last 6 years. He will be a hard act to follow and I am very grateful for all the guidance he has given me.

It was quite a baptism of fire. In the first week we heard that the planning application for Fulham Town Hall had been turned down, and comments were requested on TfL's plans for its former depot at Parsons Green and on Chelsea Football Club's stadium. All before my first committee meeting! You will find details about all these in the Newsletter. Briefly, although we were pleased with certain aspects of the proposals for the Parsons Green depot, such as the mix of private and affordable housing and the opening up of the pedestrian links through the site and to Fulham Broadway, we are delighted TfL has decided to withdraw the plans and think again.

We recognise that Chelsea Football Club's new stadium would provide an amazing new football venue but the Committee had problems seeing the benefit of it to the residents of Fulham generally, particularly the likely effect, on public transport and the roads, of a nearly 50 per cent increase in the number of fans. More recently, plans have been submitted for a new building for Fulham Boys School on the site of the police station. It is quite a small site for a school of 800 boys and again, the concern was the effect of the extra pedestrians and

vehicles on what is a very narrow section of Fulham Road.

The Society has been working with the Friends of Bishops Park and the Church Commissioners on the Council's intention to let, for up to three years, part of Fielders Meadow to Fulham Football Club. The Club wishes to use this land as a contractor's compound for their redevelopment works. It is not clear exactly what has been agreed or how the park users will derive any benefit from the agreement.

The reopening of the underpass to Bishops Park was very welcome and we are now greeted by a delightful modern mosaic of trees along the walls, their leaves meeting overhead.

Updating our membership list is taking rather longer than we had hoped. Thank you to those who returned their membership forms and completed the gift aid declaration. About 25% have asked to receive the Newsletter electronically. I would like to thank Carol Blanks for her work on the membership lists over the past years and to Margaret Kemp for joining the committee and taking over the role.

I hope to meet many of you at the Summer Party on Tuesday 5 July. Details are in this Newsletter and a ticket application form is enclosed.

**Fiona Fowler**

### **FULHAM SOCIETY SUMMER PARTY Tuesday 5 July 7.00 – 9.00 pm**

The Society will hold its annual Summer Party  
in a private garden in Ryecroft Street, SW6, by kind permission of the owners.

Tickets are £15.00 each and members may bring up to four guests. An application form for tickets is enclosed.

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# SOCIETY NEWS

## FULHAM SOCIETY ANNUAL GENERAL MEETING

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The Annual General Meeting took place on Tuesday 17 November 2015. It was chaired by Lord Carrington, a Vice-President. Following the meeting, Simon Inglis of Historic England, gave an illustrated talk entitled Played in Fulham – extraordinary tales of West London’s sporting heritage.

This year the AGM will be held on Tuesday 29 November 2016 at 7.00 p.m. Any member wishing to propose a motion at the meeting must give at least 45 days’ notice in writing to the Honorary Secretary.

## MEMBERSHIP

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As reported in the October 2015 Newsletter, the Committee has decided to raise membership fees to cover the rising costs of printing and postage. Therefore from 25 March 2016, the new rates for 2016/2017 are:

£10.00 per household for mailings by e-mail and  
£12.00 per household for those who still wish to have them by post.

Please could members check their standing order has been updated or send the appropriate cheque to the Hon Membership Secretary, Ms Margaret Kemp, 21 Napier Avenue, London SW6 3PS. If you have any queries please [email membership@fulhamsociety.org](mailto:membership@fulhamsociety.org) or telephone 020 3080 0655.

## OBITUARIES

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We regret to announce the recent deaths of two important former members of the Fulham Society Committee:

Mr John Robb was Chairman from 2005-2009 and Vice-Chairman 2010-2012. He was a charming and effective co-ordinator of the Society’s work. Earlier this year, he was very helpful in advising the Secretary on the project to replace the Mosaic on the repaired walls of the pedestrian underpass at Putney Bridge as he had owned a ceramic tile company.

Mrs Diana Williams was elected to the Committee in 1987 and stood down in 2011. She represented the Society on the Police Liaison Committee until its disbandment, and reported to the Committee on Police matters. She was a talented potter and painter until rheumatism disabled her hands. Her evocative watercolour of one of the Hurlingham Club’s trees, uprooted in the 1986 storm, now hangs in the Club’s lobby.

## THE FULHAM SOCIETY EXECUTIVE COMMITTEE

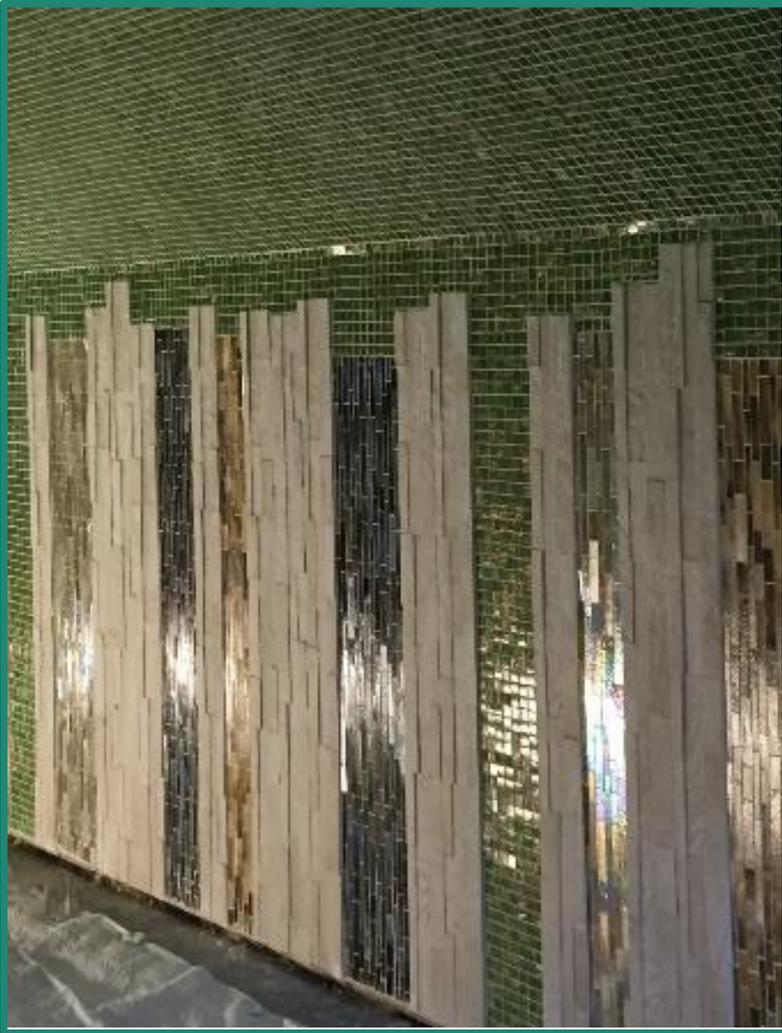
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Officers and members elected at the AGM held in November 2015

PRESIDENT	The Rt Revd and Rt Hon Richard Chartres, Bishop of London.
VICE-PRESIDENTS	Patrick Ground Q.C., Lord Carrington of Fulham, Greg Hands MP, Andy Slaughter MP
CHAIRMAN	Fiona Fowler
VICE-CHAIRMAN	Niel Redpath
HON. TREASURER	Isobel Hill-Smith
HON. SECRETARY	Maya Donelan MBE
HON. MINUTES SEC.	Binky Aylmer
HON. MEMBERSHIP SEC	Margaret Kemp (co-opted 2016) Carol Blanks Caroline Ground Jake Hemingway Caroline Marston Victoria Snell (co-opted 2016) Anne Soutry (co-opted 2016) David Tatham OBE Deborah Williams * (Hon. Editor of the Society’s Newsletter)

Committee Meetings are held on the 3rd Monday of each month (except August & December)

## PUTNEY BRIDGE UNDERPASS



Those of us who use the Grade II listed underpass between Willow Walk and Bishops Park, whether we be dog walkers, cyclists, bus passengers, Fulham football fans, church goers or are just trying to reach home, were delighted to see the underpass reopen. It has been newly tiled and looks wonderful.

The Fulham Society was delighted when Wandsworth Council agreed that the underpass could be tiled in a coloured mosaic instead of just plain white tiles. It was even more exciting that a local designer, Jean Bird, became involved and was able to be around as the tilers did the work. We did not want to reproduce what had been there before so the idea developed of emphasising that this is the beginning of Bishops Park. We are all immensely grateful to Jean for creating such an inviting entrance to the park with a beautiful modern green leaf mosaic over the roof and tiles depicting tree bark going up the sides.

Wandsworth and Hammersmith & Fulham Councils have a joint responsibility for the subway. Although it is in Fulham, the project was driven by Wandsworth Council as they are responsible for the walls and tile decoration with Hammersmith & Fulham supplying and maintaining the LED lighting system. Conways were the Contractors and Steve and Little Steve the two tilers who took a very personal interest in the whole project. H&F are also responsible for the drains and pathway through the subway and on either side. This is in quite serious need of resurfacing and repair and we are hoping that something will be done about it.



*Jean Bird and Cllr Donald Johnson*

We also hope we can raise a little money for a commemorative stone and possibly for some planters at the Willow Walk entrance.

The underpass reopened in March with Cllr Jonathan Cook, Deputy Leader of Wandsworth Council, cutting the tape. Cllr Donald Johnson, councillor for the Palace Riverside ward, and Jean Bird, the designer, were also present.



*Cllr Jonathan Cook*

Photographs by Tony Gamble

# PLANNING UPDATES

## THE THAMES TIDEWAY TUNNEL (AKA THE SUPERSEWER) - AN UPDATE.

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- The construction of the tunnel is definitely going ahead and efforts are now directed towards mitigation of the effects of the 6 year construction project on the local community in areas such as health, air pollution, noise, contamination and traffic.
- The mitigation efforts are led by Ann Rosenberg Bell (07810 647199), chairman of the Community Liaison Working Group (CLWG) – Email queries to [carnwathroadcoalition@gmail.com](mailto:carnwathroadcoalition@gmail.com)
- Bazalgette Tunnel Ltd, trading as Tideway, is the company created by Thames Water to build the Thames Tunnel. Tideway is financially separate from Thames Water.
- Carnwath Road SW6, the first left hand turn after crossing Wandsworth Bridge towards Fulham, is one of three 'drive' sites. The tunnel is bored from a drive site. There are 34 other sites on the Thames where the local sewers connect to the tunnel.
- Needless to say the highest impact will be on the residents of Carnwath Road. Outside the immediate area of Carnwath Road, the main impact will be increased traffic.
- The most important concern is Health. It covers the impact of noise, light, air pollution on the physical and mental health of residents and school children living or working within 200 metres of the site in Carnwath Road. It is a large and complex portfolio and work is underway across many of these issues.
- The good news on traffic is that when tunnelling begins Tideway have committed that 100% of the soil from the tunnel will be taken away by barge and 100% of the concrete segments for building the tunnel will be delivered by barge. The only exceptions will be in the event of an emergency.
- Before tunnelling starts, the site must be 'established', the river bank strengthened and a 25-meter diameter shaft dug down to the level of the tunnel. A high volume of HGV and other traffic can be expected in this phase.
- There is a lot of focus on making the junction of Carnwath Road and Wandsworth Bridge Road as safe as possible.
- Work on the site, according to the current schedule, starts in May 2016. Work on the River Wall starts in July and digging the vertical shaft so that the tunnel can be bored starts in March 2017. Tunnelling begins in Autumn 2017.
- Tideway have offered to contribute towards a lasting legacy for the community for tolerating 6+years of disruption to their lives. There is a proposal is to build a multi-purpose Community Centre on a site in the north west corner of South Park. It would be run as a self-funding, non-profit community trust to safeguard it from any future political pressure. The Legacy subgroup are negotiating with LBHF for a contribution to this cost.
- Tideway will start erecting hoardings around the site on 9th May. This will initially be painted grey, and residents will be involved in contributing to the artwork on the hoardings. There will be space for original artwork by local artists. If you want to be involved, contact [carnwathroadcoalition@gmail.com](mailto:carnwathroadcoalition@gmail.com) .

## CHELSEA FOOTBALL CLUB

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In November 2015 Chelsea Football Club lodged a planning application for a major development of the Stamford Bridge Site, to house a 60,000 seat stadium, with ancillary Club shop, kiosks, museum and restaurants.

All the current buildings, stadium, hotels, flats etc. would be demolished and a totally new building, comprising only a stadium, would be erected on the site. The chosen architects are Herzog & de Meuron, a Swiss firm, whose works include the current extension to Tate Modern. What they have produced is a stunning oval brick stadium, its buttresses reminiscent of a Gothic Cathedral. It is very large and impressive, but how it will suit this rather small tight site is debateable.

The present football pitch will be lowered, to compensate for the extra height needed for the building, but the concept of the four named stands will be kept, along with their names. To the north west the railway will be decked over to provide a direct link from Fulham Broadway Station to the stadium, to the east, they propose a decking platform over the Southern mainline railway, covering the Billings and Brompton Embankment conservation area, to provide a walkway around the stadium on that side and to access Stamford Bridge.

There have been a number of public consultations on these plans, and the Fulham Society Committee has had a series of discussions with the Local Planning Officers and the representatives of the Football Club, to express their concerns about the development.

Essentially this is a very large development going into a very constrained urban site in a residential area. There will be huge and probably deleterious effects on the Oswald Stoll Foundation, Chelsea Studios and other dwellings along the

Fulham Road; the residents of the Billings, and Brompton Crescent to the north will also be greatly affected. The green conservation area which runs between the present stadium and the Billings up to the Brompton Cemetery will be almost totally lost.

The Fulham Society has written to the Council expressing all these concerns and the transport problems that will arise from having another 20,000 people attending matches on a regular basis.

It is hoped that work will start, subject to planning consent, after the close of the football season in 2017 and that the new stadium will be ready for the opening of the 2020 season.

As part of the development it was felt that at the junction of the site with Stamford Bridge, a set of new gates would be needed, so Chelsea initiated a worldwide competition for designs for these. A huge number of entries have been received and the result will be announced at the end of the football season.

## EARLS COURT AND CAPCO

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In January members of the public were invited by Capital & Counties Properties, the owners of the former Earls Court Exhibition site, to an Updating exhibition of the present state of the development, in their new project rooms at 16-18 Empress Place. This is an interesting little building first noted on Stanford's 1862 Library map, and mentioned in 1866, when a Mr Vincent lived there and complained to the Fulham Board of Works about poor lighting and the want of more cleaning in the area! It is thought to have been built by a local architect, John Young. The exhibition showed the next phase of construction work on the Earls Court site now that the exhibition buildings have been demolished. This consists mostly of removing the concrete slab and beams which are over the London underground lines.

What Capco has not mentioned over the years, is that they have had a policy of acquiring many of the small properties adjacent to their main site. Empress Place itself and two adjacent parades of shops on the Lillie Road, including the Edwardian Prince of Wales public house and, a few doors up on the Lillie Road, The Imperial Arms, have been purchased by Capco and demolition was due to start on the 11 January, 2016.

Empress Place (formerly known as Richmond Terrace) comprises two rows of attractive, well preserved and unspoilt Victorian workers' cottages, probably built in connection with the development of the Metropolitan and District Railway in the 1860s. Apparently at the end of Richmond Terrace there was an entrance to the Earls Court Exhibition site, and the story goes that, when Queen Victoria visited some event at Earls Court, she entered via Richmond Terrace and the name was consequently changed to Empress Place.

Thanks to local residents who had put in an application to list the Prince of Wales pub as an Asset of Community Value, demolition of this area has had to be halted temporarily. This event was celebrated by local residents, who joined in street theatre and sang music halls songs from the period, some especially adapted for the housing crisis: 'Maybe it's because I'm a Londoner that I live with my mum!' along with their local MP, Andy Slaughter.

We also learnt that Capco envisages the 'high street' in their new huge development to be the equivalent of Marylebone High Street. When questioned on the viability of the very strict enforcement of the retention of small up-market shops in such a street, the reply was that Capco own Covent Garden and have been very successful in such a proposition there.

In a Press Release made by Capital & Counties Properties on 24 February 2016, under the title Corporate Risk Management: Political climate and public opinion, appears the following entry:

	Impact on Strategy	Mitigation
Unfavourable policy or changes in legislation (in particular, as a result of political change) e.g. London mayoral elections The Group's business (or aspects of it) is opposed or challenged by public interest or activist groups	Reputational Litigation Distraction of management Prosecution for noncompliance	Monitoring proposals and emerging policy and legislation Engagement with key stakeholders and politicians Monitoring intelligence on activist groups

Does one laugh or cry when a major developer obviously considers local residents' groups as threats or activists, and monitors intelligence on them?

## SOUTH EAST FULHAM RIVERSIDE

There are a number of developments currently being undertaken in the south east corner of the Borough. We do recommend that Members visit the area, preferably on foot. This is probably the most extensive redevelopment in the Borough since the 1900s

The Committee is proposing to arrange a walk around the area sometime in May. Further details will be announced and on the website shortly.



### IMPERIAL ROAD GAS SITE (1)

(This site lies to the east of Imperial Road, with the railway to the east, Chelsea Creek (see above) to the south and Michael Road to the north. It includes the last two remaining gas holders: the listed No 2 dating from 1824, which will be restored and retained; and No 7 dating from 1877-79, which will 'adapted' in plans yet to be agreed and retained in some format.)

Your Committee has been involved extensively with this development, in meetings with the developer, St William, part of the Berkeley Homes Group. The outline planning application will be submitted in the next few months.

Gasholder 2, which is out of sight unless one has access, built in 1824 and thought to be the oldest in the world, is in a terrible state of repair. St William plans to restore and retain the gasholder as an architectural and accessible feature of the central park, incorporating a water feature. This plan has been agreed with Historic England. It is hoped that parts of Gasholder 7, the large gasholder on the east of Imperial Road dating from 1877-1879, will be restored and incorporated in some imaginative way in the development.

Building work will not start until 2018 because there is much clearing up, re-laying the remaining gas pipelines and decontaminating to be done. The development eventually will include both residential and commercial property and will recreate the former Sands End Lane, which runs due south and north through the site. There will be vehicular access for residents (who will have underground parking under each of the residential units). The developers quote 'permeability' as one of their guiding principles, encouraging through pedestrian routes north and south (from Fulham Broadway to the Chelsea Harbour and the railway station east/west).

Overall, the development will contain 1,400 private and affordable units of one to four beds. Forty-four percent of the space will be open land. The tallest tower will be twenty-seven stories; others will be fourteen, sixteen and eighteen, with the rest from six to nine storeys.

Following our meeting with St William, the Committee considered that, while the development had many welcome features, it is still too massive in height and concentration. The developers are trying to provide a whole new community of shops, cafes and workshops. They may be right, but Chelsea Harbour failed in its plan to provide shops in the central mall which is predominately furniture and design.

It is not the development of this area to which we are opposed. We welcome development where it is needed but what stands out in the mini-Manhattan that these huge tower blocks are creating is that however brightly the sun shines on Fulham, the darker the ravines below will appear to the earthbound inhabitants. Since these buildings are sited at the extreme south of the Borough, all shadows will fall northwards across the neighbouring small houses – the higher the towers the longer their shadows- and the sharper the whirlwinds that will spin around their bases.

## CHELSEA CREEK (2)

(This site lies to the north of the Chelsea Harbour and running along the west side of Chelsea Creek. It is part of the Berkeley Homes site. It features some 'wharves' of open water on the Creek.)

The main tower on this site, in a parallelogram shape of twenty-five storeys, is now topped out. All units are already sold.

## IMPERIAL WHARF (3) AND CHELSEA HARBOUR (4)

Work on these two sites is now completed.

## CHELSEA ISLAND (5)

(This is the most recent site to be developed. It stands on the small triangle of land bordered by the Design Centre on the south, the railway on the west and Chelsea Creek on the north and west.)

Work has started recently. The first construction is 'temporary' building, costing £2.5million, which will house administration and sales offices and which will be removed when construction commences. The Committee were reasonably happy with the plans and did not submit any comments.

## CHELSEA WATERFRONT (6)

(This is the huge site on the Chelsea/Fulham border, including the Lots Road Power Station and land on the Fulham side of Chelsea Creek.)

We wrote extensively on this development in the Autumn 2015 Newsletter, but briefly, it is a £1 billion development by Hutchison Whampoa. Work has started on the Lots

Road Power Station, which will become residential and include a shopping mall and two hundred and sixty apartments, of which six-seven will be 'affordable'. The first phase, released in June 2015, was quickly sold. The second phase was released in February 2016. Apart from the Power Station, the development will include two skyscrapers of thirty-seven and twenty-five storeys, the tallest on the western section of the Thames. The whole development will cover 3.3 hectares and 600 metres of River frontage, ten buildings, three bridges (across Chelsea Creek, which is the Chelsea/Fulham boundary) and two new public squares.

The whole site is due for completion in 2019.

## ALBERT, COMELY AND SWEDISH WHARFS (7)

(These are the three wharfs immediately on the downstream side of Wandsworth Bridge, between the bridge and the Sainsbury's development. This includes the Cemex site)

Despite strong disapproval from community organisations, including the Society, this planning application was approved by the Council. This is the 'box', x storeys high, that will be built covering the Cemex plant with residences above. The total height will be x storeys, presented in a mass without any architectural relief. To the credit of the developer, the enclosed box containing the Cemex plant, will reduce the noise and pollution from the plant. An unsatisfactory feature of the plan is that, despite the extension of the River Walk downstream, which did not previously exist in this location, the Walk will have to be raised above the Cemex plant, which we believe will deter people from using that section of the Walk.

The developers expect to start site work in twelve to eighteen months.

# COMMUNITY ISSUES

## BISHOP'S PARK AND FULHAM FOOTBALL CLUB

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Fulham Football Club decided recently not to start constructing their new Riverside stand this Summer and therefore the proposal for a temporary closure of part of Bishop's Park, to be used as a construction compound, is delayed. The Council's Parks officials have assured us that there will be a proper consultation with residents in the early Autumn, as it is likely that the Club's plans have merely been postponed for a year.

The Fulham Society had objected strongly to the Club's proposals to fence off 5,569 square meters of Fielder's Meadow, the part of Bishop's Park immediately adjoining the Club, to use as a construction compound. This would also involve the felling and pruning of trees. It would cause a great loss of amenity to park users, and no assurances were given that the income generated from the rental agreement would be used to improve the park in a way that would compensate. We involved the Church Commissioners and obtained the original 1900 conveyance of the land, which sets out clear conditions about how the land must be used and maintained as a park. The proposals were not only inconsistent with this, but failed to take account of the park's special status as Grade II listed, Metropolitan Open Land and part of the Thames policy area. We also objected to the wholly inadequate consultation exercise that failed to draw the attention of local park users to the proposal, was far too short and provided inadequate and misleading information about the impact of the scheme. The Society was also concerned about the precedent that would be set if the Council did proceed to rent off part of a public park.

As Members will recall, Fulham Football Club was granted planning permission for significant changes, including a much bigger riverside stand, in July 2013. This was designed to increase seat capacity to 30,000 and permission was subject to obtaining a Marine Licence. Despite the stand projecting 11m into the river, which will make life difficult for sailors, the Marine Licence was granted in late December 2015 because it would provide the benefit of a new riverside walk. Section 106 conditions imposed by the 2013 planning consent were designed to mitigate the negative impact the Club will have on Bishop's Park from the new entrances between the club and the park and from increased spectator numbers. These S106 conditions require the club to spend £600,000 on park improvements, to pay for new Heritage Gates and to pay £40,000 a year for 10 years on park maintenance. Despite the impression given in the consultation letter, these S106 sums must be spent if the development proceeds, whether or not they rent part of Bishops Park. Other than restoring the land damaged in the construction process, the only benefits promised from the rental agreement were unspecified improvements to the toilet block and to Fielders Meadow. It was clear that these very limited and vague improvements could not justify the loss of a well-used and much loved part of the park for at least two years.

The Society is not trying to prevent the Club pursuing its development, for which it has permission. We are also mindful that there will be some benefits, especially the new riverside walk and the new income for the park from the Club. However, we do expect a thorough consultation process and binding assurances that benefits would outweigh the costs for park users.

## KING'S ROAD GAS MAINS REPLACEMENT- PHASE TWO

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The second phase started on April 18 and will continue until the end of September

The work is apparently on schedule, but as the new pipe is inserted inside the first of the three gas mains from Stanley Bridge (railway bridge to the west of Lots Road) and Edith Grove, it will mean that westbound traffic will need to go up Gunter Grove, along Fulham Road and down Harwood Road to re-join King's Road. There will be no access to King's Road along Lots Road from Cremorne Road.

The diversion that was put in place in February, which requires westbound traffic to go left down Edith Grove and along Cremorne Road will remain in place for the second phase of the work.

## FULHAM PALACE RESTORATION PROJECT EXHIBITION

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Fulham Palace are working on a major project to restore the Tudor Quadrangle and key historic rooms such as the Great Hall and dressing the rooms to show how the Bishops of London would have lived and worked there across the centuries. The plan is also to enhance the botanical gardens, including re-establishing some of the exotic species that were first introduced to Europe by the botanist and bishop Henry Compton in the late 17<sup>th</sup> and early 18<sup>th</sup> century.

Their team of specialists including architects, surveyors and interpretation specialists has drawn up a series of potential plans which will be showcased in a special exhibition at the Palace running from Monday 13 June to Sunday 19 June inclusive. It will be open daily from 9.30am to 5.00pm, with special extended opening until 7.00pm on Tuesday 14 and Thursday 16 June. It will be located in Bishop Terrick's Dining Room, Fulham Palace, next to the Drawing Room Café and you can drop in at any time.

In addition, the Chairman and CEO of Fulham Palace Trust, and key consultants working on the project, will be available 4.00-7.00pm on Tuesday 14 and Thursday 16 June, and 1.00-4.00pm on Sunday 19 June. On these occasions special 30 minute tours of the Palace will also be on offer at half-past the hour: 4.30pm, 5.30pm and 6.30pm on 14 and 16 June, and 1.30pm, 2.30pm, 3.30pm on 19 June.

## CROSSRAIL

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In his Budget Statement in March, the Chancellor of the Exchequer announced an allocation of £80 million for working up the detail of Crossrail 2. This is the proposed new railway serving London and the wider South East. When completed – many years hence – it will connect the national rail networks in Surrey and Hertfordshire via new tunnels and stations from Clapham Junction (or, possibly, Wimbledon) to Tottenham Hale. It will be interesting to speculate how this new line will traverse the river Thames which by then will also be under-tunnelled by the Super Sewer.

Here in Fulham, and as presently proposed, our nearest station will be in the Kings Road – although not if the residents of Chelsea get their way, as there is very strong objection to the proposal to site a railway station on the site of the present fire station.

A special project team has been set up to lead Hammersmith & Fulham Council's campaign for a new Crossrail 2 station at Imperial Wharf. The council says it is continuing to build its case for a new station with a Crossrail 2 interchange to be built in Sands End. H&F councillors believe a new station would add a much-needed transport link to Fulham, as well as being a catalyst for building new homes and drawing new business to the area.

On Thursday 10 March, the National Infrastructure Commission, chaired by Lord Adonis, gave the £27 billion scheme its endorsement and urged ministers to push ahead with it as soon as possible.

"The NIC's endorsement of Crossrail 2 is great news. We support their push to get construction started. The logic now is that the new station is at Imperial Wharf" says Cllr Stephen Cowan, Leader of H&F Council. "Bringing Crossrail 2 to south Fulham will provide better links to the London and national travel infrastructure and allow us to accelerate economic growth in this important part of London. It would be a vital addition to the local rail network for commuters, and be an important facet of our plan to make Hammersmith and Fulham the best place to start and run a business in the European Union."

The council also say that the new network could relieve pressure on the Wimbledon branch of the District line, which is one of the most overcrowded Underground lines in west London. The surrounding area could support thousands of new jobs and the council would push for new infrastructure to include affordable housing

Earlier this year the Fulham MP, Greg Hands, said that he had been told by Transport Commissioner Mike Brown that Imperial Wharf "is definitely being seriously considered" as an option, even though it was not included in a recent public consultation. For more details on Crossrail 2 and consultations to date, visit [www.crossrail2.co.uk](http://www.crossrail2.co.uk).

Judging by the time that it has taken to plan, dig and complete Crossrail 1, some of our older members are unlikely to see the completion of Crossrail 2, but we can dream!

## IN BRIEF

### 100 NEW KING'S ROAD

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The block of flats continues to crawl into the sky, and as the scaffolding is removed a series of chicken cages appear. These "bijou" dwellings are due to be completed this spring. Meanwhile the giant crane still looms above, its concrete counterweight dangling ominously over New King's Road. A neighbour remarked that she never now walked on that side of the road. The dangers of that machinery were confirmed when its driver, ensconced in his aerial cabin, had a heart-attack. It was reported that the Emergency Services took an hour to bring him to the ground.

### FULHAM TOWN HALL

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In September 2015 a Planning application was submitted by Dory Ventures Ltd, makers of, among other things, Maclaren Baby Buggies, for the redevelopment of the site. This would comprise retention and refurbishment of the Fulham Town Hall building and the façade of the Town Hall extension, with development behind to include 18 residential units (Use Class C3) flexible retail uses (Class A2-A3) and community use (Use Class D1).

Following very strong representations from many individuals and organisations including Historic England, the Victorian Society, the Twentieth Century Society, the Fulham Society, the Historic Buildings group and the Planning Department of the local Council, this application was refused. Dory Ventures are now appealing to the Planning Inspectorate against this decision, and the case will apparently be heard towards the end of this year.

### CELEBRATING FULHAM

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Celebrating Fulham, which the Fulham Society instigated in conjunction with the Council, some 13 years ago, will not be taking place this year. However this is just a temporary lapse and we hope to re-instate it next year.

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### THE FULHAM BOYS SCHOOL

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The Fulham Boys School, currently housed in Mund Street, Gibbs Green, is planning to move to the Fulham Police Station site on the Fulham Road. In November 2015 a consultation with local residents was held where the initial plans for the proposed school building were revealed.

These plans are for an 800 boy school, on three floors, with a basement containing the main school hall and an independently funded swimming pool, around a central courtyard. It is also proposed to have a number of flats which would be sold off to help the funding. There would be no parking on site, just a layby in Heckfield Place. All pedestrian and vehicular access to the school and flats would be via Heckfield Place – which is the only route to car-parking and deliveries for Waitrose.

First impressions of the plans are that it is a very small site for such a large school, there is little recreational space on the site for the boys, the problems of access to the school have not been taken seriously and the effect of some 800 boys being released on to an exceptionally narrow part of the Fulham Road, at a major junction, have not been addressed. We know that consultations are taking place with the relevant authorities and look forward to hearing more details in the future.

### PARSONS GREEN FAIR

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Very sadly the Parsons Green Fair, after 25 years of bringing annual fun to the Green on the first Saturday in July, has come to an end. Those who revived it all those years ago, are now no longer able to run it and have been unable to find replacements. Thanks to all those who worked so hard with such success to bring us this annual event.

# LOCAL HISTORY

## THE PIPER BUILDING

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The Piper Building was built in 1961-3 as offices and a laboratory complex for the North Thames Gas Board. Located on a site set back from the River Thames, the building formed a divide between the established residential areas, which spread south from The New Kings Road, and the warehousing and light industry which had historically grown up along the river wharfs. The architects were E R Collister & Partners and the 6-storey curtain-wall slab with a low projecting wing on stilts was faced with cheerful abstract giant murals in polyester resin and glass by the renowned artist John Piper, illustrating a theme of 'The Spirit of Energy' which still crown its entrance.

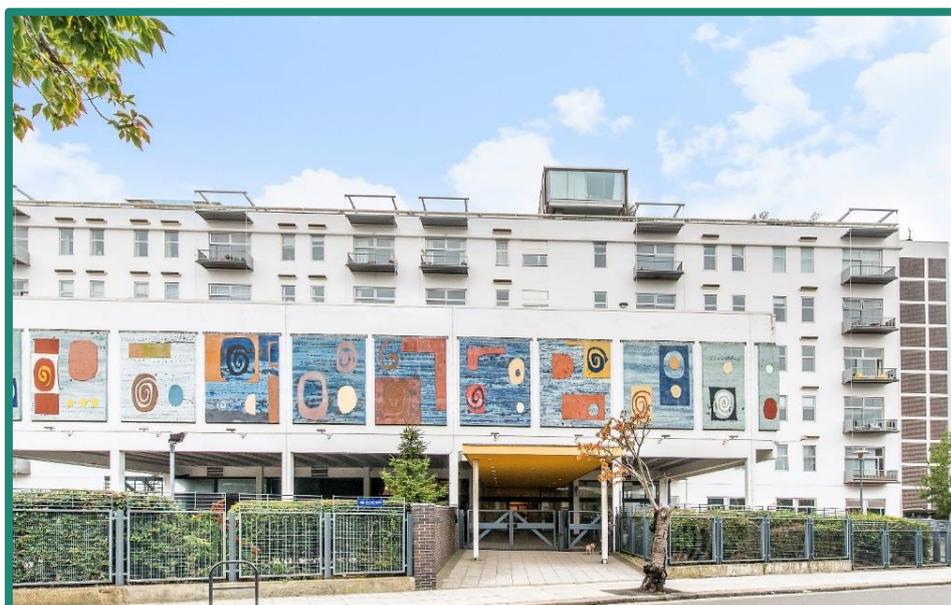
In the mid-1980s the Gas Board moved out and the 250,000 sq ft block lay empty. By the 1990s it was destined for demolition when an astute commercial developer, Crispin Kelly of Baylight, saw the potential and set about redevelopment, transforming the main block into 70 apartment spaces and over 110,000 sq ft of commercial space mainly on the ground floor and adjoining buildings. Leading architectural practice Lifschutz Davidson undertook the project. The award-winning transformation retained the character of the industrial building whilst creating impressive units, apartments and communal spaces. From ground level the facade proportions are deceptive, whilst inside one realises that windows are unusually large scale and have the generosity of daylight at all angles. The exterior was reclad in a smooth insulated render and fitted with light steel balconies all with trade-mark 'John Piper yellow' electric sun blinds. Although there are only 5 floors in the building, each floor is a double height space, an unusual luxury in London, and therefore the building is more accurately 12 storeys high.

The apartments were initially sold as shells, where owners were free to commission architects independently to plan their space. Penthouses enjoy secluded private terraces on the roof, whilst a large communal terrace can be found in the centre of the building. The ingenuity shown by truly creative architects transforming the shells is captivating. Much exposed concrete and great views combine with inspired open-plan living at its best.

By day the Piper Building is a bustling creative and business centre. 106,000 square feet of spacious, warehouse style commercial spaces are popular with fashion designers and architectural practices, whilst the huge main entrance block with Piper's impressive murals conceals over 2000 square feet of photographic studios in a double height space. Numerous photo shoots from fashion to celebrities take place daily in this home to Hungry Tiger, one of London's leading photographic studios.

But with 72 contemporary apartments the building is home to an eclectic mix of professionals and creatives, couples and families. The building being unique in design and appearance has a particular appeal to those who seek individuality and engaging architectural environments. It is a building very spirited in character and far removed from the corporate and bland atmosphere of many new build, contemporary apartment blocks.

(Thanks to Aspire for information and use of photograph)



### A View of Fulham from Putney with Old Fulham Bridge, All Saints' Church and the Bridge Toll House

Att. to JOSEPH NICHOLLS. Fl. 1726 – 1755



There is comparatively little known about Nicholls. He was certainly painting London views by 1738 as two of his paintings - "Stocks Market" and "Fountain in the Temple" – were engraved in that year. There is a pair of views of Twickenham in the Mellon Collection at Yale, one showing Pope's Villa and the other Orlean's House, one of which is dated 1726, but which was probably painted after 1755. Another painting, "View of the Thames", is dated 1748, but these signed and dated works are scarce. Other examples of his work include "The Thames at Lambeth Palace" and "Charing Cross with the Statue of King Charles I and Northumberland House".

In the 17th century, there was no means of crossing the Thames between London Bridge and Kingston except by ferry. The building of a permanent bridge at this point of the Thames was first attempted in 1671 with the introduction of a Bill in Parliament. This failed because of the vested interests of several parties, the most prominent being representatives for the City of London, who claimed that the City would be irretrievably ruined if such a project were undertaken.

It was not until the first quarter of the 18th century that an Act was finally passed, mainly through the insistence of Robert Walpole. In 1720, when Britain's first Prime Minister was returning from a visit to George I in Kingston to attend a debate in the House of Commons, it is recorded that Walpole, "...rode on horseback with his servant to Putney only to find the ferry on the other side of the river. The ferrymen were drinking in the Swan Inn and took no notice of Walpole's shouts for them to take him across the river on vital national business".

The bridge was built after a design by Jacob Ackworth, who also designed the bridges at Kingston, Chertsey, Staines, Datchet and Windsor and was completed in 1729. It was constructed of wood, 786 feet long and 24 feet wide and "...on the sides of the way over the bridge angular recesses for the safeguard and convenience of foot-passengers going over the same" and it was lit by oil lamps. The refuges for those on foot were necessary as apart from the number of carts that crossed, there were also many horses and cattle and other livestock being driven across. Being constructed of wood had its drawbacks due to flood damage and also collisions with boats, which necessitated frequent repairs.

At the Fulham entrance to the bridge, there was a rather quaint double toll- house with its roof spanning the roadway. The toll at the Putney end was smaller. There were two toll collectors at each end clothed in "... hats and gowns of good substantial cloth of a deep blue colour, lined with blue shalloon, and carried staves with brass or copper heads". These staves were not just for show as there was considerable resentment about having to pay to cross, especially as there was no charge for crossing London Bridge. There was no alternative but to pay up however, and the tolls remained in place until 1880. The foundation stone for the replacement stone bridge was laid by the Prince of Wales in July 1884.

The Swan Inn, which was built around 1698, was on the river immediately to the left as one crossed on to the Fulham side. Other notable buildings nearby were Stourton House, Ranelagh House, Mulgrave House and Hurlingham House.

Thanks to John Bennett Fine Paintings, [www.johnbennettfinepaintings.com](http://www.johnbennettfinepaintings.com) of Hammersmith for allowing us to illustrate this painting, which has recently returned to England from an American collection.

# EVENTS

## PRUDENTIAL RIDE LONDON 2016

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These annual cycle races take place on 30-31 July 2016. Some 95,000 cyclists will be participating and consequently there will be many road closures in South West London and the adjacent Surrey areas. Full details of the itineraries and road closures will be published later this year and details can be found at [www.prudential/ridelondon.co.uk](http://www.prudential/ridelondon.co.uk).

## ELIZABETH TO ELIZABETH

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A Celebration for the Queen's 90th Birthday. Concert trio 'In Voice and Verse' celebrate 500 years of British history from the first Queen Elizabeth to our second. Actor Lance Pierson, soprano Belinda Yates and pianist Heather Chamberlain perform music by Handel, Beethoven, Purcell, Holst and Britten, and poetry by Queen Elizabeth I, Shakespeare, Milton, Tennyson and John Betjeman.

Monday 6th June 2016 at 7:30pm, as part of the Hammersmith & Fulham 'Arts Fest'. All Saints' Church Fulham, Church Gate, London SW6 3IA. Tickets £10.00. Buy on the door. Call 020 7731 6544 for more information. [www.invoiceandverse.co.uk](http://www.invoiceandverse.co.uk)

## POLO IN THE PARK 3 June to 5 June in Hurlingham Park.

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	Friday 3rd 12.00-9.00pm	Saturday 4th 12.00-8.00pm	Sunday 5th 16.00-7.00pm
Adult	£30	£45	£35
After 5pm	£10	n/a	n/a
Child	£15	£25	£10
Family	£70	£130	£70

All tickets provide access to the main event area at Hurlingham Park and to the grandstand with non-reserved seating. Tickets available from [www.ticketmaster.co.uk](http://www.ticketmaster.co.uk) or call 0844 248 5069

## KEEP IN TOUCH

Website: [fulhamsociety.org](http://fulhamsociety.org)  
Contact: [info@fulhamsociety.org](mailto:info@fulhamsociety.org)  
Twitter: [@fulhamsociety](https://twitter.com/fulhamsociety)

**THE FULHAM SOCIETY  
SUMMER PARTY  
5 JULY 2016**

The Fulham Society is holding its annual Summer Party

At 20 Ryecroft Street, SW6 3TT  
By very kind invitation of Simon & Zahira Lough

on the evening of Tuesday, 5 July 2016  
from 7.00-9.00 pm.

Tickets, which should ideally be bought in advance, cost £15.00 each  
and include wine, soft drinks etc.

Each member may bring up to four non-member guests at the same price  
of £15.00 per ticket.

Tickets are available from

Deborah Williams 3 Ashington Road SW6 3QJ 020 7736 1706	Maya Donelan 1 Rosaville Road SW6 7BN 020 3080 0655
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Or by post, using the tear-off application form below:



Please send me \_\_\_\_\_ ticket/s at £15.00 each for the Fulham Society Summer Party on

Tuesday 5 July, 2016, for which I enclose cash/cheque for £\_\_\_\_\_

*Cheques should be made payable to "The Fulham Society".*

Name (capitals please) .....

Address.....

Telephone.....

**Please return with your cheque and a self-addressed envelope to:  
Maya Donelan, 1 Rosaville Road, London SW6 7BN**