
ALAN BAXTER & ASSOCIATES
CONSULTING ENGINEERS

CONSERVATION AREA AUDIT NO. 6
BAYSWATER

CITY OF WESTMINSTER

Adopted as Supplementary
Planning Guidance
13 July 2000

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Introduction: The Bayswater Conservation Area

The townscape of the Bayswater Conservation Area is uniform despite its being composed of several distinct areas developed over the space of about 70 years and by different estates and speculators using different architects. Although the architectural details vary, they have a common source in the Italianate style. The consistent scale of the development, density and above all the use of stucco overcomes what are in effect superficial differences. The excellence of the street layout itself, a regular composition of streets and squares, enhances this impression of unity.

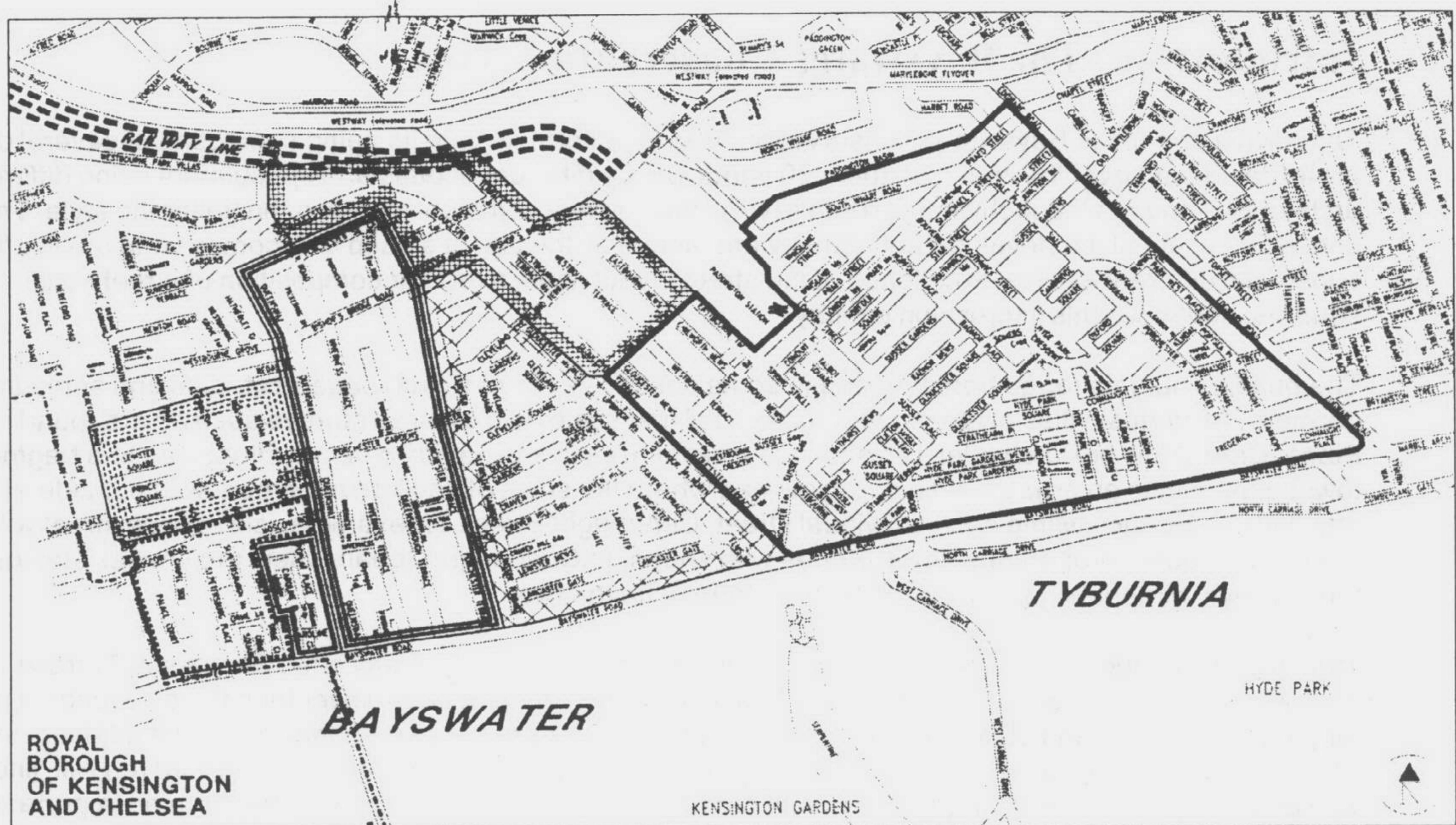
The building heights range from four and in some cases five storeys (with basement, attic and sometimes dormers) to modest villas of almost rural character and scale, two or three storeys such as are found in Bark Place, Craven Hill or Porchester Terrace. In a smaller area this variation in height might lead to a fragmented townscape, but in an area the size of Bayswater, where the scale of each development was considerable, one finds coherence within each individual street. Connaught Street, for example, is a service street with houses of modest proportions, three stories with shops. In Connaught Square itself the houses step up to four storeys. Materials, plan and architectural form unite the two.

The underlying topography affected the overall development in a general way only. Gloucester Terrace roughly marks the line of the old Bayswater Rivulet, and is quite noticeably lower than the surrounding areas, ranging between 19 and 20 metres above sea level. From it there is a perceptible rise to the adjacent streets which come in at roughly 22 metres. This elevation is most apparent in the aptly named Craven Hill, lined with picturesque villas of the early nineteenth century. The settled landscape was far more an important influence on the final form of Bayswater than the existing natural one.

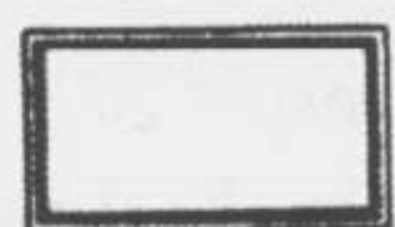
There are several distinct street layouts, each corresponding to a particular phase of development or developer. A rough division can be drawn between the area which is properly known as Tyburnia, laid out from 1807 for the Church Commissioners, and Bayswater which is, essentially, everything to the west of this. *Figure 2* identifies these divisions and the several developers involved. This historical analysis is particularly useful for explaining the subtle variations in architectural form as well as the changing street patterns and layouts which are visible today. |

Sussex Gardens





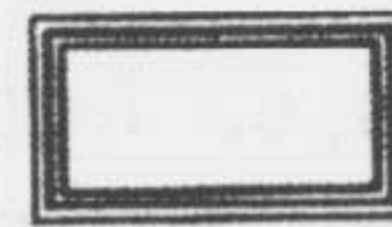
Bayswater:



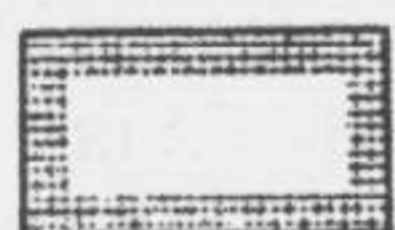
John Bark



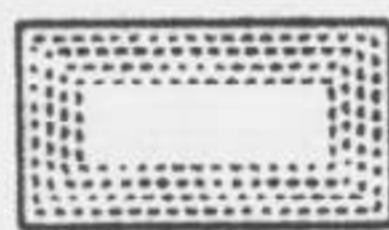
Edward Orme & Family



Edward Capps & Richard Yeo



William King & William Kingdom

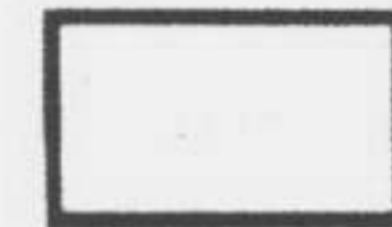


George Watt



Henry de Bruno Austin

Tyburnia:



S.P. Cockerell & G. Glutch Masterplan

Developers of Bayswater and Tyburnia.

Tyburnia, the Church Commissioners' Hyde Park Estate, began development in 1807 with the formation of Connaught Square and its related service streets very much on a traditional Georgian model. There followed the series of crescents and squares and boulevards, culminating in Sussex Gardens to the north (figure 1a). The original street layout has survived largely intact, but the heart of the historic development has gradually been removed. First, between the wars as leases fell due, two and three-storey terraced houses, mostly in brick and having a Georgian character were constructed. In the late 1950s a more radical replanning to the designs of Anthony Minoprio began with luxury flats between Edgware Road and Sussex Gardens and the offices along Eastbourne Terrace (figure 3). This new development does not fall within the conservation area. The surviving historic townscape north of Sussex Gardens is laid out on rather less generous proportions than the first historic phase of development centring on Connaught Square.

The street pattern of Tyburnia was influenced by the overall form of the Church Commissioners' estate and by a few other existing features: the Grand Junction Canal, the Marylebone Road (Sussex Gardens was conceived of as its extension), the Edgware Road and the Harrow Road. The Bayswater rivulet which ran southeast into the Serpentine follows the line of Gloucester Terrace and so may have generated the roads parallel to it. Apart from these features, the area was crossed by several footpaths, some of which relate to existing streets.

The overall form of Bayswater, by contrast, which was built up by several different speculators according to different plans, can be traced back earlier field boundaries as well as several footpaths and tracks. Of these several developments that by Austin is the most substantial and falls entirely within the conservation area. This takes the form of a triangle with its apex corresponding to Cleveland Gardens and culminates in the massive mansion flats in Lancaster Gate. The scheme is interrupted only by the small villa quarter in Craven Hill, which predates the scheme, and the more modest service street of Craven Terrace.

The King and Kingdom development took its cue from Church Commissioners' layout, continuing Westbourne and Gloucester Terraces but then the pattern curves around on itself to accommodate the railway cutting. Leinster Gardens forms a clear boundary. East of this the Capps and Yeo development is less adventurous, in town planning terms. Laid out as a grid the street pattern owes much to earlier land divisions and fields

patterns. The Wyatt development, with its stunning sequence of squares, Leinster, Princes and Kensington Gardens, is a match for Cockerell and Glutch's earlier Hyde Park Estate layout, though of more modest size. The area to the south, developed by Orme and Bark, is much more mixed, and has much more the feel of a quiet domestic suburb. There is even a street of Queen Anne style houses, Palace Court, which are of very high quality but of an entirely different character to the rest of the conservation area.

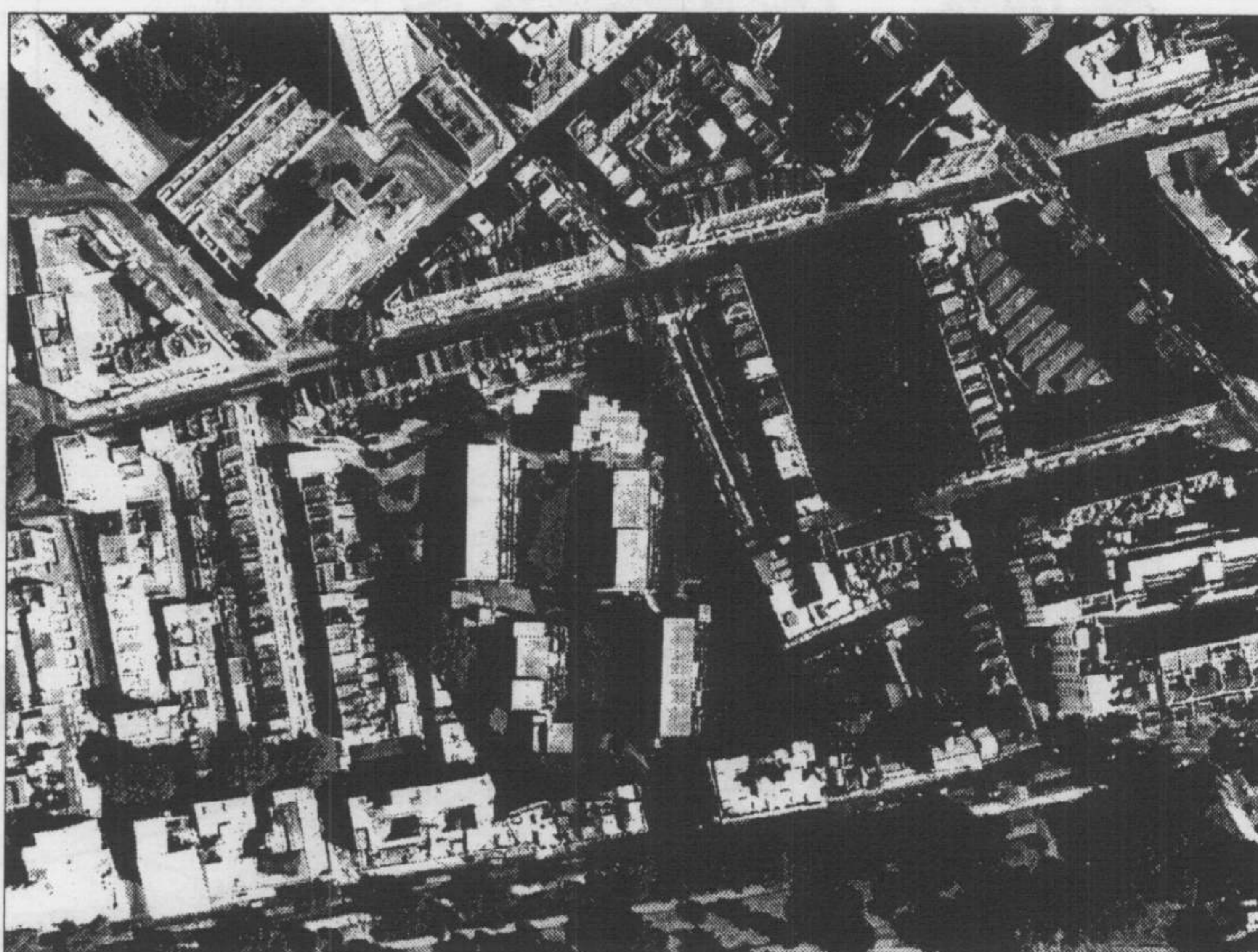
All across the area there are to be found many mews, with their more modest buildings. These are absolutely essential to the character of the overall development. They offer a contrast of scale and style and at the same time are quiet havens from the bustle of the surrounding busy roads. Most are at a significantly lower level, the original ground level. The mews are for the most part linear, following the blocks of terraced development on the main roads: Eastbourne Mews, Gloucester Mews and Leinster Mews are good examples. Lancaster mews is a much larger, more complex area, having a triangular plan and the qualities almost of a separate development. Original floorscapes of granite sets survive in most of these, as well as many of the original structures. Rebuilt in places, new development respects the intimate scale. The most striking mews arrangement is that to the rear, or north, of the monumental terrace in Hyde Park Gardens. The rear elevations face very characterful two-storey terraces; behind these 'service' houses is the mews proper, Hyde Park Gardens Mews. A Council publication, *Mews, a Guide to Alterations*, explores the history of the building form and the relevant conservation issues.

The other significant built form is the terrace designed with so-called double frontages. This innovation appears first in Connaught Place, where, to take advantage of Hyde Park, the main rooms were made to face south and treated in such a way as to make them seem principal elevations. The main entrances, monumental porches, were placed to the north, or rear, in Connaught Place itself. As a result, the terrace as a whole can be said to have neither a primary nor a rear elevation but rather two primary ones. In 1830 John Crake developed this model in Hyde Park Gardens, treating the area to the south of this grand terrace as a single common rear garden which in urban design terms has the form of a conventional square. This treatment became common in Bayswater, and one finds it repeated in Cleveland Gardens, Portchester Square, Kensington Square and Leinster Square.

A striking contrast to all this is St. George's Fields group of flats, an interesting design and layout by Design 5 from the early 1970s. They are set back in beautifully planted gardens, occupying the site of the burial ground of St. George's Hanover Square (closed in 1854). The mature plantings inside the estate enhance views from Connaught Street, Stanhope Place and Albion Gate, and the scale of the new buildings is such that they do not disrupt the historic townscape. The blocks are themselves of considerable interest.

The prevailing character of the area is predominantly residential. Many of the single houses have become flats. The character changes quite markedly in the immediate vicinity of Paddington Station and the Great Western Hotel, which fall outside the area. Here are many hotels (particularly in Norfolk Square) as well as numerous retail and commercial or employment frontages. A second retail/commercial area is to be found around the Queensway; the squares in the northwest corner of the area (Kensington Gardens Square, Princes Square, Leinster Square) and Inverness Terrace have a high concentration of hotels as well.

Connaught Place, in the right of this aerial photograph, and Connaught Square, the densely treed area, are the earliest developments (begun 1807) in the conservation area.

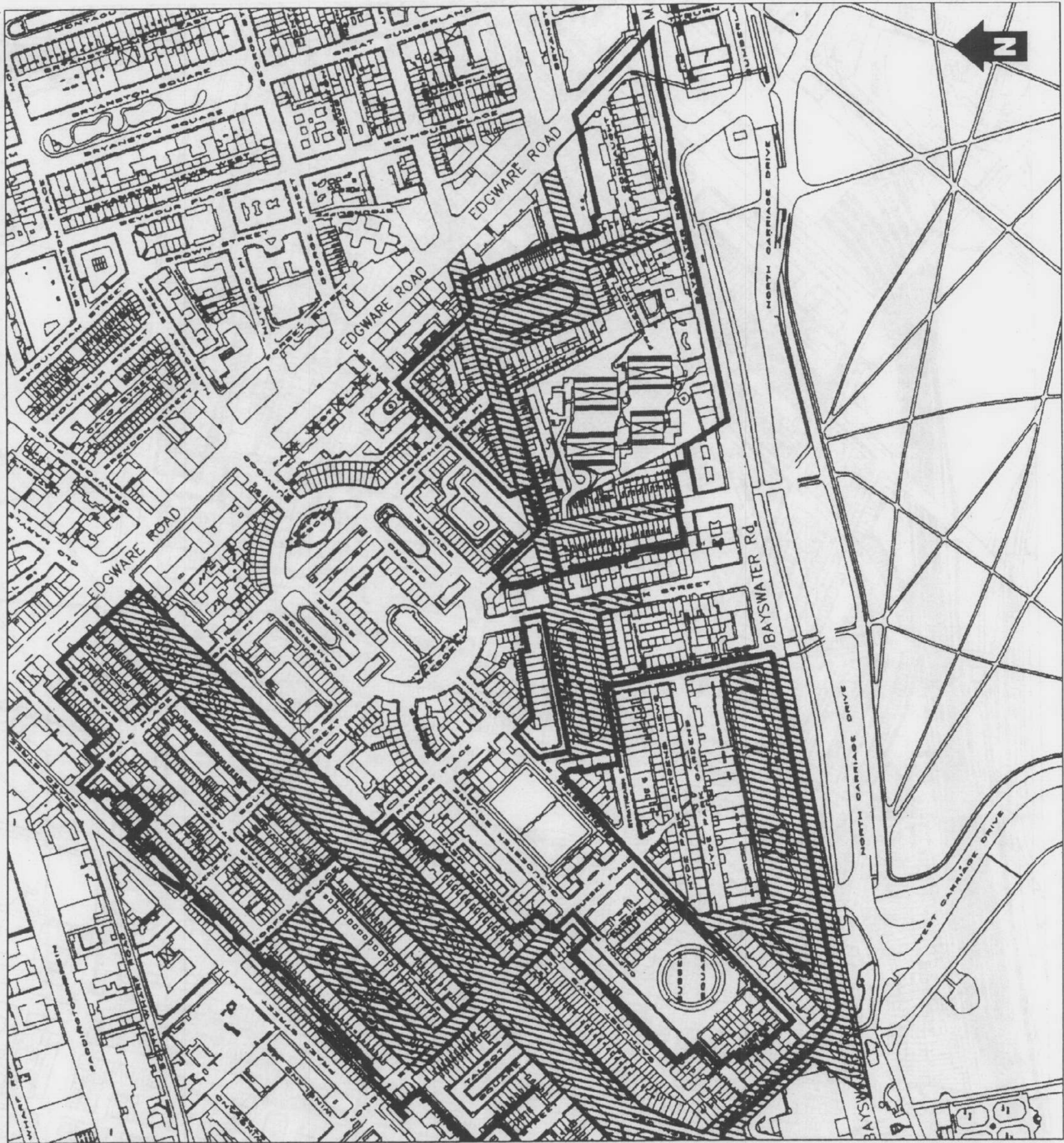


Character and Hierarchy of Spaces and Open Spaces

There is a clear hierarchy of spaces and streets in Bayswater. The accompanying maps show primary spaces (streets and open spaces) which contribute to the character of the area as a whole. The remaining streets and open spaces contribute to the character of the several localities comprehended by this large conservation area. An important aspect of the street pattern are the several mews, some quite intimate others so large (Lancaster Mews or Gloucester Mews) as to seem almost like development in their own right. The contrast of scale provided by these mews is an important aspect of the area's character, as are the views into them which can be glimpsed from the busier public highways. UDP policy DES11 calls on new development in conservation areas to respect the character and scale of historic streets, lanes and passageways.



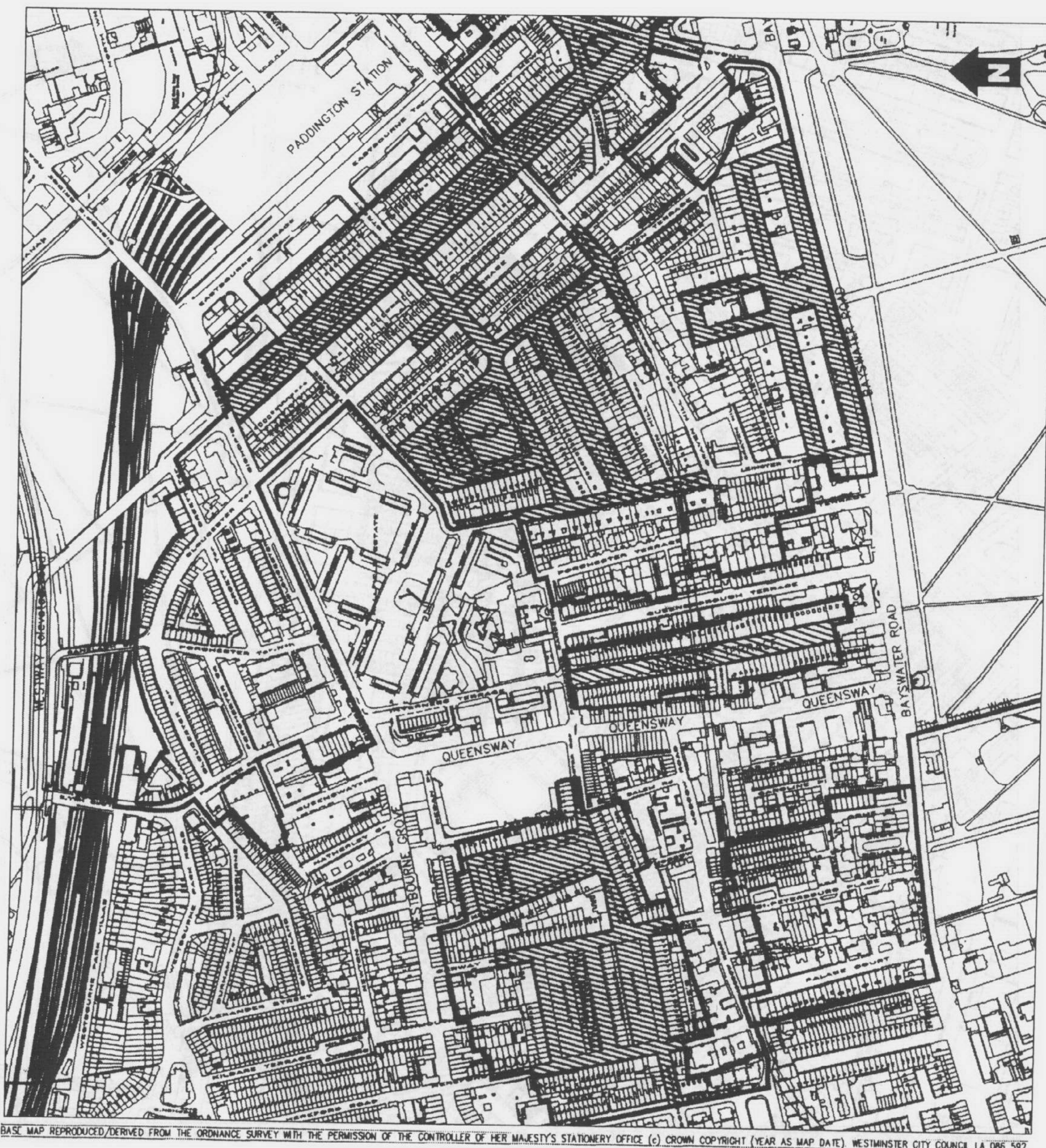
The entrance to Gloucester Mews is through a rather grand carriage arch. In contrast to the main routes the numerous mews in the conservation area appear as havens of quiet with an intimate character. Many preserve their original granite sets (see figure 6).



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Figure 1a: Character and Hierarchy of Spaces and Open Spaces

Primary spaces (streets and open spaces) which contribute to the character of the area as a whole.



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Figure 1b: Character and Hierarchy of Spaces and Open Spaces

Primary spaces (streets and open spaces) which contribute to the character of the area as a whole.

Architectural and Historical Characteristics of Buildings

Most of the area was developed with terraced houses. The earliest development, Connaught Square and Sussex Gardens, used exposed brick to the upper stories and stucco the ground. These very much follow the earlier Georgian model. During the 1830s stucco became increasingly popular under the influence of John Nash's development for the Crown Estate around Regent's Park, and most of the rest of the conservation area is stucco faced. (A brief history of the material and information on its care can be found in a special design guide, *Stucco, a Guide to Care and Maintenance*, available on request from the Department of Environment and Planning.) There are, here and there, isolated pockets of semi-detached houses; Bark Place, Craven Hill, Chepstow Place, the south end of Portchester Terrace North, and Portchester Terrace itself. Most of these can be classified as villas, and they vary in scale and pretense. And as for the terraced houses these too range from relatively modest buildings such as are found in the service streets (Star Street and Portsea Place) to the mammoth buildings in Kensington Square Gardens or Cleveland Gardens. Key features which crop up again and again are: pedimented windows, sometimes with pilasters; grand entrance porches with Doric or Tuscan columns; stucco treated as rustication to the ground floor; elaborate basement area railings; iron balconies; projecting cornices or sometimes pierced parapets fronting mansard roofs with dormers.



Connaught Square, developed from 1807 by S. P. Cockerell for the Church Commissioners, is a very late example of Georgian estate development, with high quality facing brick to the upper floors and render below.

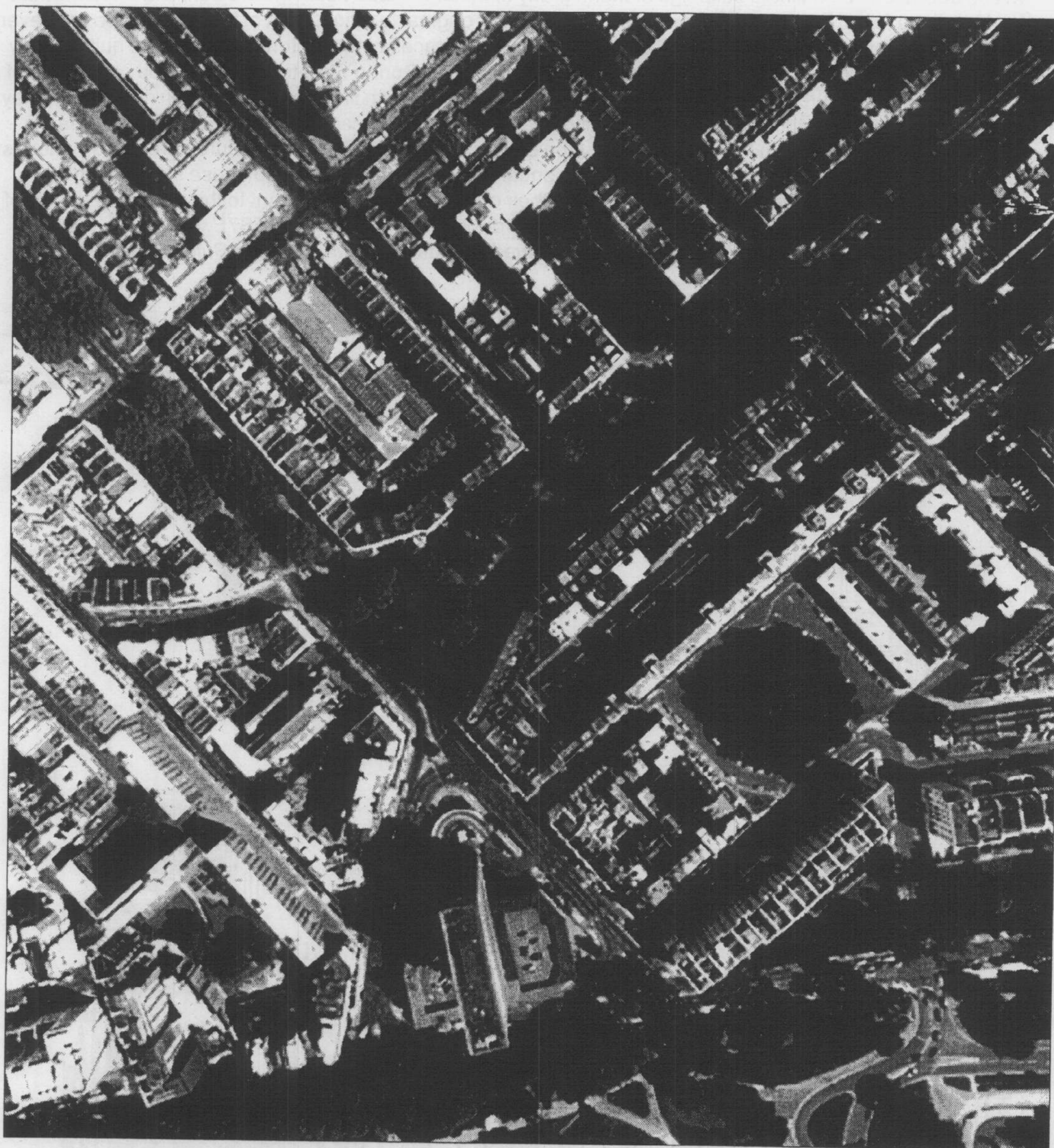
Regency grandeur of the so-called 'battleship houses' in Connaught Place, which have in effect two fronts, this stucco-faced one to Hyde Park with distinctive shallow bays and balconies, and that to the north, which have grand entrance porches to a common carriage drive.



These turreted houses in Gloucester Terrace make one of the most distinctive townscapes in Bayswater. Their stucco facing and Italianate detailing are characteristic of the conservation area's architecture.

Classically detailed porches with iron area railings and balconies are another common feature. When arranged on a crescent, as they are here in Inverness Terrace, they make for a striking streetscape.





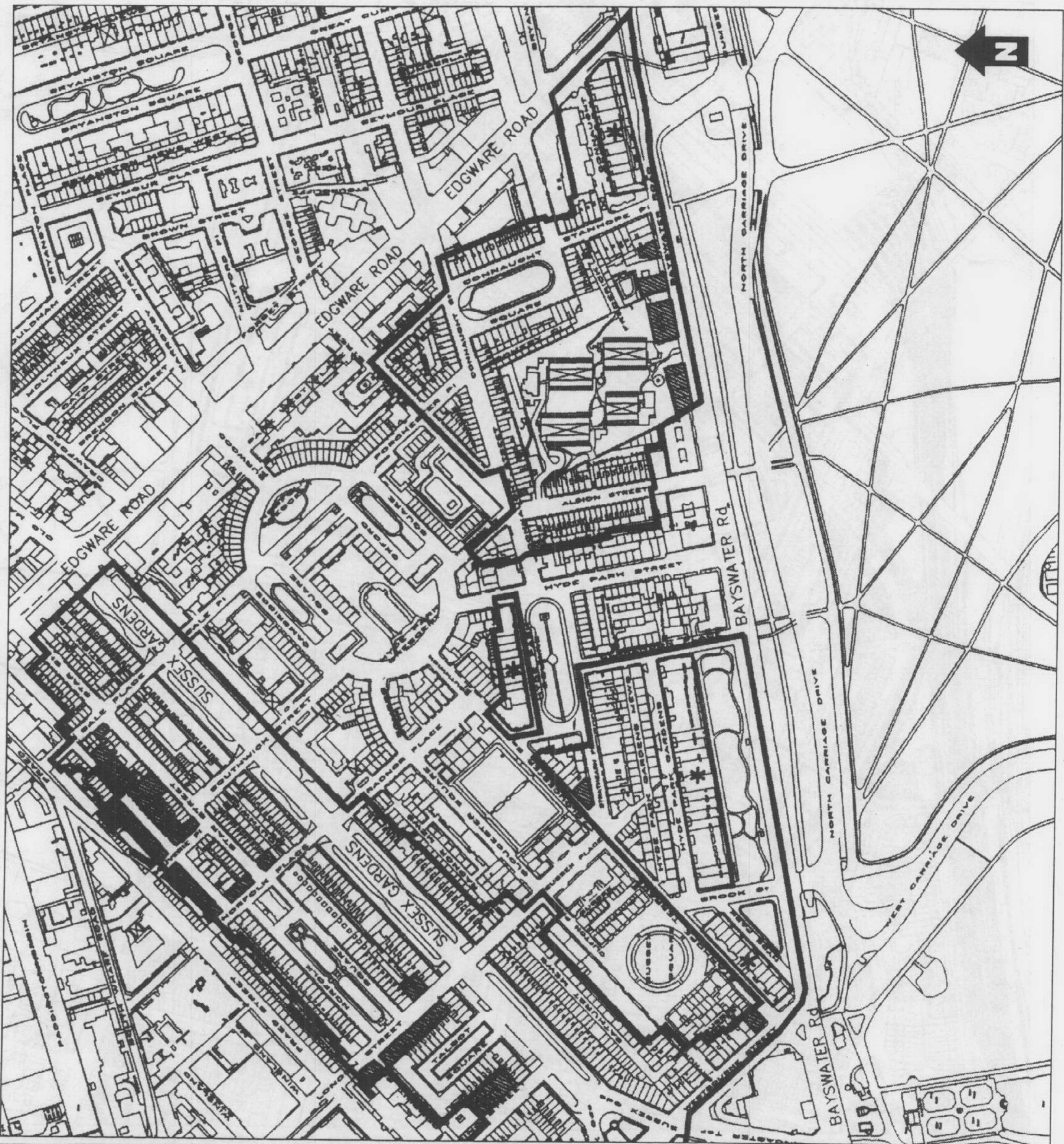
The distinctive triangular intersection of Sussex Gardens and Westbourne Terrace (on the north) marks the boundary between Tyburnia and Bayswater. The large terrace immediately to the right is Hyde Park Gardens. This view shows the importance of mature trees to the townscape of the two grand 'boulevards', Sussex Gardens and Westbourne Terrace. Hyde Park is at the bottom of this.

Unlisted Buildings of Merit and Landmark Buildings

The unified townscape which is characteristic of Bayswater means that virtually all of the unlisted buildings in it will be deemed to be unlisted buildings of merit. Many of these unlisted buildings are built to a more modest scale and are found in concentrations which relate to their original function. East of Norfolk Square are several streets with unassuming late Georgian and early Victorian terraces of three storeys. These are quite clearly service streets, ancillary to the Sussex Gardens. In London and Spring Streets there are good collections of mid nineteenth-century purpose built retail and commercial frontages with flats above. Although not listable, they contribute materially to the vitality of the streets immediately south of Paddington Station. There are more unlisted buildings of merit in the western half of the conservation area. The architecture here is more modest, though by its scale and material and form are essential to the historic character of these streets. Where unlisted, mews buildings surviving in anything like their original form are important to the overall character of the area. The City Council will seek to retain these in accordance with UDP policy DES7E. In addition the Department of Environment and Planning has published a guide on mews, *Mews, a Guide to Alterations*.

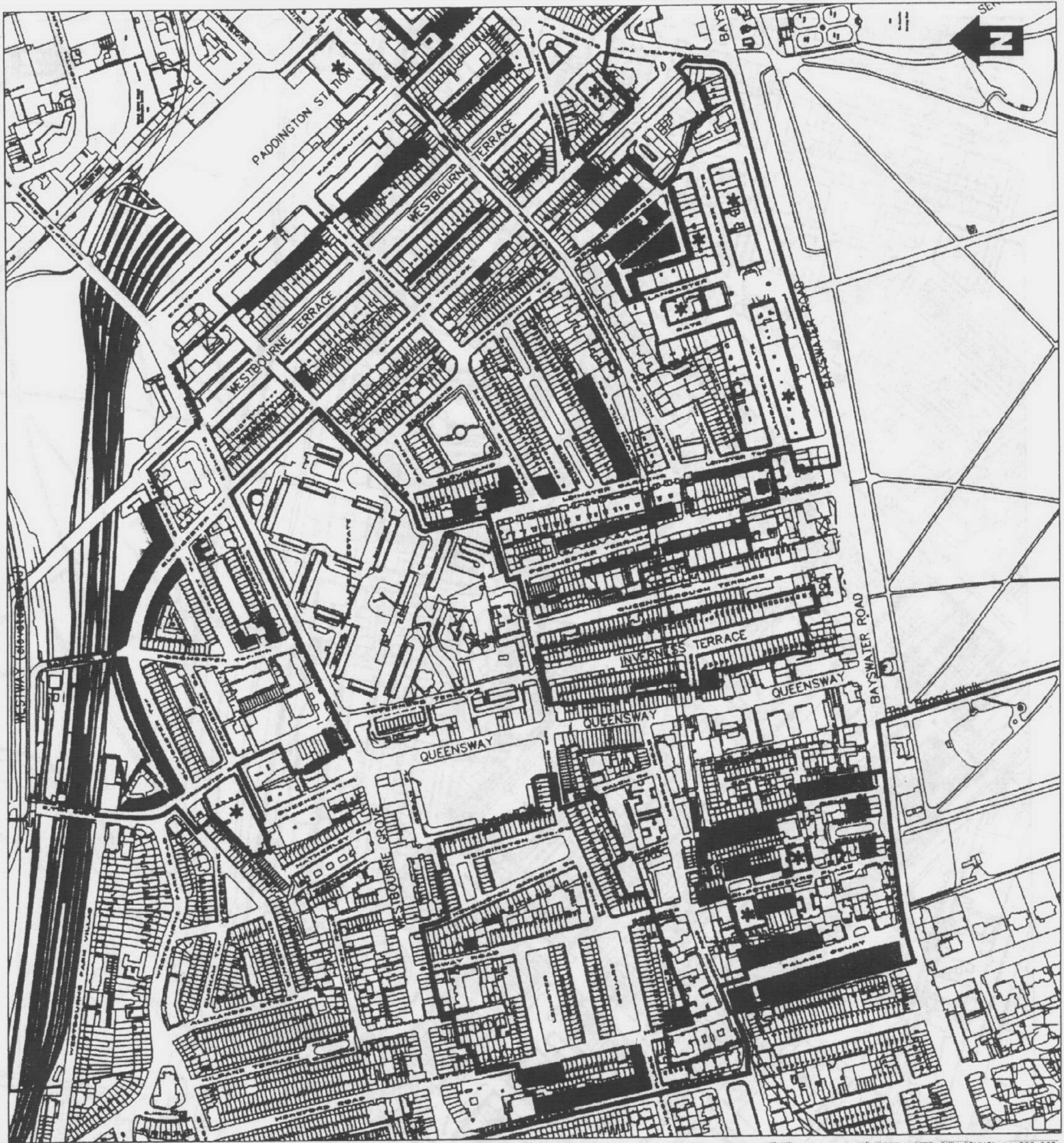


Modest terraced houses in the 'service streets' are very often unlisted, such as this pair of houses in St. Michael's Street to the east of Paddington Station. Their scale and plan character are historically significant, providing the foil to the grand town houses in Sussex Gardens nearby. This hierarchy is characteristic of eighteenth and nineteenth-century terraced development and crucial to the character of the Bayswater Conservation Area.



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Figure 2a: Unlisted Buildings of Merit and Landmark Buildings (*)

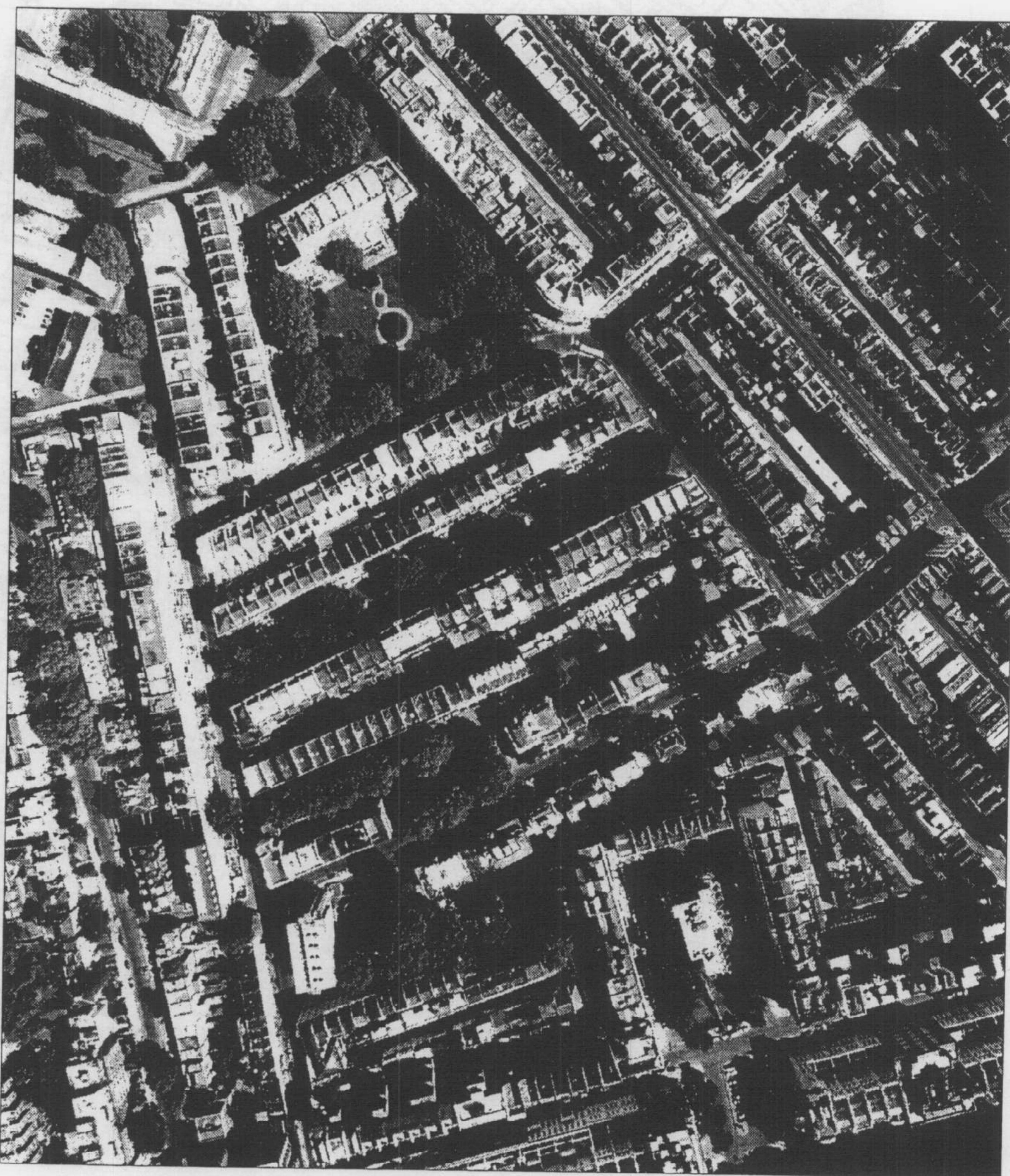


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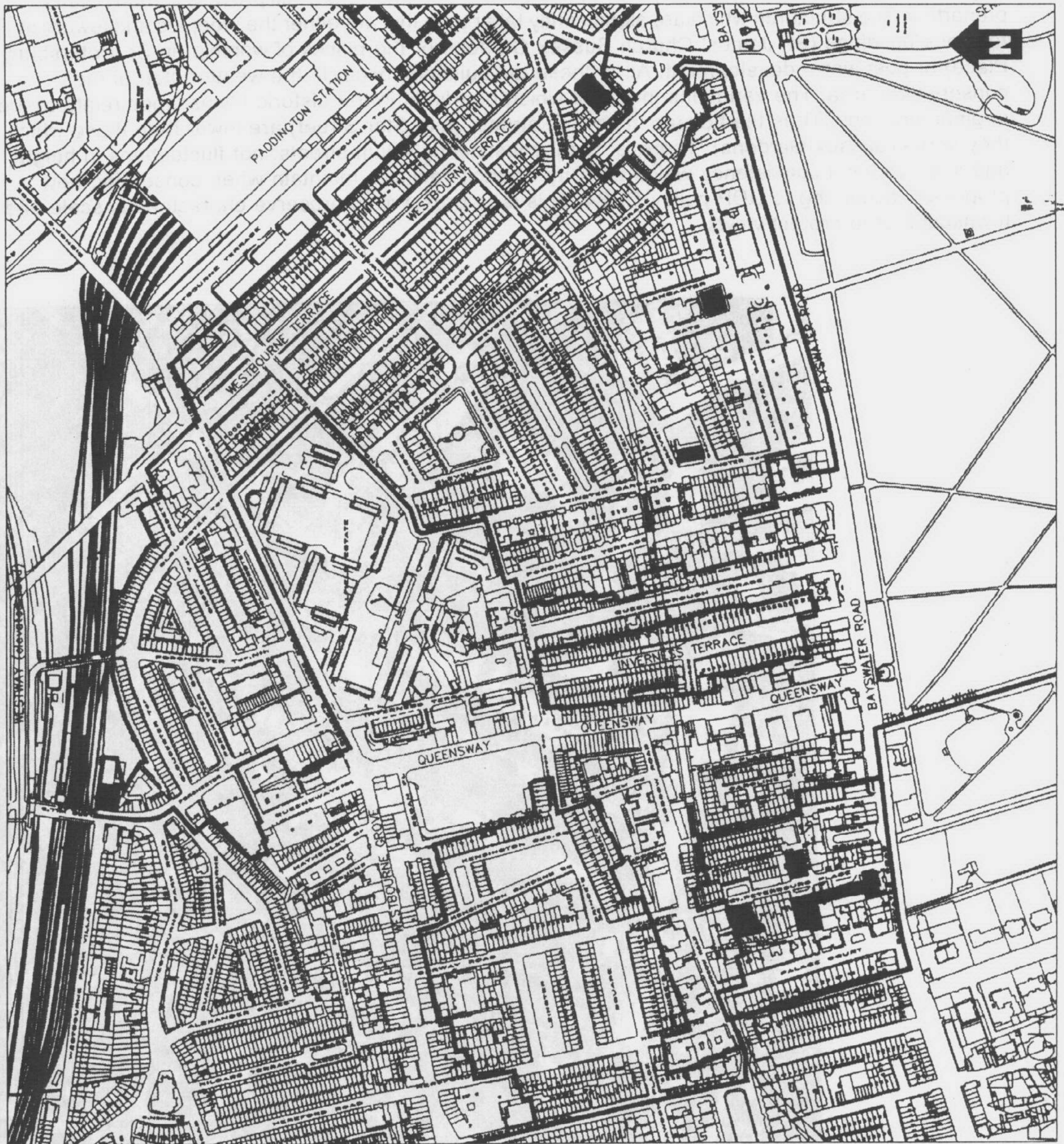
Figure 2b: Unlisted Buildings of Merit and Landmark Buildings (*)

High Buildings

The height of the historic buildings in the conservation area vary from five and in places six storeys (Lancaster Gate) to three (Star Street) even two storeys (Hyde Park Gardens) on the main roads. The original mews blocks were generally only of two storeys and this height still prevails in many mews properties. The structures which are significantly taller than this are either the steeples and towers of religious buildings (St. James' Church Sussex Gardens or the places of worship in St. Petersburg Place) or post-war redevelopment. All of these tall buildings occur in the western half of the conservation area. The variations in height which one finds in the historic townscapes relate to the original functions. Thus the houses in service streets (e.g. Star Street) are lower than those which they serve (Sussex Gardens). There is, then, consistency within streets, not fluctuations in height, and it is this local consistency which the City Council seeks to maintain when considering new proposals, according to UDP policy DES4. This is to preserve to preserve characteristic scale and townscape or to protect views.

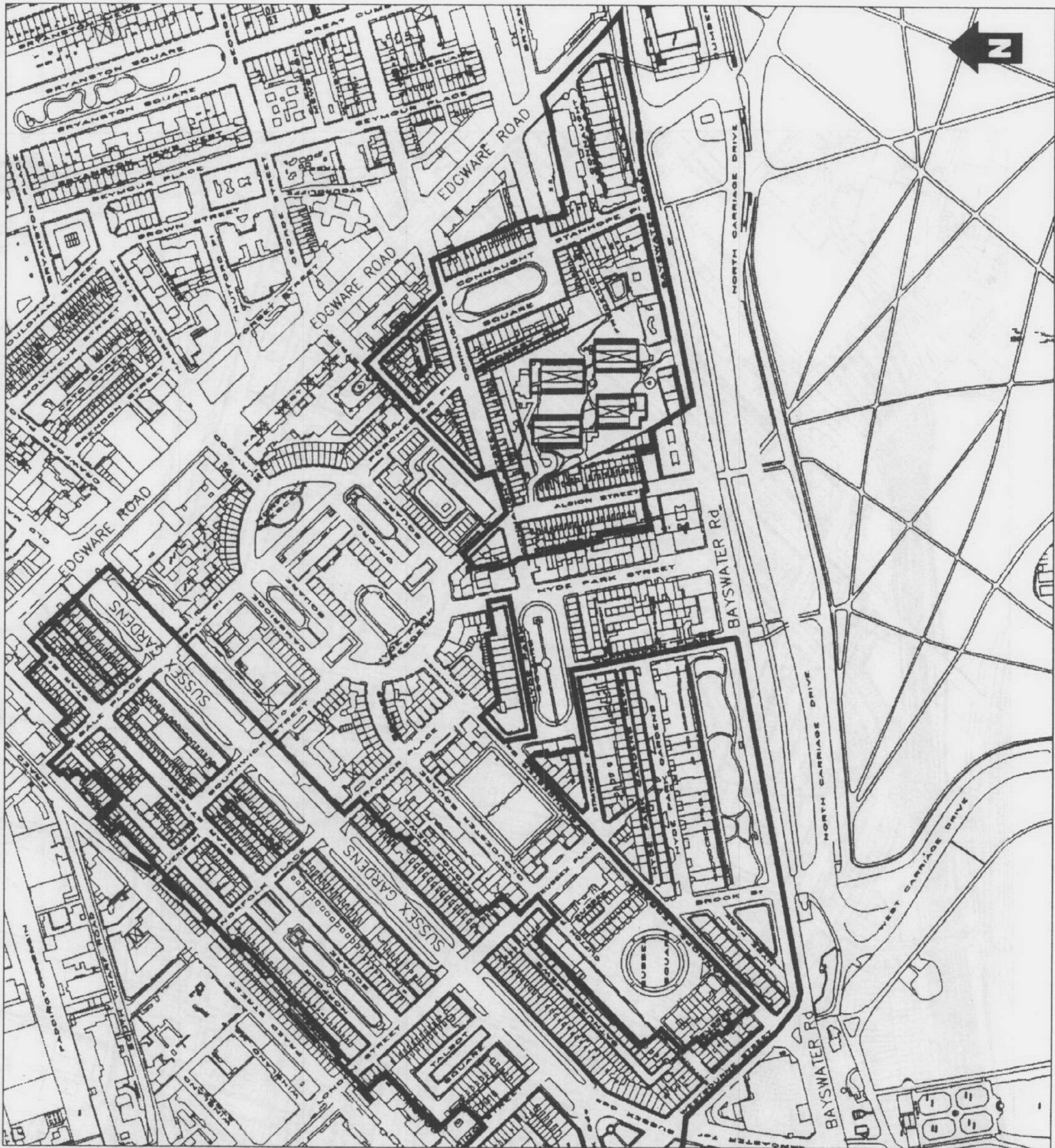


The sequence of spaces from Cleveland Square, at the top of this view, to Lancaster Gate, is one of the most distinctive in the entire conservation area. It is interrupted only by the line of Craven Hill (just north of Lancaster Gate), with its distinctive villas, the remnants of an earlier nineteenth-century development. Lancaster Mews, the triangular arrangement of streets in the lower right-hand corner of this view, is one of the finest mews in the conservation area, and has the character almost of a separate development by virtue of its layout and size.



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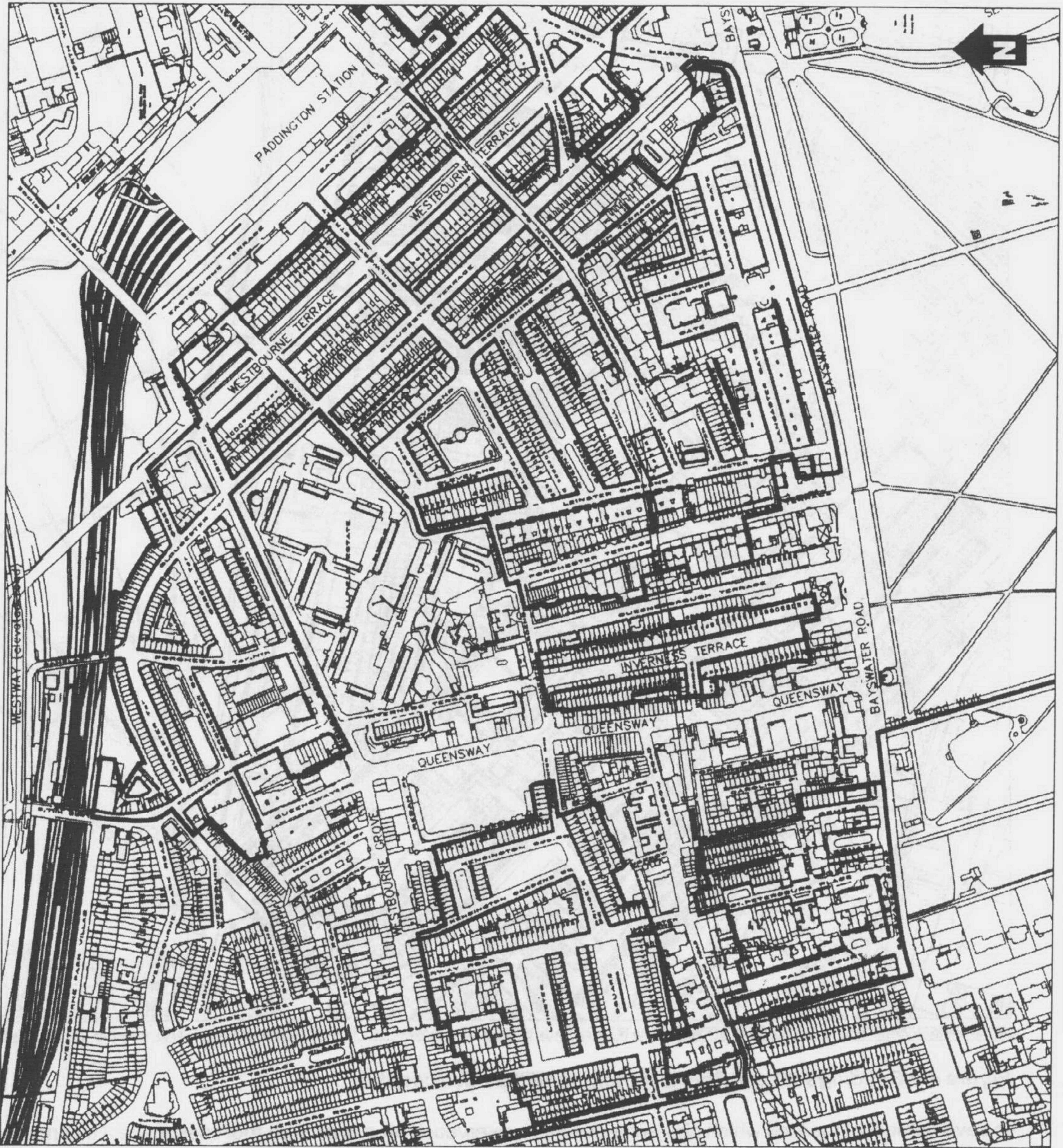
Figure 3: High Buildings in Bayswater (western half only)



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Figure 4a: Buildings Where Roof Extensions Will Be Unacceptable

In development of the kind which characterizes the conservation area unbroken roof lines make a distinctive contribution to the local scene, affecting local views particularly along major routes and across open spaces, where it is possible to see the houses from a distance. The large number of listed buildings in this large conservation area has over the years prevented piecemeal extension, and there have been surprisingly few extensions on the unlisted buildings, so in practice there is now very little scope for roof extension, either in the high roads or the mews areas. The relevant City Council policies in respect of this are set down at UDP DES6C and are described in greater detail in *Roofs. A Guide to Alterations and Extensions on Domestic Buildings* (1995) available from the Department of Environment and Planning. Another design guide, *Mews, a Guide to Alterations* explains how these policies apply in mews-streets.



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Figure 4b: Buildings Where Roof Extensions Will Be Unacceptable

Key



Additional area where roof extensions inappropriate

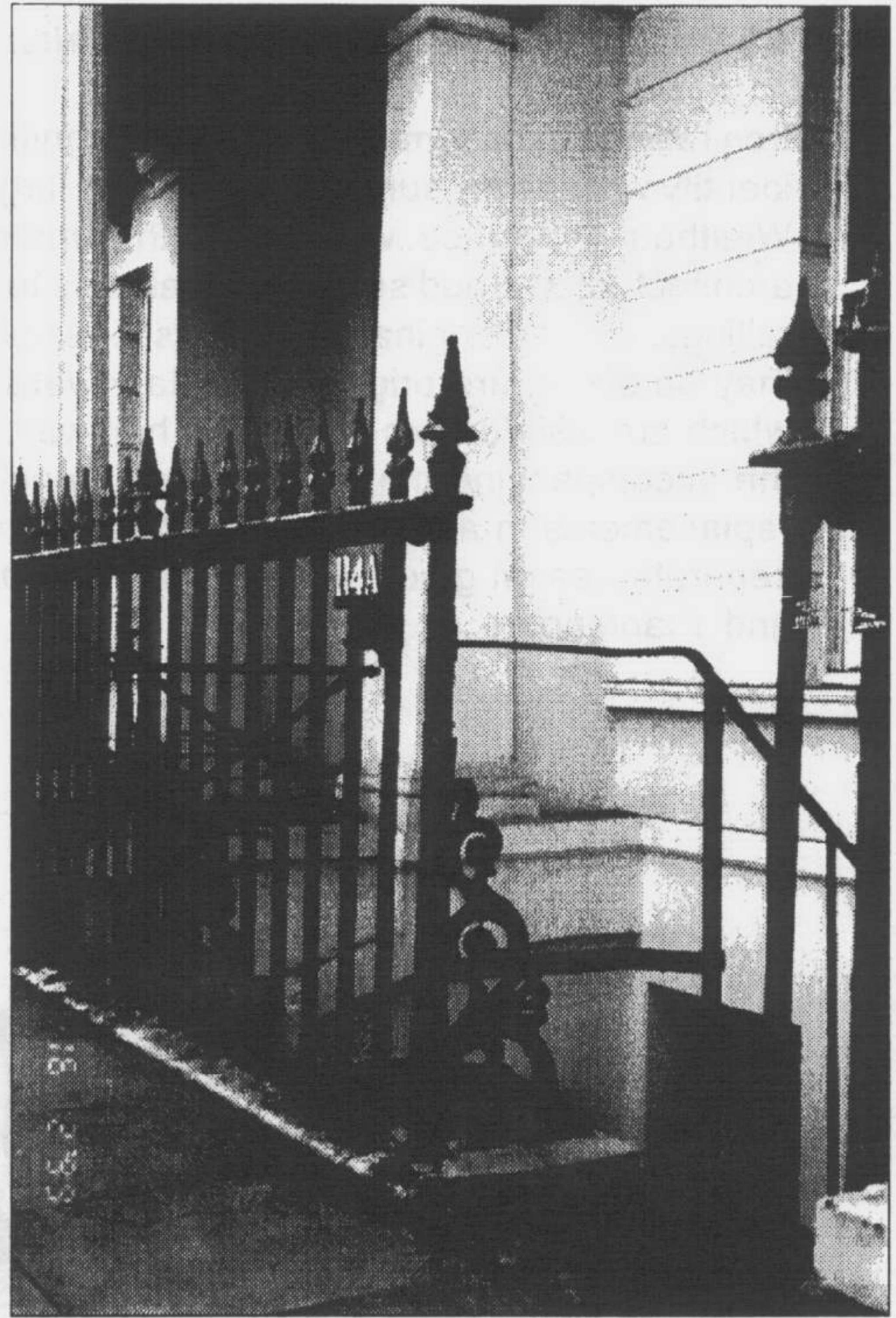
Characteristic Local Townscape Details: Railings and Boundary Walls

Iron railings to basement areas are a significant townscape feature in the conservation area. These maps identify where they survive entirely or in large part. The quality of this metalwork is in places, for example, Westbourne Terrace, very high, with elaborate spear uprights and backstands. Railings complement the architecture and add scale and liveliness to the streetscape. In places, they relate to iron balconies and sill railings, even to original front doors. Less prominent, but no less an important a townscape feature where they do occur, are original boundary walls and bottle balustrades to a front gardens or to rear gardens which are visible from the public highway. These features are indicated by the same graphic device on the accompanying maps. The City Council will seek to preserve these important features and require replacements in an appropriate style. Its policies in respect of these is set down at UDP DES16. A separate design guide, *Railings in Westminster*, is available from the Department of the Environment and Planning.



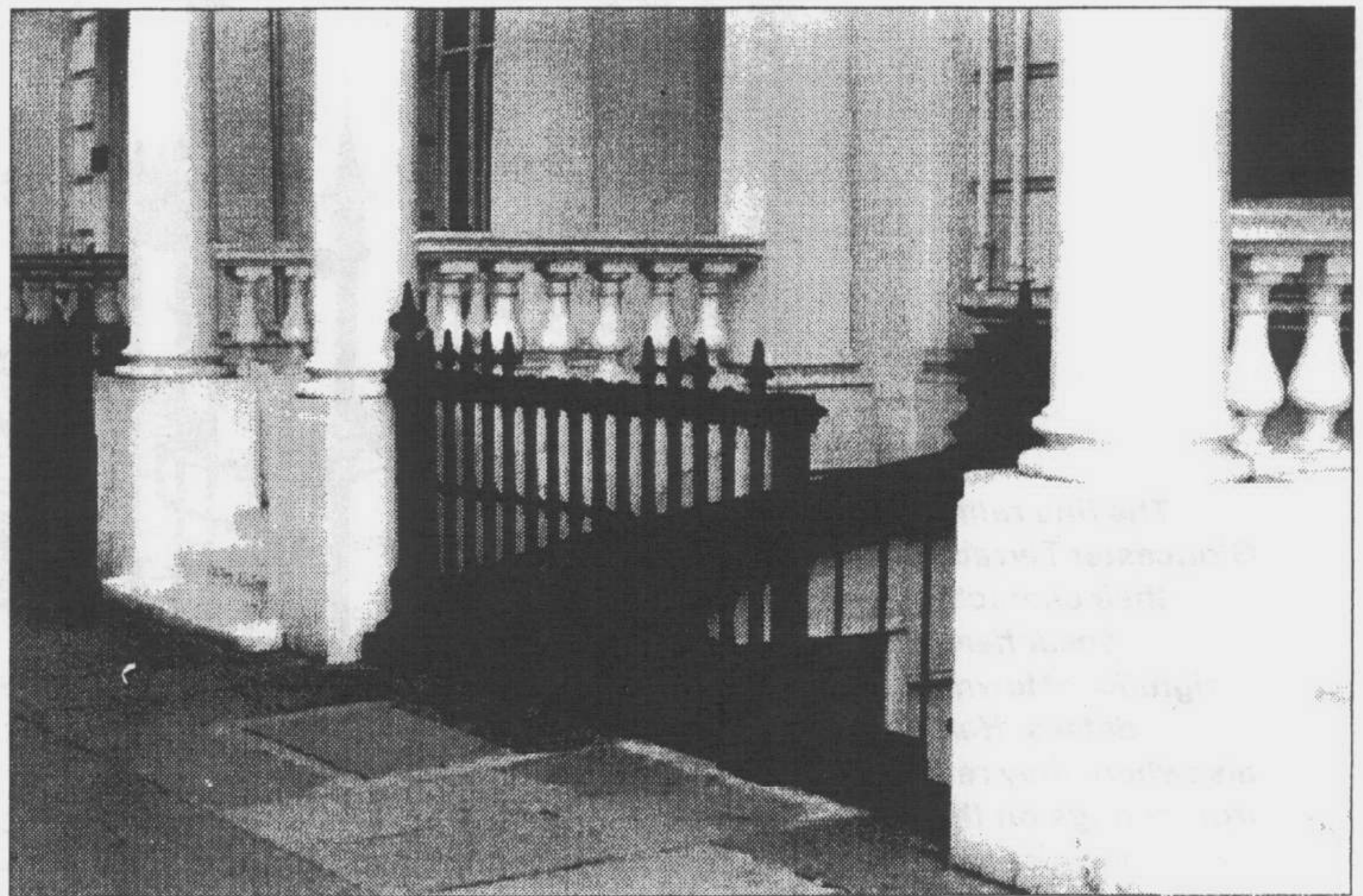
The fine railings in Gloucester Terrace with their characteristic spear heads are significant townscape details. Here and elsewhere they relate to iron railings on the first floor which enclose balconies.

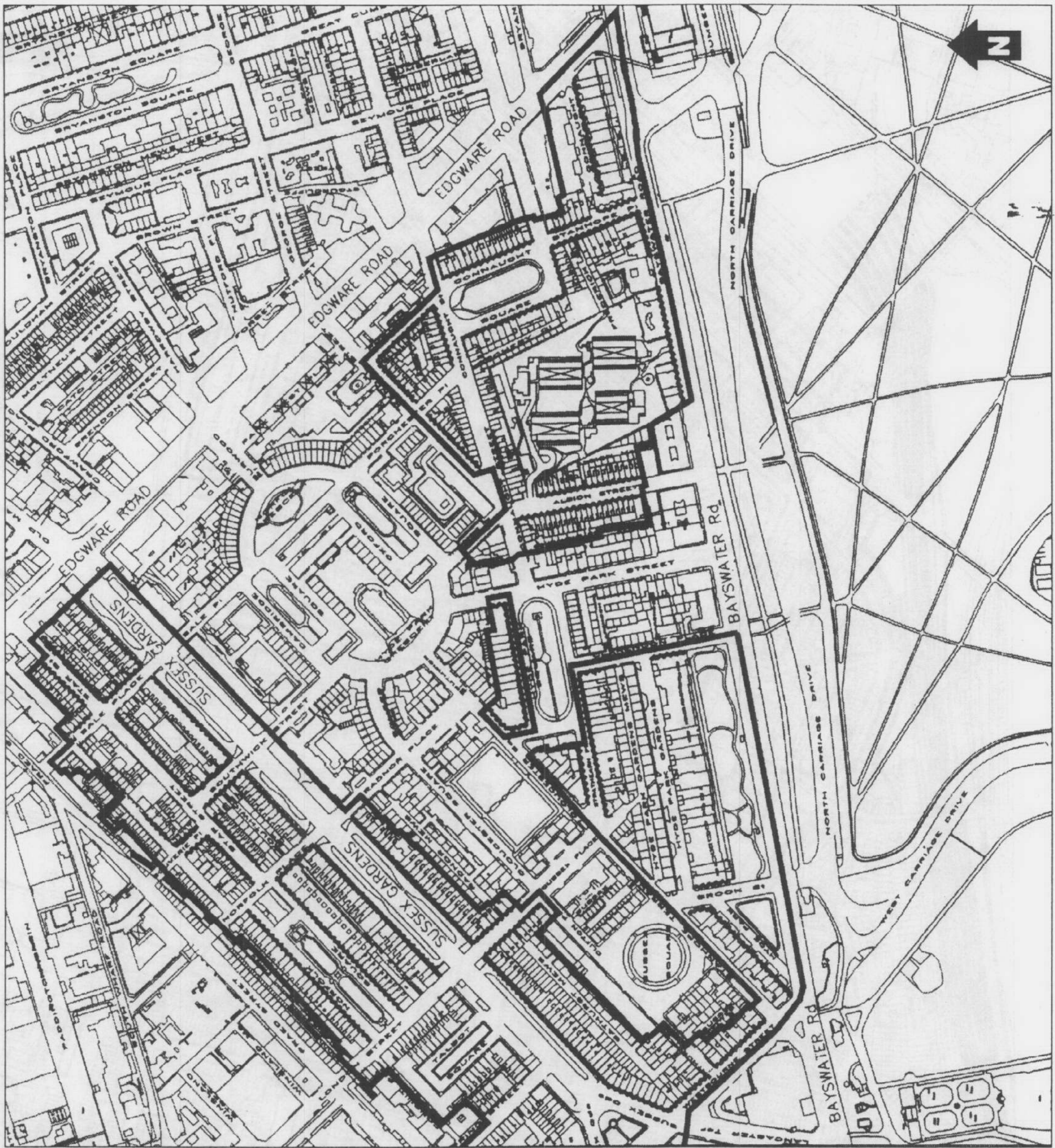
Boundary walls in Gloucester Terrace have an architectural quality and complement the distinctive turreted fronts.



Elaborate Greek Revival backstays to the substantial iron area railings which survive in large numbers in Westbourne Terrace and are a characteristic townscape detail.

Heavily proportioned late Victorian area railings in Inverness Terrace. The scale is appropriate to the architectural bold architectural details of the facade.

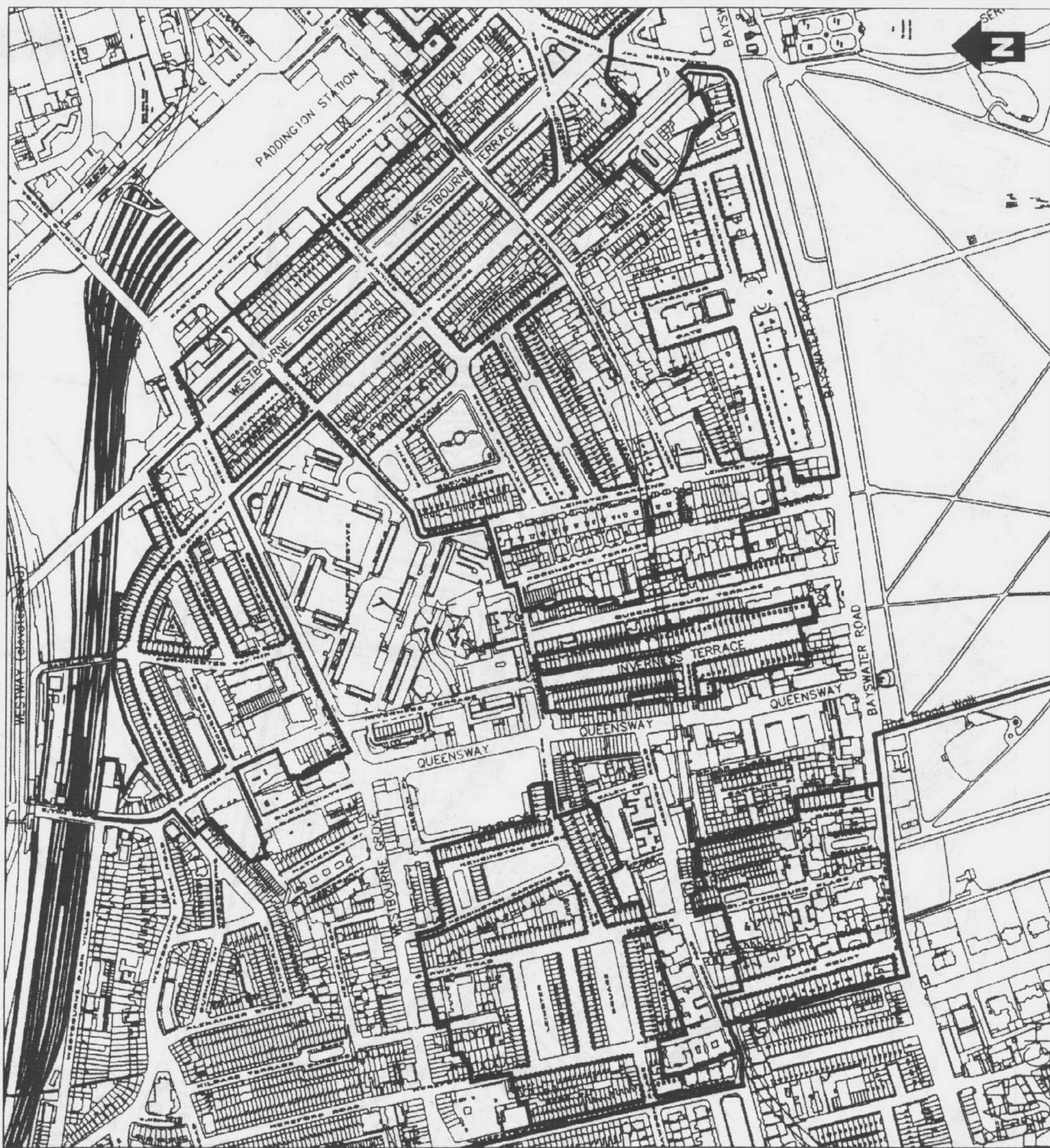




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Figure 5a: Characteristic Local Townscape Details: Railings and Boundary Walls

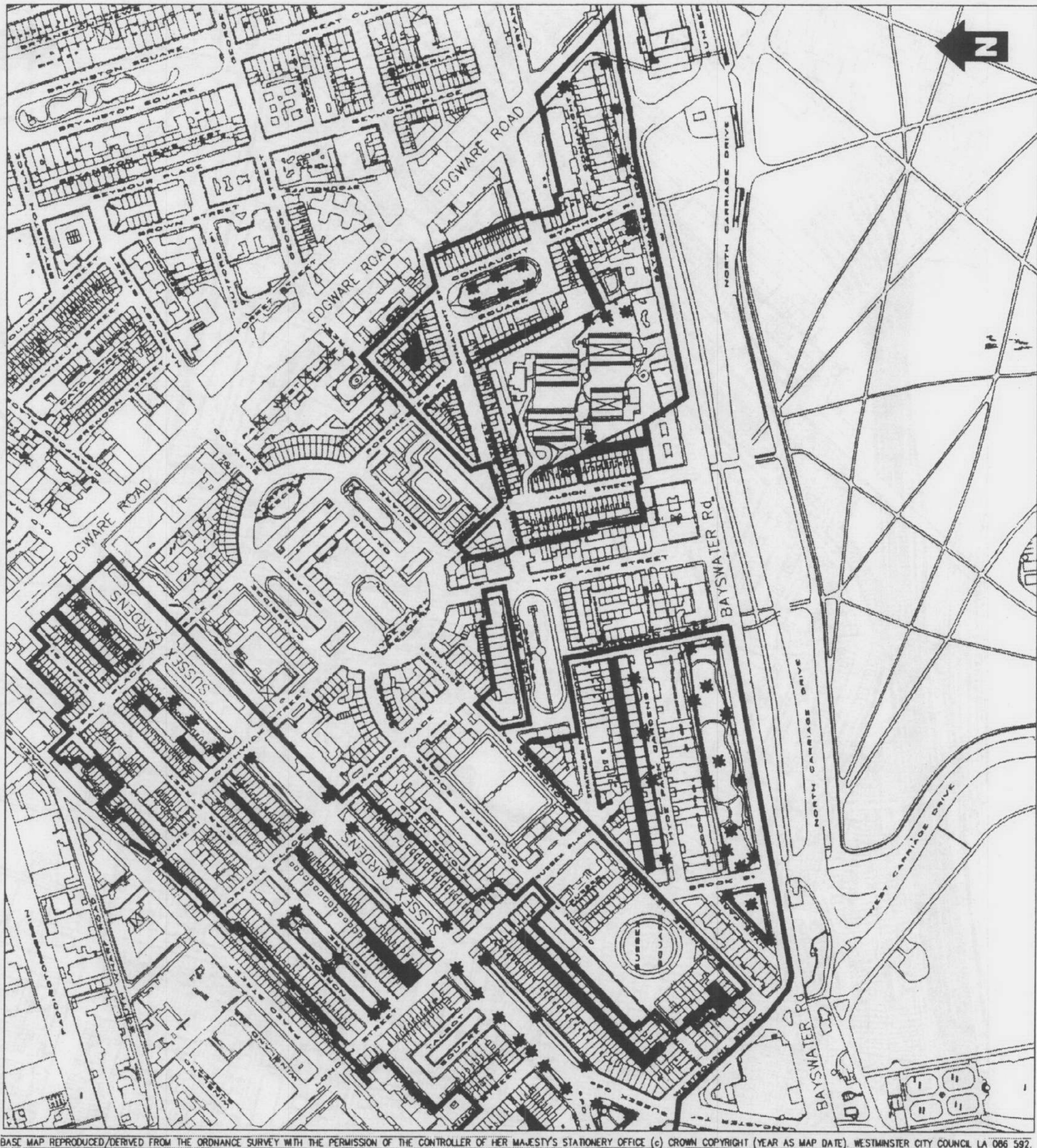
Iron railings and boundary walls are significant townscape features in Bayswater. This map identifies where they survive entirely or in part.



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Figure 5b: Characteristic Local Townscape Details: Railings and Boundary Walls

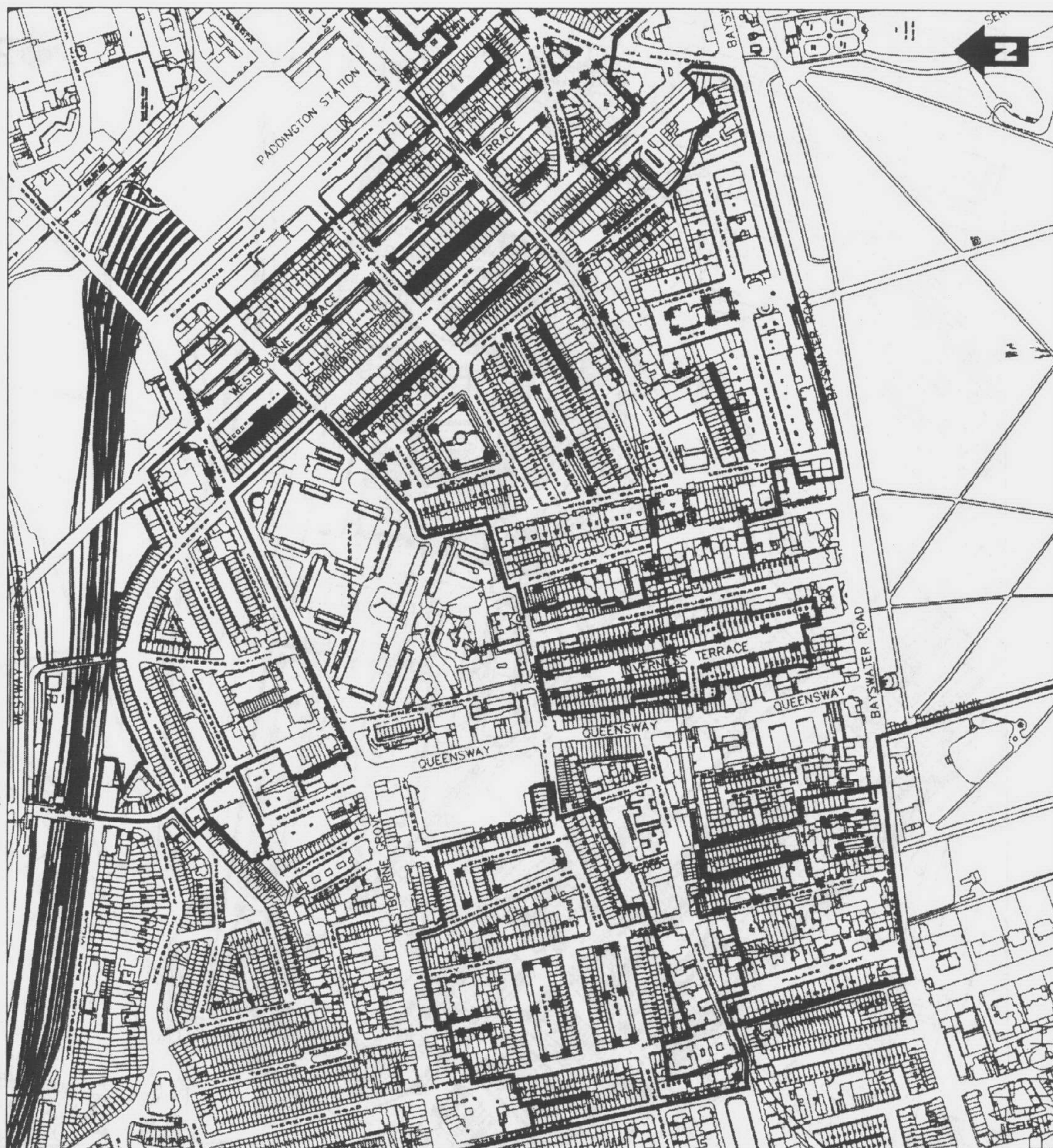
Iron railings and boundary walls are significant townscape features in Bayswater. This map identifies where they survive entirely or in part.



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Figure 6a: Characteristic Local Townscape Details: Trees and Historic Floorscapes (solid shade)

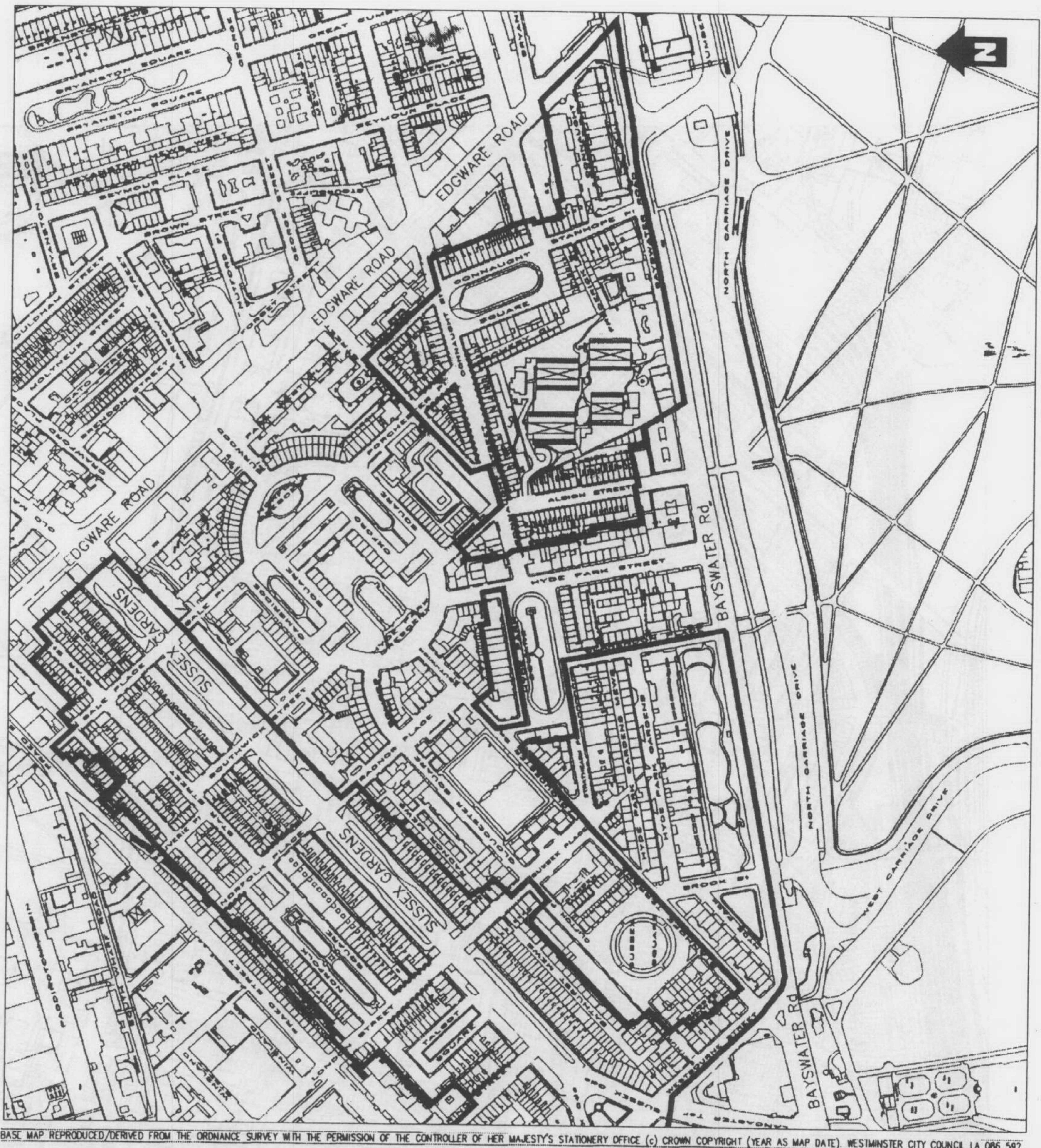
Groups of mature trees make a significant contribution to the townscape of the conservation area in several places. All of the open spaces, the squares of various sizes and shapes, are well treed. And mature trees are an essential component of the townscape in Westbourne Terrace and most of Sussex Gardens. The other streets with significant collections of trees are Hyde Park Gardens, where there is a variety of species giving this row of modest, two-storey cottages an almost arcadian feel, and in Inverness Terrace, just east of Queensway. The trees in Hyde Park Square contribute materially to the setting of the listed terrace on the north side of the square; the square itself does not fall within the conservation area boundary. Similarly the small triangular plaza at the junction of Connaught Street and Titchbourne Row are important to the view along the former street even though the trees themselves are not at present in the area. In the above mentioned places, as in the open spaces and squares, trees enhance local views and help to soften the architectural forms, introducing at the same time a sense of scale. UDP policy DES12 seeks to protect trees which make a significant contribution to the character and appearance of a conservation area. These are explained in greater detail in a special design guide, *Trees and Other Planting on Development Sites*, prepared by the Department of Environment and Planning.



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Figure 6b: Characteristic Local Townscape Details: Trees and Historic Floorscapes (solid shade)

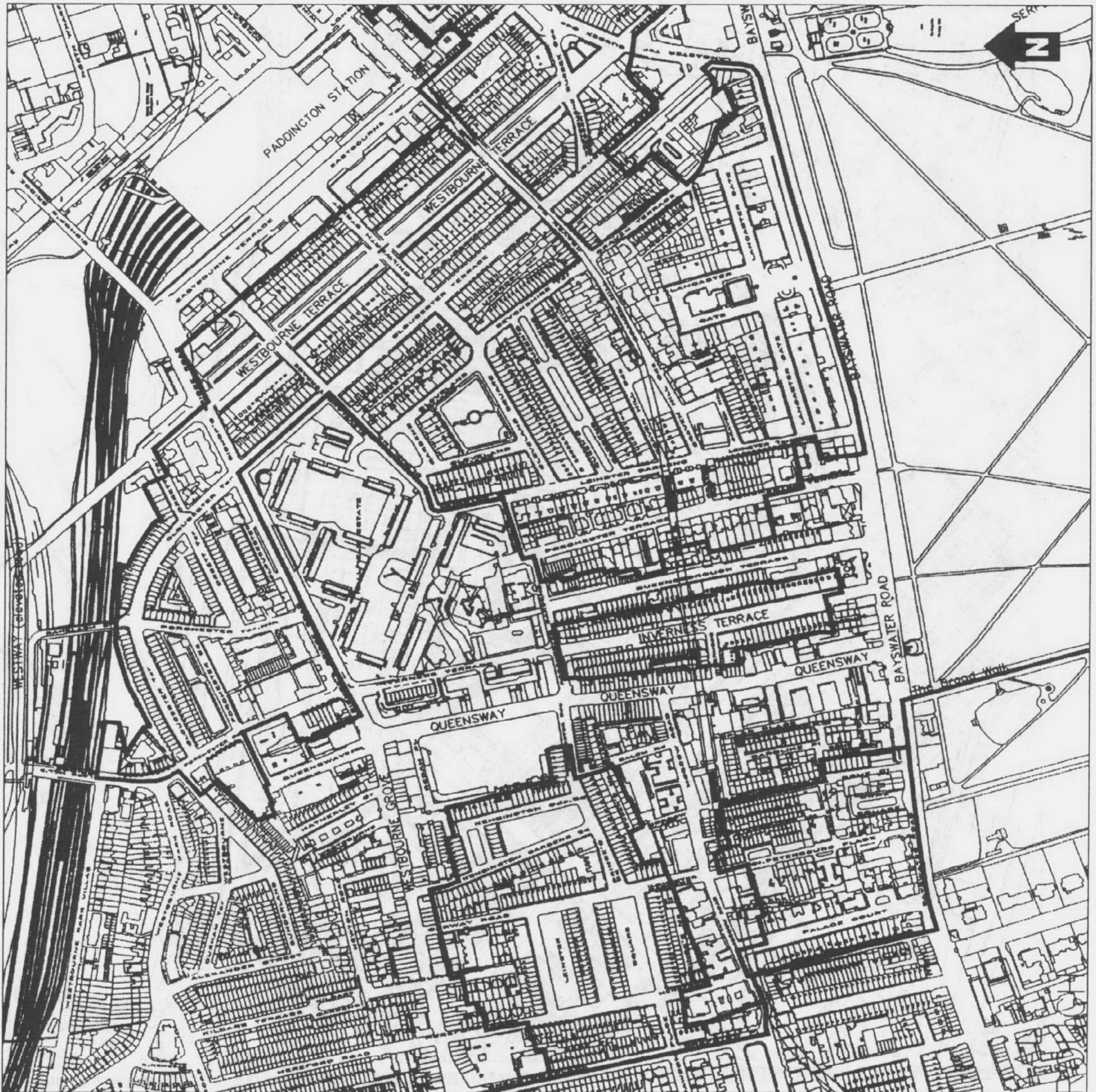
The conservation area also has a significant number of historic floorscapes (granite sets) in its many mews. These are also indicated on the accompanying maps. This paving accords with the character of the surrounding buildings. The repaving of privately owned mews-streets may require the Council's consent. In many cases the Council will insist on the use of traditional materials and the retention of central or side gutters. The special treatment of this paving is considered essential to the character of mews-streets. The City Council's policies in respect of this feature are set down in *Mews. A Guide to Alterations* (1992).



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Figure 7a: Characteristic Local Townscape Details: Historic Shopfronts

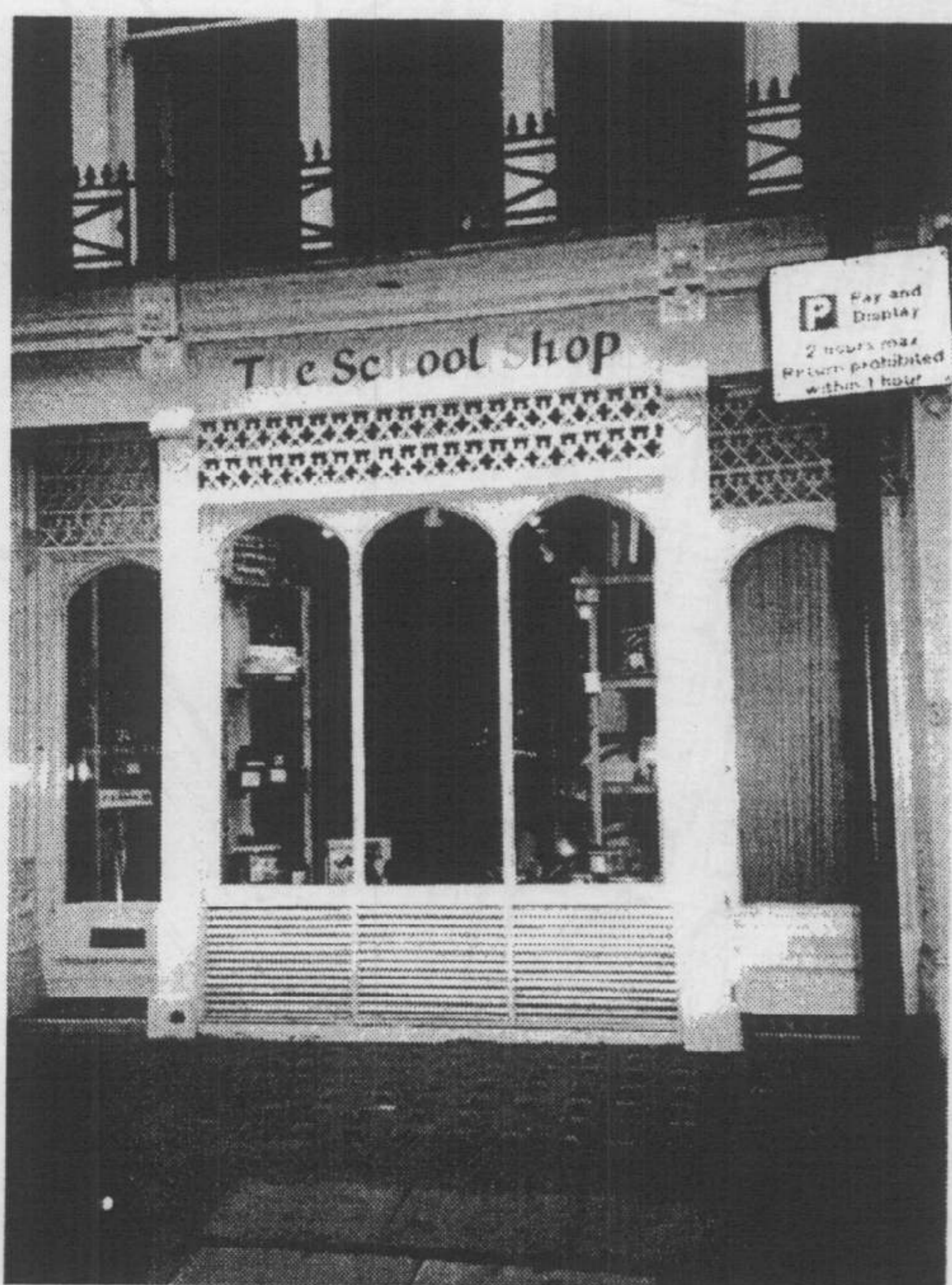
There are good groups of original shopfronts at key points in the residential areas of the conservation area. Where they occur in groups, and Connaught Street is the best example of this, they produce a distinctive mixed-use townscape (in most places there is residential accommodation above) stands in striking contrast to the quieter residential quarters nearby in places like Connaught Square or Sussex Gardens. Most of the historic shopfronts are fairly modest, of a simple softwood fascia, cornice and acanthus brackets to either side. Where the original glazed front survives or has been reproduced in replica, the affect is striking. South of Paddington Station, in London Street and Spring Street in particular, there were originally many mid Victorian shopfronts. There has been some loss over time and unsympathetic new designs. Enough survives within the street to enable accurate reconstructions of the original fronts to be made. Survival of mid nineteenth-century shopfronts is better in Craven Road and Craven Terrace, formerly local shopping streets whose character has been affected by the presence of the station and hotel. The relevant City Council policies concerning historic shopfronts can be found at UDP DES5 & 7. In addition there are two design guides, *Advertisement Design Guidelines* (1992) and *Shopfronts, Blinds and Signs* (1993) both published by the City Council and available on request.



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Figure 7b: Characteristic Local Townscape Details: Historic Shopfronts

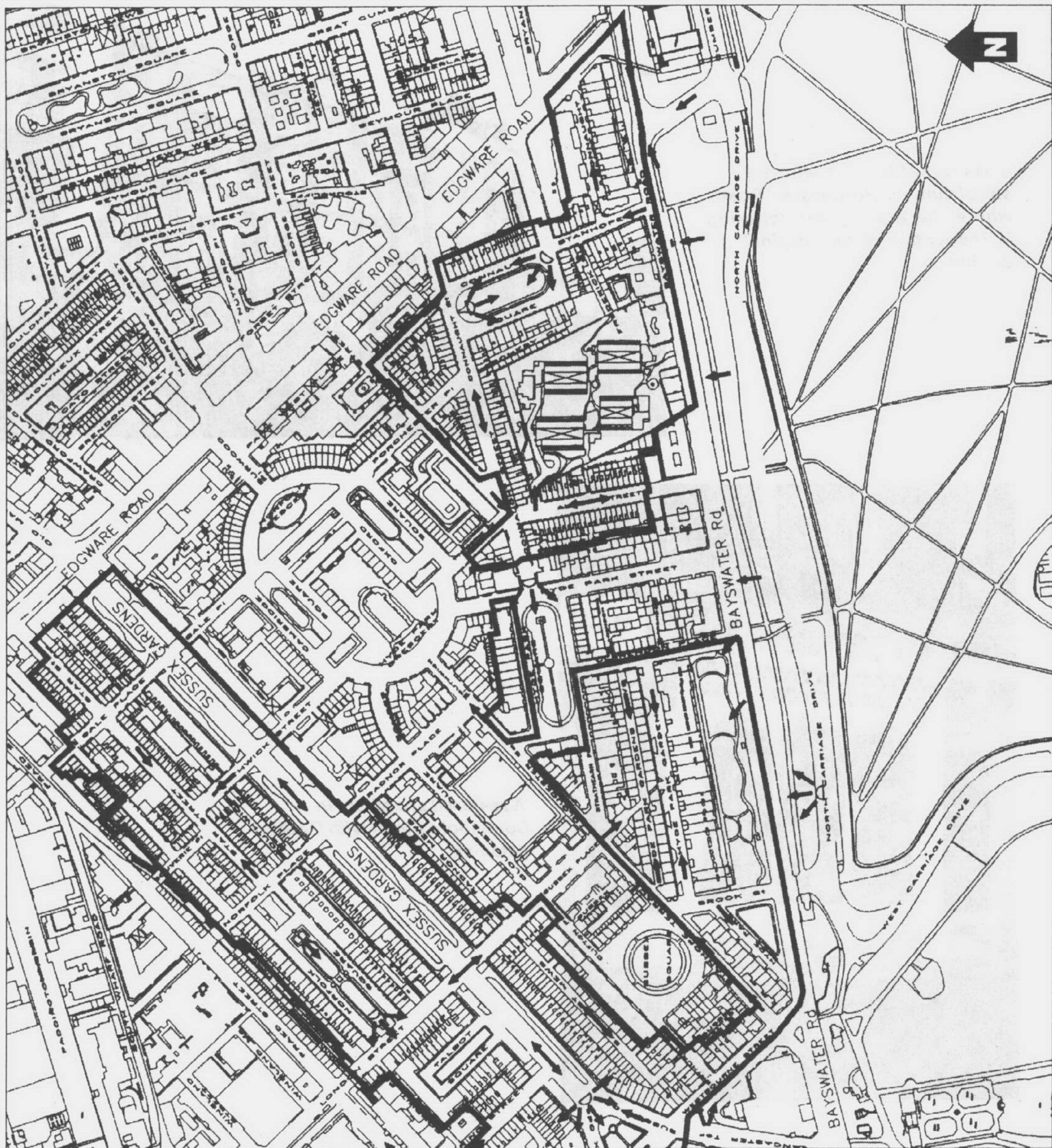
A remarkably little altered shopfront, in Porchester Road, where the awning and lettering is respectful of the original design.



A restored shopfront in Connaught Street with Gothic detailing.

Local shops at the north end of Portchester Road, near the railway cutting. Some have been sensitively renovated.

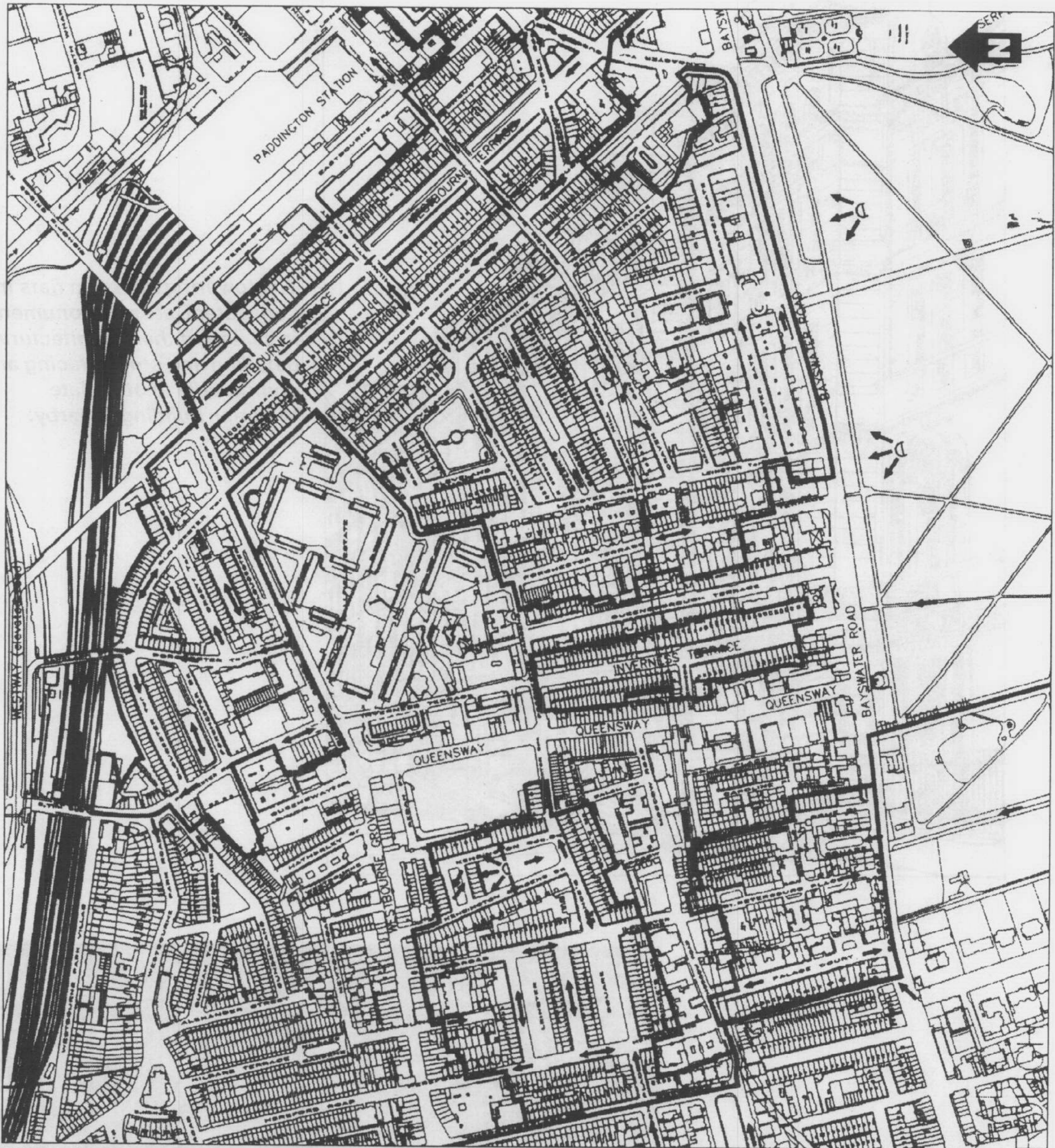




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Figure 8a: Local Views

There are excellent views into the conservation area from Hyde Park to the south (Royal Parks Conservation Area, no. 41), from which point the tall stucco-faced terrace of Connaught Place, Hyde Park Gardens and Lancaster Gate make for particularly striking views. There are good views across the several squares in the conservation area. Connaught Square is especially fine as are the several views in an around Leinster Square and Kensington Gardens Square. The massive boulevards that are Westbourne Terrace and Sussex Gardens are views whose scale and extent are amongst the most dramatic in London. Interesting views are generated where different patterns of development touch one another, at the odd junction, for instance, of Devonshire Terrace and Cleveland Square. There are good views up Craven Hill and Street towards the Great Western Hotel and in both directions in St. Petersburg Place, where it is possible to see two very different place of worship (church and synagogue), one Gothic one Moorish within 100 metres of one another. The effect of the spire of St. James' Sussex Gardens is very fine as one moves down this boulevard. The uniformity of the architecture in certain streets also produces excellent views, in Gloucester Terrace, for example, with its striking sequence of bow fronted houses and turrets, or along Lancaster Gate or Cleveland Square. All of these views are particularly strong where roof lines survive largely unbroken. Policy UDP DES3 specifies the refusal of planning permission for any development which will have a detrimental effect on such local views.



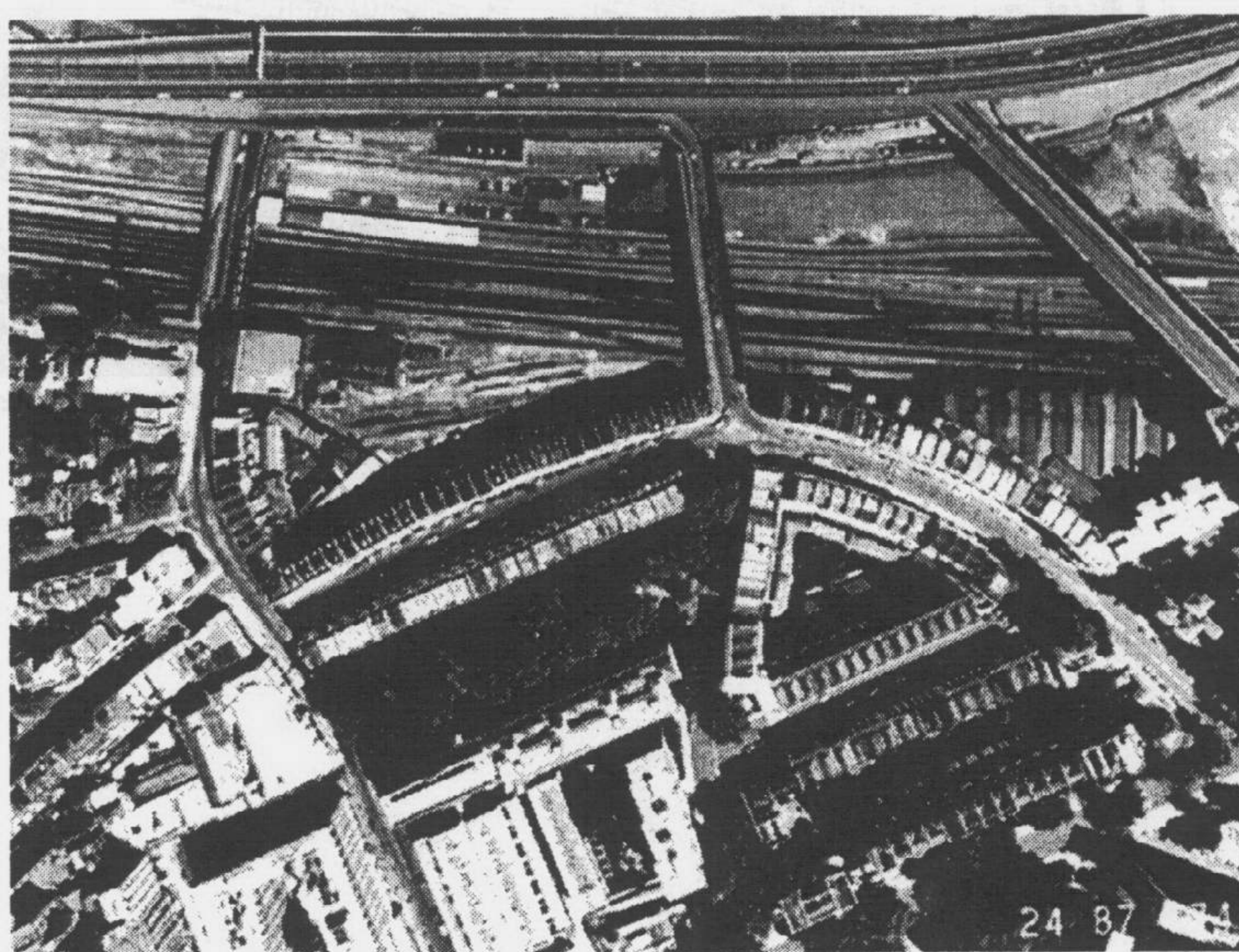
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Figure 8b: Local Views

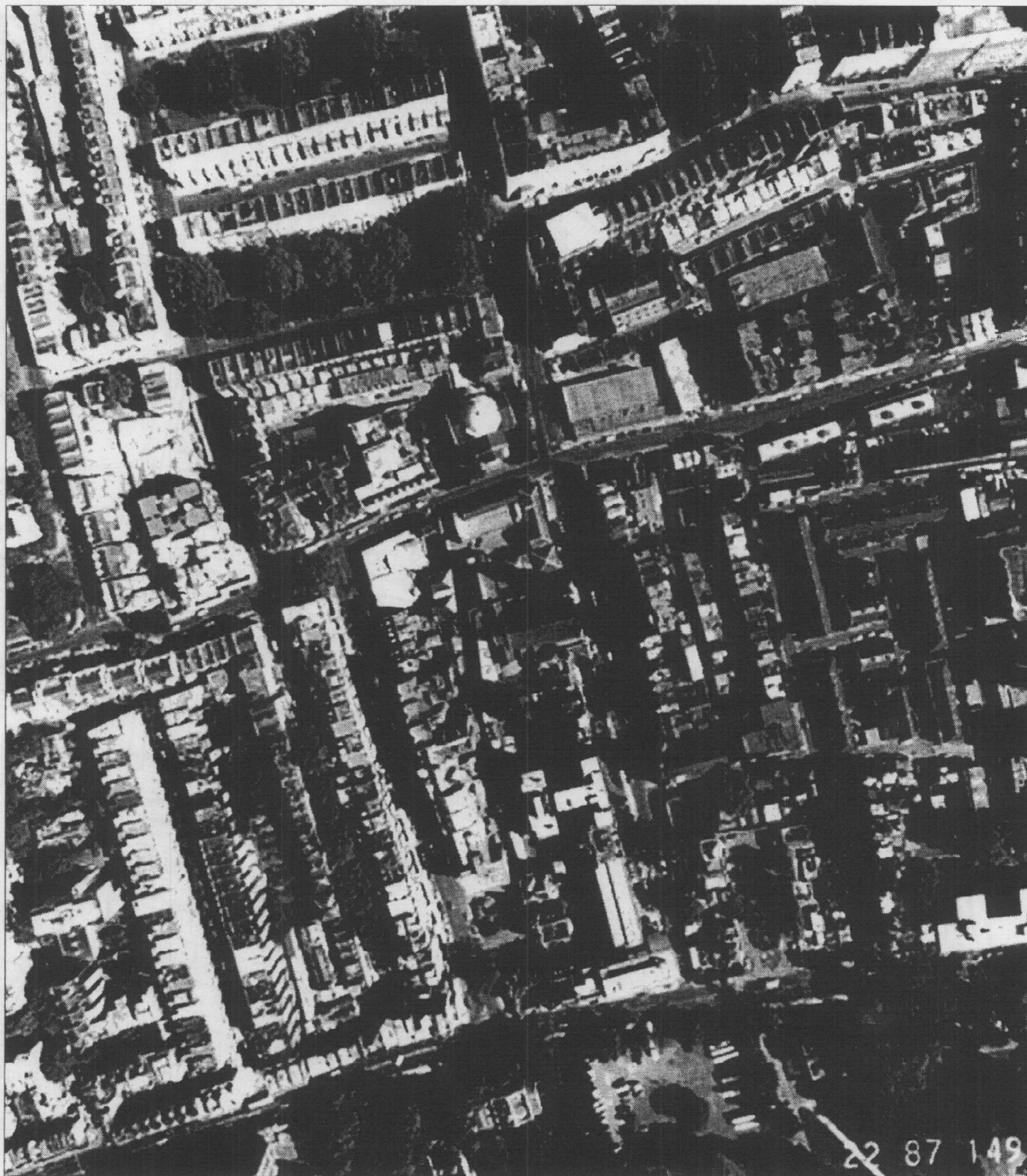


The towering mansion flats in Lancaster Gate are monumental in scale, yet their architectural detailing and stucco facing are comparable to other late Victorian buildings nearby.

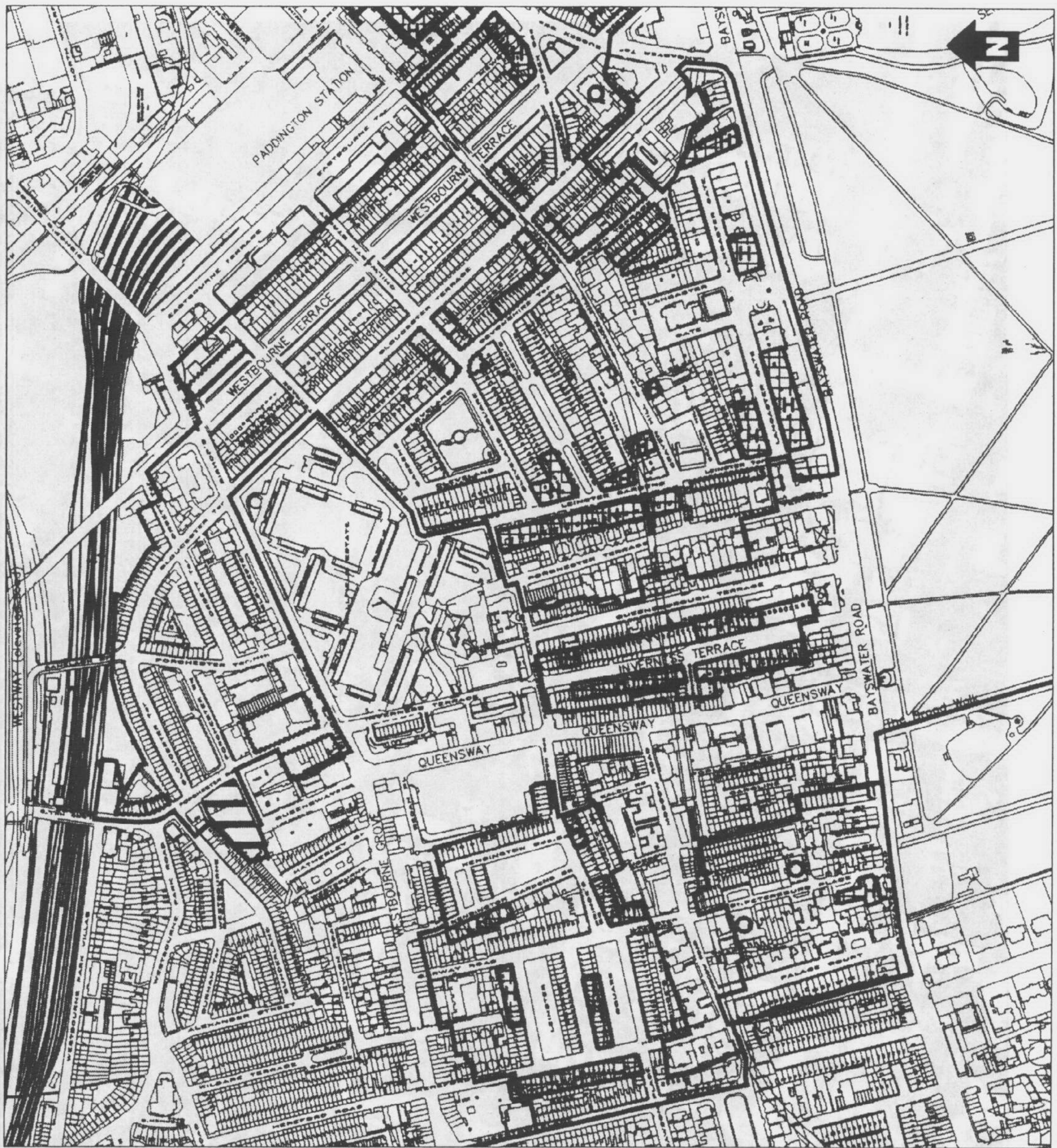
To the north Gloucester Terrace curves gently to the west in response to the Great Western Railway cutting.



24 87



The Orme development forms the westmost part of the conservation area just north of Hyde Park. At the heart of it is St. Petersburg Place with its church and synagogue. Palace Gate, to the west, is a broad and straight street lined with late nineteenth-century houses in the Queen Anne Revival style. At the very top of this view is the distinctive sequence of spaces formed by Leinster, Princes and Kensington Gardens Squares.



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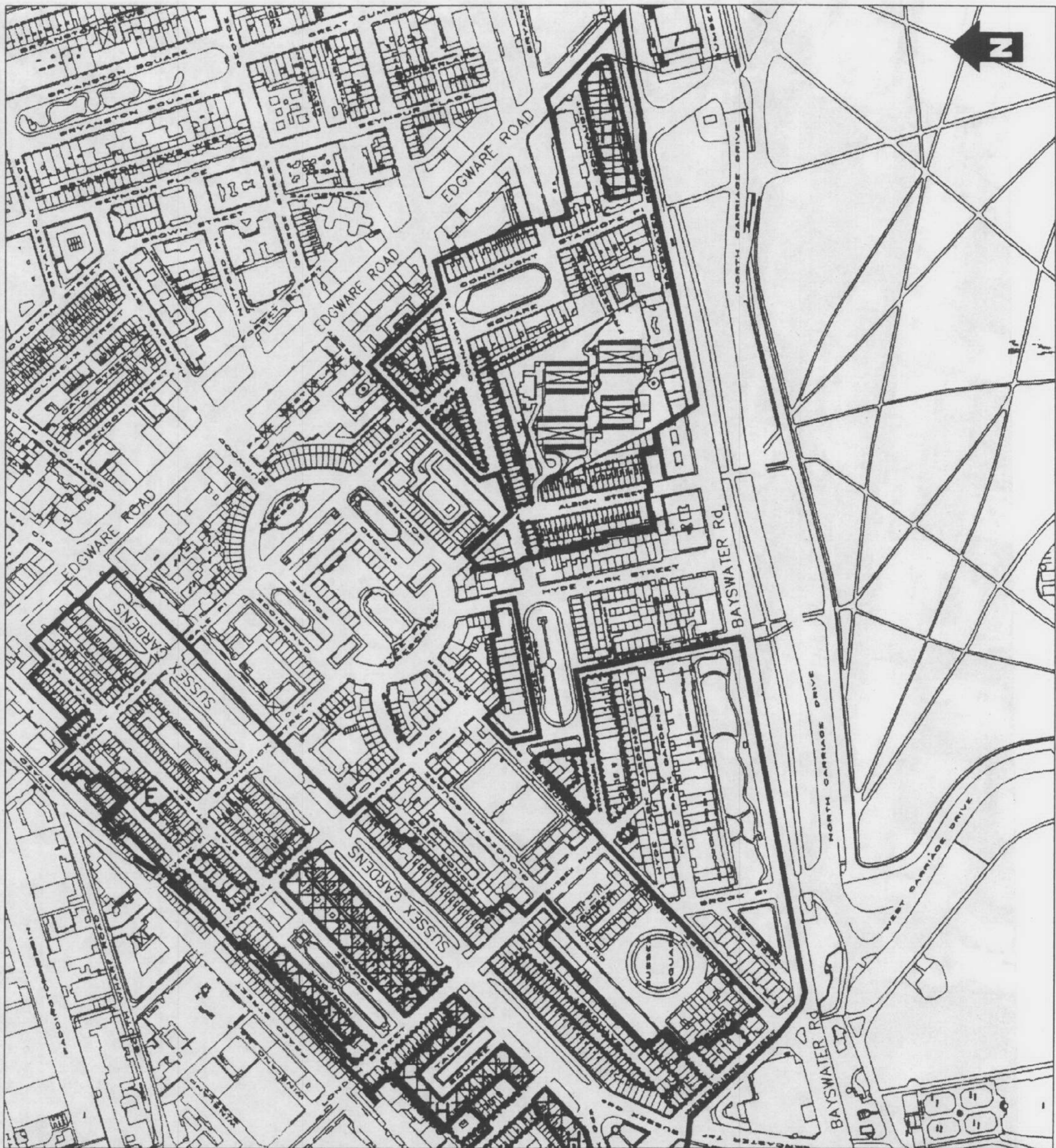
~~~~~ *Mixed commercial /retail/employment some with residential above*

H *Hotel*

O *Worship*

Figure 9a: Characteristic Land Uses

The prevailing character of the conservation area is residential, with several significant concentrations of hotels and bed and breakfast accommodation. The densest settlement of these is in Norfolk Square, Talbot Square and the north side of Sussex Gardens, which has grown up in relation to the rail terminus. Most of these are priced in the mid to low range. Similar establishments are clustered on the fringes of Queensway, on the west side of Kensington Gardens Square, Leinster Square and Princes Square. Inverness Terrace, a very dramatic street, has a high concentration of hotels at its south end on both sides, and on its west side north of Inverness Place. The working stables of Bathurst Mews make a particularly important contribution to the historic character of the area.



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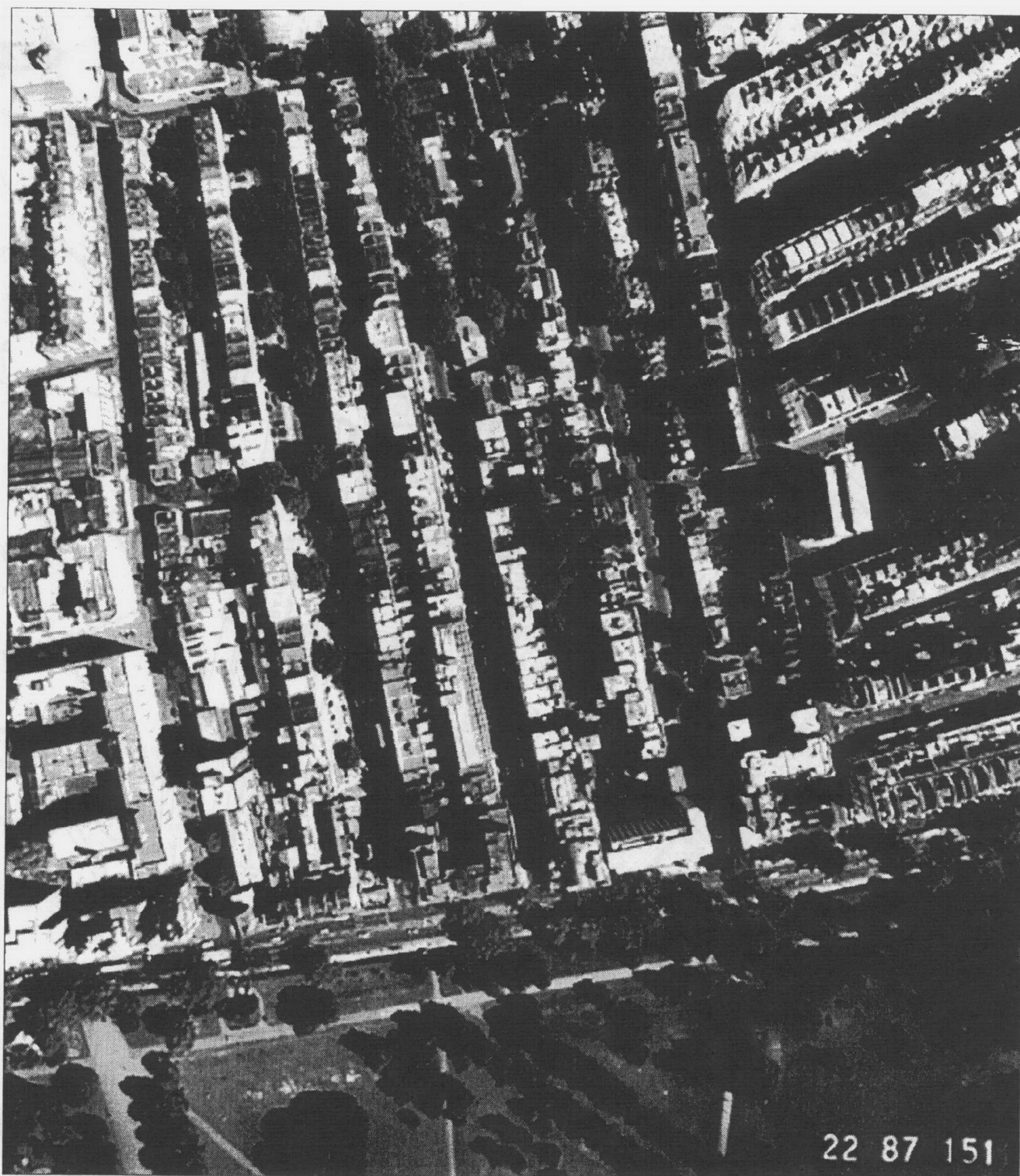
Mixed commercial /retail/employment some with residential above

H Hotel

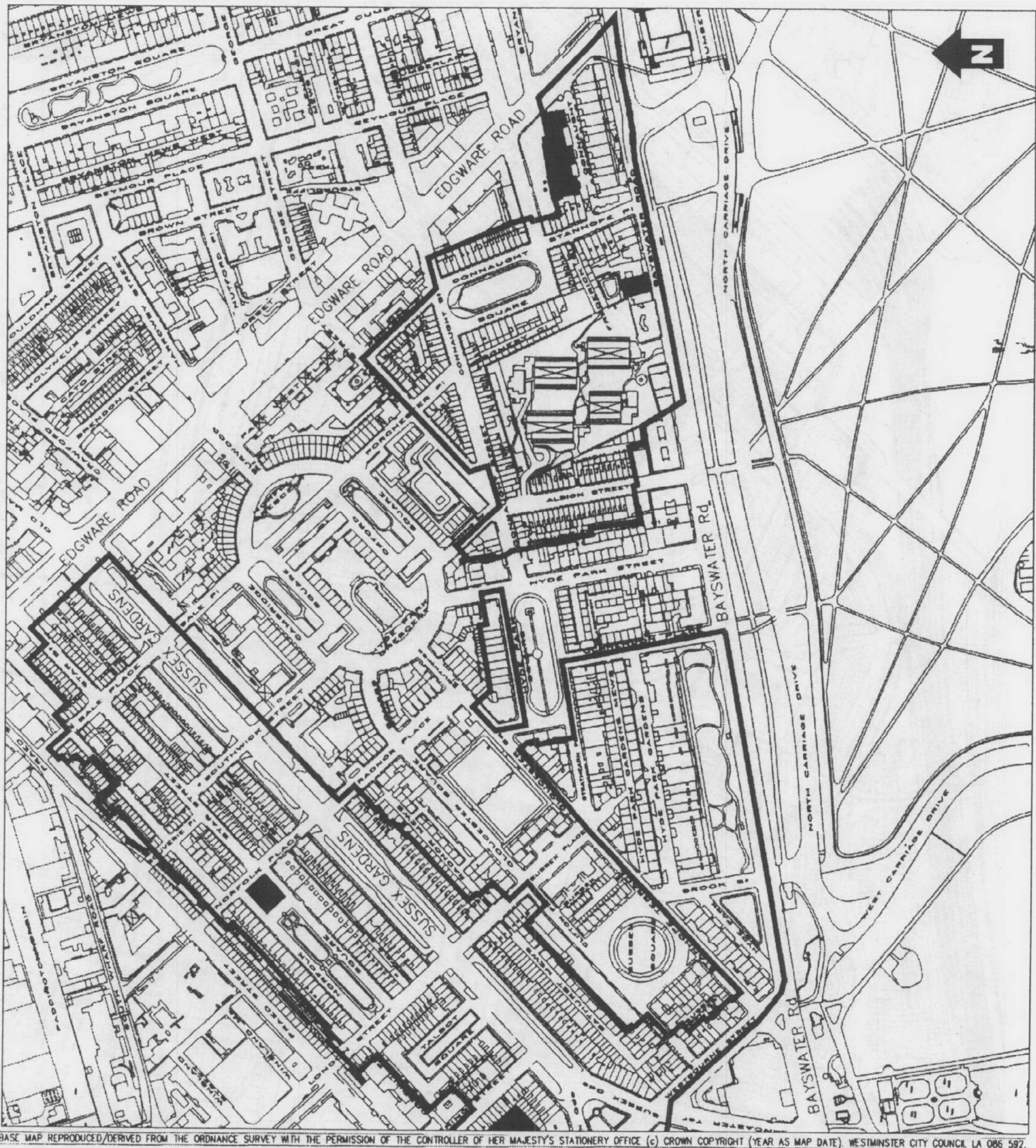
○ Worship

Figure 9b: Characteristic Land Uses

There is comparable development in Leinster Gardens. Beside Hyde Park there are several more expensive hotels, Connaught Place, at the extreme east corner of the conservation area, and then none until Lancaster Gate. There is a modern hotel in Bayswater Road, just west of St. Petersburg Place. Commercial, employment and retail uses are for the most part still concentrated on the original service streets, in Connaught Street, for example, where there are many original shopfronts as well, and then south and west of Paddington Station, London Street, Spring Street, Craven Road, Devonshire Terrace and the west end of Chilworth Street. Here too there are significant survivals of original shopfronts. Most of the mews areas are largely in residential use; however, Bathurst Mews and Lancaster Mews are for the most part in commercial/employment use. Public Houses are important local landmark buildings, but for reasons of scale had to be left off the accompanying maps.



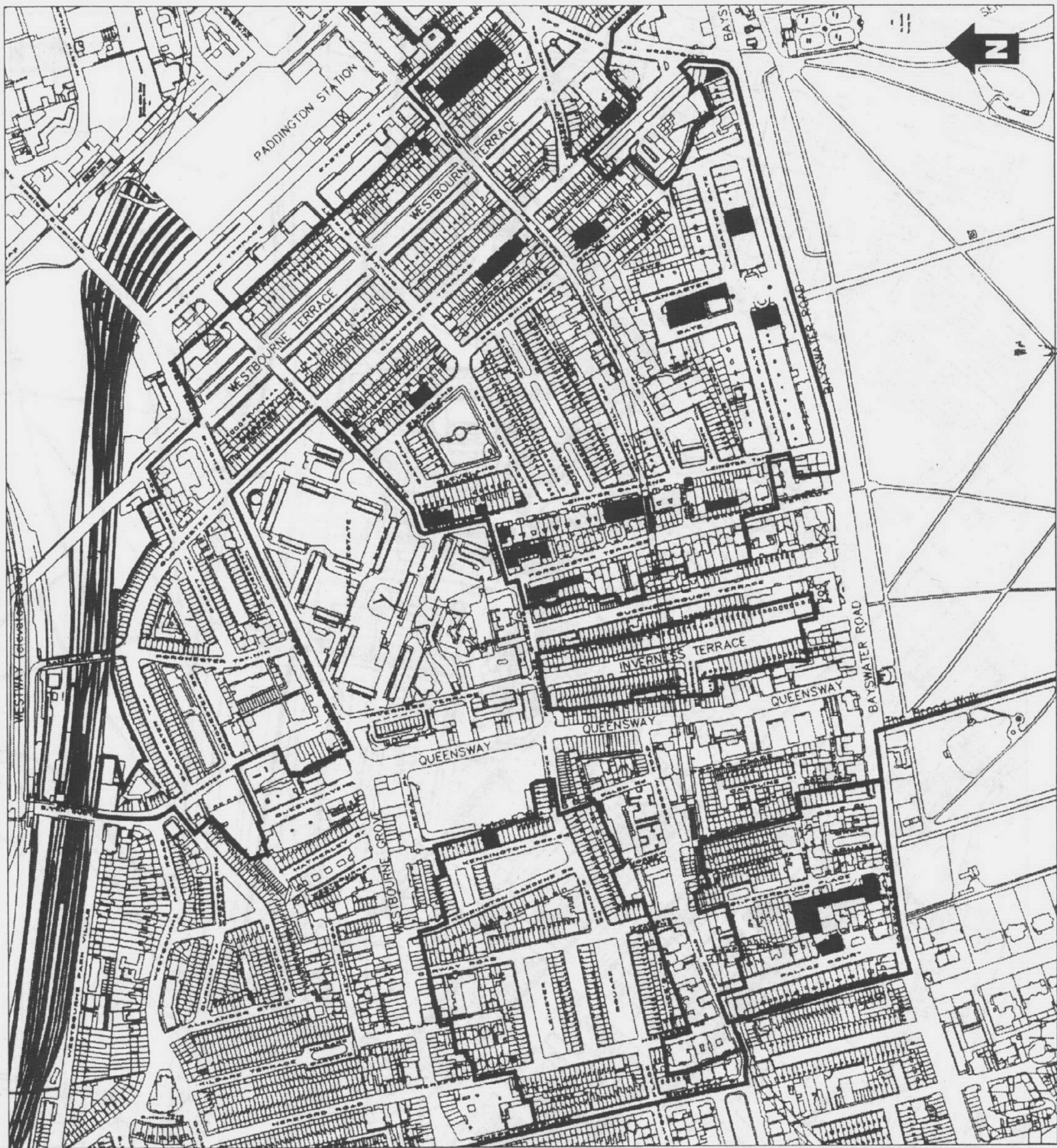
Queensway is to the left of this view and not included within the conservation area. Inverness Terrace to the right, or east, is, and features many fine mid to late Victorian houses, many of which have been converted to hotels.



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Figure 10a: Neutral or Negative Areas

There are far more neutral or negative areas in the western half of the conservation area than the east (shown here), where the original townscape survives with fewer incursions. Many of these sites have been redeveloped after WWII bomb damage. In scale, style and detail these do not respect the prevailing building typologies, nor are they significant works of architecture in their own right. In considering proposals for the redevelopment of these sites the City Council will apply policies DES1E, F & H.



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Figure 10b: Neutral or Negative Areas

There are far more neutral or negative areas in the western half (shown here) of the conservation area than the east, where the original townscape survives with fewer incursions. Many of these sites have been redeveloped after WWII bomb damage. In scale, style and detail these do not respect the prevailing building typologies, nor are they significant works of architecture in their own right. In considering proposals for the redevelopment of these sites the City Council will apply policies DES1E, F & H.

Decision-maker	Date	Title of Report
CABINET MEMBER FOR CITY DEVELOPMENT		Designation of extensions to the Bayswater Conservation Area and the designation of the Queensway Conservation Area
CLASSIFICATION FOR GENERAL RELEASE		Report of
		Director of Planning and Transportation
Wards Involved	Bayswater, Lancaster Gate	
Policy Context	The Civic Review Initiative has a target to adopt 12 Conservation Area Audits as supplementary planning guidance by 2002/03 in order to implement the programme to prepare audits for the City's 52 conservation areas. The review of conservation area boundaries forms part of this process	
Financial Summary	There are no financial implications arising from this report at this stage.	

1 Summary

1.1 National guidance and advice places the responsibility on the City Council to produce detailed appraisals of each of its 52 conservation areas and to consider the designation of further ones. The Council is reviewing its work programme to complete this three stage process. The earlier programme saw the adoption of the Bayswater Conservation Area Audit following a public meeting where boundary extensions to the conservation area and the designation of new conservation areas were proposed and received general support. This report takes on board comments received on a report on the Bayswater Boundary Review put forward put to the Cabinet Member for City Development in January of this year.

2 RECOMMENDATIONS

2.1 That the Cabinet Member for City Development resolves to agree the designation of extensions to the Bayswater Conservation Area and the designation of the Queensway Conservation Area as listed in Appendix

1 of this report under the provisions of section 69 of the Planning listed Buildings and Conservation Areas) Act 1990.

- 2.2 That the Director of Planning and Licensing be authorised to publish a notice of the designation, with the effects of the designation specified, in the London Gazette and at least one local newspaper circulating in the area: to give notice to the Secretary of State for the Environment, Transport and the Regions, English Heritage and the adjoining Boroughs and take such steps as may be necessary to implement the designations.

3 Background Information

- 3.1 A report was put to Sub-Committee on 13 July 2000 recommending the adoption of the Bayswater Audit and to undertake the formal designation process for the extension of the existing Bayswater Conservation Area and the designation of two new conservation areas; Queensway and Paddington Station.
- 3.2 Overall the proposed new Queensway Conservation Area and extensions to the Bayswater Conservation Area were welcomed and a summary of the representations was included with the report of 13 July 2000. Formal analysis was then undertaken of these areas, and further ones suggested during the consultation process.
- 3.3 A report was put to the Cabinet Member for City Development identifying and describing the areas considered suitable for designation as conservation areas and seeking authority to formally consult on the proposals. This was agreed on 29 January 2002. Formal consultation has now been undertaken on these proposals (As shown on the plans in Appendix 1 and described in the text in Appendix 2). The responses received are considered in Appendix 3.
- 3.4 As part of the formal consultation the Council sent out 69 letters with the relevant extracts from the Cabinet Member Report to national bodies, local amenity groups, Ward Councillors and individuals who have expressed an interest in the proposals. 6 letters were received in response. A press notice was also issued asking for comments on the proposed Queensway Conservation Area. There were no responses to this.
- 3.5 Generally there has been support for the proposals particularly from the local amenity groups. There have been three objections which are considered in Appendix 3. These are however not considered to be of sufficient note to change the recommended proposals for areas to be designated; particularly in view of the letters of support received.

4 Detail

Extensions to Bayswater Conservation Area

Monmouth Road and Hereford Road

4.1 This consists of a small number of properties, of the same date as those already included and makes the boundaries of Bayswater and Westbourne conservation areas contiguous and rationalises the boundary on the western side of Hereford Road.

Moscow Road

4.2 This includes the remaining area outside the conservation area to the north, and south up to and including Bayswater Road (excluding proposed Queensway Conservation Area, see below).

Queensborough Terrace

4.3 Queensborough Terrace is an integral part of the street pattern and the initial phase of development. It is proposed to include three additional associated areas in line with responses to the public meeting consultation; 2 Porchester Gardens, No. 3-8 Porchester Gate and the other later developments fronting onto Bayswater Road to the east.

Gloucester Terrace southern end

4.4 The development at the southern end of Gloucester Terrace whilst of a later date than the terraces to the north respects their scale and height and retains a regular building line and street frontage

Praed Street

4.5 The proposal involves the extension of the northern boundary to include the complete southern frontage of Praed Street up to Junction Place to the east and the modern terraced properties fronting St Michael's Street currently outside the conservation between Junction Place and Sale Place.

The Church Commissioners' Hyde Park Estate

4.6 The Church Commissioners' Hyde Park Estate with its sequence of planned squares and crescents is, after Nash's Regent Street and Basevi's Belgrave development for the Westminster Estate, the most important work of Georgian town planning in London. A large part of the existing conservation area contains the bulk of this planned development, much of which is listed; this proposed extension comprising of mainly post-war development.

Queensway Conservation Area

4.7 The Queensway has extraordinary vitality and a memorable townscape with several buildings of considerable architectural interest, most notably Whiteley's. There is a mixed age and style of development, with an assortment of 19th century buildings surviving, the majority having commercial ground floors.

4.8 Porchester Hall and Centre, at the northern end of Queensway, are currently in the Bayswater conservation area and these are now to be included in the Queensway Conservation Area as their date and architectural character are more in line with the buildings to the south.

5 Financial Implications

5.1 There are no financial implications arising from this report at this stage. Expenditure costs will be met from existing revenue budgets.

6 Legal Implications

6.1 Under Section 69 (1)(a) of the Planning (Listed Buildings and Conservation Areas Act) 1990 every local authority "shall from time to time determine which parts of their area are areas of special architectural or historic interest the character and appearance of which it is desirable to preserve or enhance". Planning Policy Guidance Note 15 'Planning and the Historic Environment' interprets this responsibility by advising local authorities to periodically review existing conservation areas and their boundaries.

7 Consultation

7.1 A comprehensive programme of consultation was undertaken, see para. 3.4 above, and this report is in accordance with the original representations. The formal consultation involved English Heritage, national amenity societies, local resident groups, ward Councillors and anyone who has expressed an interest as part of the Audit consultation.

8 Human Rights Act 1998

8.1 The Human Rights Act came into force in England on 2 October 2000. It gives teeth to the European Convention on Human Rights (ECHR), which was ratified by the UK in 1951 and has been in force since 1953. The Act confers the direct protection of English law in relation to Convention rights. For the purposes of the role of a local planning authority the relevant provisions are: Article 2 - right to life, Article 6 – right to a fair hearing, Article 8 - right to respect for private and family life, Article 14 – prohibition of discrimination and Article 1 of the First Protocol - protection of property.

9 Conclusion

9.1 Formal consultation has been undertaken on the proposed extensions to the Bayswater Conservation Area and the designation of the Queensway Conservation Area and detailed analysis has been undertaken of the original areas put forward for designation following public consultation. Overall there has been strong support for their designation as conservation areas.

9.2 The areas put forward for designation in this report are considered to meet the necessary criteria and would benefit directly from conservation area status. The alternative is not to designate the proposed extensions and new conservation area. These areas would then not benefit from the application of conservation area policies and legislation leaving them vulnerable to unsympathetic proposals.

IF YOU HAVE ANY QUERIES ABOUT THIS REPORT OR WISH TO INSPECT ANY OF THE BACKGROUND PAPERS, PLEASE CONTACT GARETH JONES.ON 020 7641 8019; EMAIL ADDRESS gjones@westminster.gov.uk ; FAX NUMBER 020 7641 2338
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BACKGROUND PAPERS

1. Conservation Area Directory, adopted 22 October 1998.
- 2 Bayswater Conservation Area: recommended extensions and new designations, May 1999 (as revised July 2000), by Alan Baxter and Associates.
- 3 Report to Planning and Development Committee, 13 July 2000
- 4 Bayswater Conservation Area Audit, adopted 13 July 2000
- 5 Member for City Development Report, 29 January 2002

APPENDIX 1

AREAS TO BE DESIGNATED AS CONSERVATION AREAS

Map No.
*(see attached
map)*

Extensions to Bayswater Conservation Area

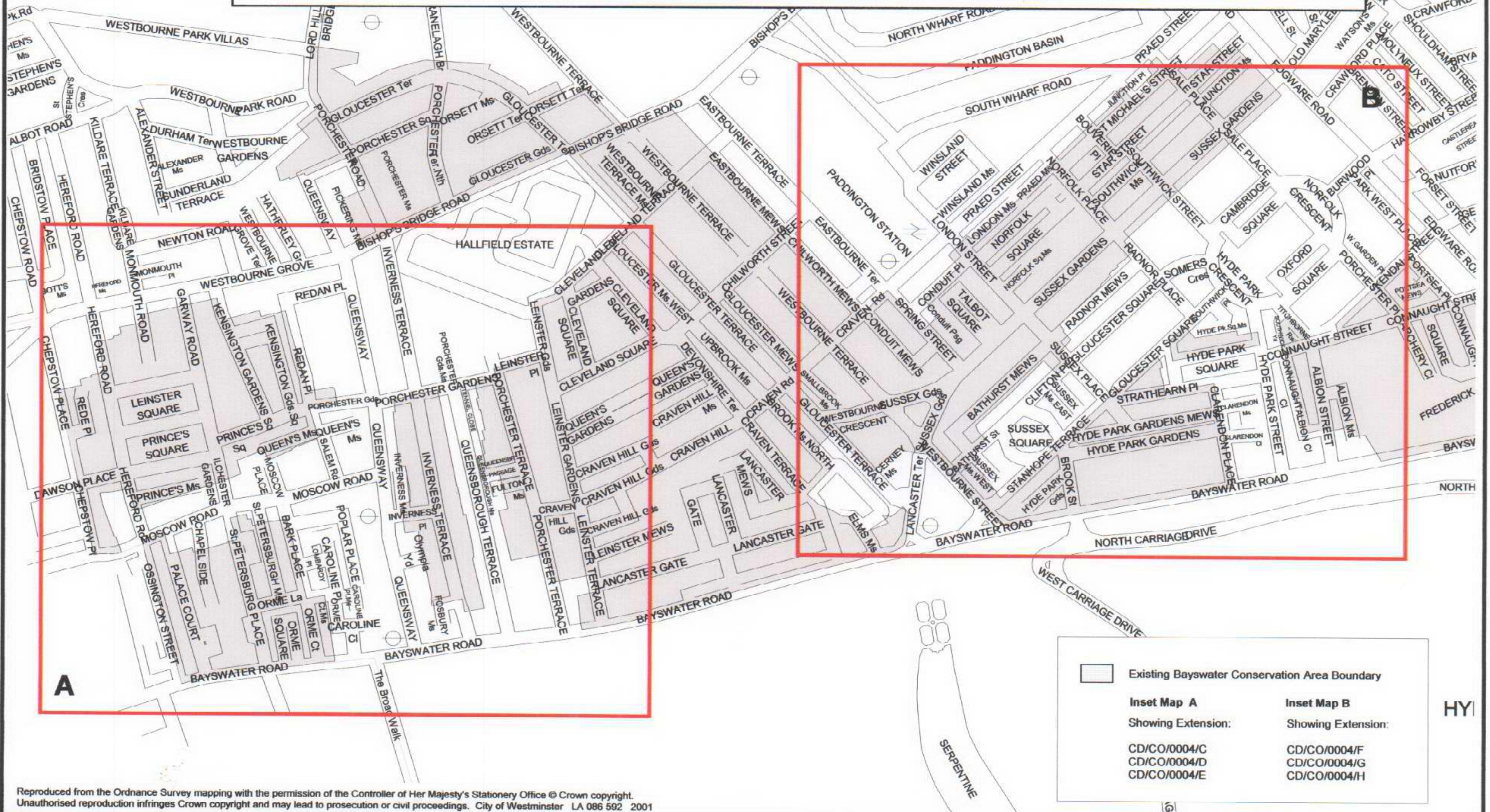
Monmouth Road and Hereford Road	CD/CO/0004C
Moscow Road	CD/CO/0004D
Queensborough Terrace	CD/CO/0004E
Gloucester Terrace southern end	CD/CO/0004F
Praed Street	CD/CO/0004G
The Church Commissioners' Hyde Park Estate	CD/CO/0004H

Designation of Queensway Conservation Area


CD/CO/0053

Proposed Extensions to Bayswater Conservation Area Map No. CD/CO/0004/C-H

Key Map - See Inset A for Western Part and inset B for Eastern Part

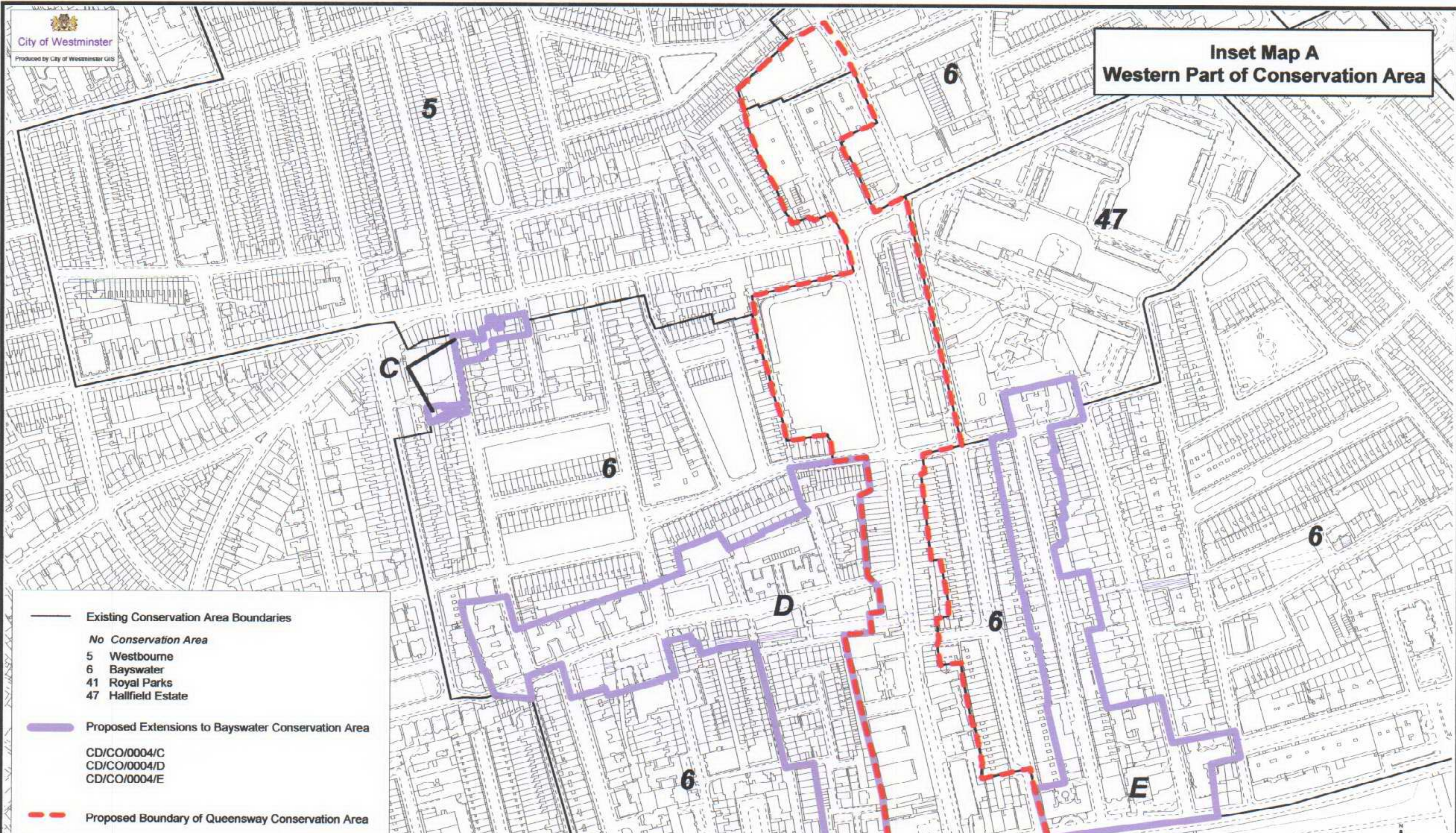


A

	Existing Bayswater Conservation Area Boundary
Inset Map A	Inset Map B
Showing Extension:	Showing Extension:
CD/CO/0004/C	CD/CO/0004/F
CD/CO/0004/D	CD/CO/0004/G
CD/CO/0004/E	CD/CO/0004/H

HY

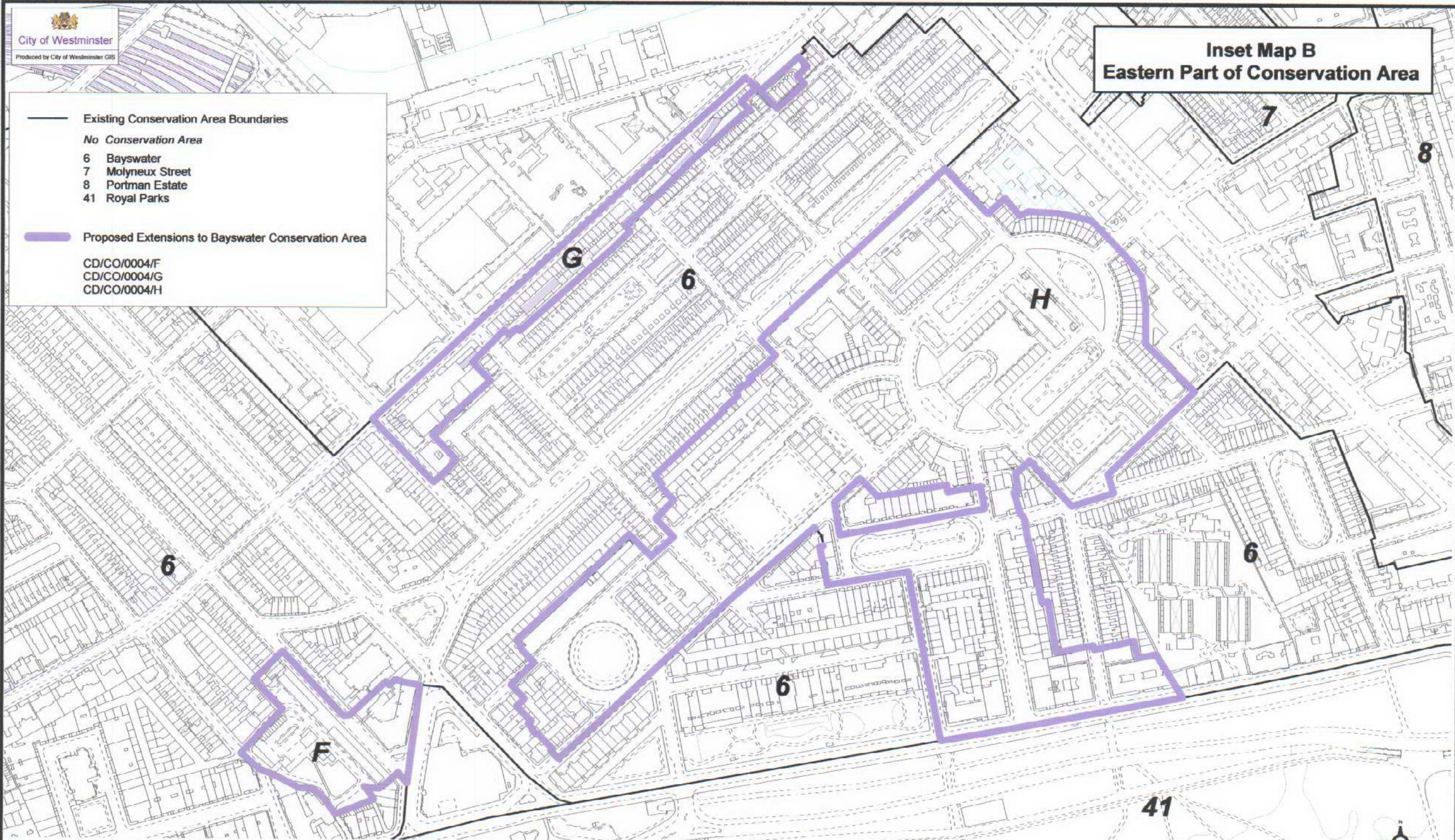
Inset Map A
Western Part of Conservation Area



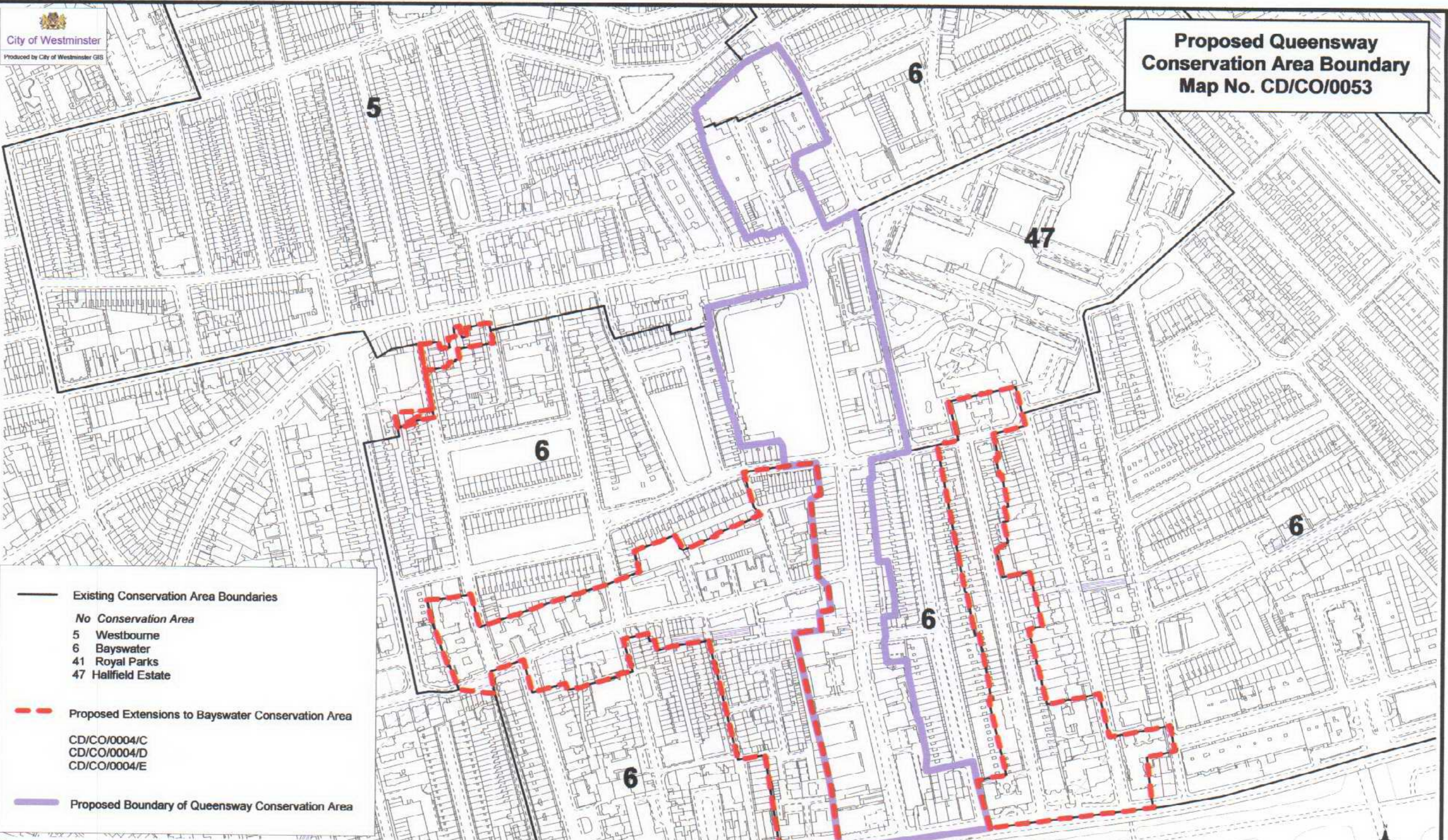
- Existing Conservation Area Boundaries
- No Conservation Area
- 5 Westbourne
- 6 Bayswater
- 41 Royal Parks
- 47 Hallfield Estate
- Proposed Extensions to Bayswater Conservation Area
- CD/CO/0004/C
- CD/CO/0004/D
- CD/CO/0004/E
- - - Proposed Boundary of Queensway Conservation Area

Inset Map B
Eastern Part of Conservation Area

- Existing Conservation Area Boundaries
 - No Conservation Area
 - 6 Bayswater
 - 7 Molyneux Street
 - 8 Portman Estate
 - 41 Royal Parks
-
- Proposed Extensions to Bayswater Conservation Area
 - CD/CO/0004/F
 - CD/CO/0004/G
 - CD/CO/0004/H



**Proposed Queensway
Conservation Area Boundary
Map No. CD/CO/0053**



- Existing Conservation Area Boundaries
- No Conservation Area*
- 5 Westbourne
- 6 Bayswater
- 41 Royal Parks
- 47 Hallfield Estate
- - - Proposed Extensions to Bayswater Conservation Area
- CD/CO/0004/C
- CD/CO/0004/D
- CD/CO/0004/E
- Proposed Boundary of Queensway Conservation Area

APPENDIX 2

DETAILED DESCRIPTION OF AREAS TO BE DESIGNATED

1 Bayswater Conservation Area extensions

C) Monmouth Road and Hereford Road

Some properties at the northern end of Hereford, both west and east sides, and Monmouth Road are not included in the conservation area. These are of a comparable date to those which fall inside the conservation area.

D) Moscow Road and remaining area outside the conservation area to the north, and south up to Bayswater Road

The flats at the top of Palace Court close the view west along this fine road with its many excellent examples of Queen Anne and Arts and Crafts architecture. Whilst of a different style to the key terraced developments these are valued today for their own inherent value, and form an integral part of the fabric of the area. These flats are, moreover, in a sympathetic style contributing to the coherent townscape. Also of note is the listed Greek Cathedral.

Caroline House is a 6 storey 1930's block of flats of brick construction with simple stone surround details to the windows on Bayswater Road. The symmetric composition is articulated through differing fenestration rhythms with balustrading to the larger windows emphasising the centre and ends of the property. To the rear of this is a low scale residential development of houses following a mews form. Of brick construction most properties have timber frame sliding sash windows. This type of development continues up to Moscow road though there are a variety of styles of properties. This predominantly post war neo-Georgian development respects the character of the remaining mews developments in Chapel Side and Caroline Place as well as having a picturesque charm of its own.

The southern side of the western end of Moscow Road shows the influence of Queensway with a block of 1950's flats with retail to the ground floor but the overall character remains distinctly residential. To the north of Moscow Road there is a mixture of development with some 1930's infill continuing an early Victorian terrace. Porchester Gardens is faced by 1950's maisonettes with a mews development to the rear. Fronting Moscow Road are two dominant mansion blocks from the early part of the last century. Austere due to their height and lack of detailing they have simple stone bay windows to the upper floors.

E) Queensborough Terrace and environs

Queensborough Terrace is an integral part of the initial street pattern and phase of development, and has seen the redevelopment of several of the original properties. However, there are many houses in this street which are of comparable architectural quality to those in Inverness Terrace which is in the conservation area. In general the sites that have been redeveloped along this street respect the prevailing scale of the original development phase and do not detract materially from the historic streetscape, particularly when seen from the north.

No. 2 Porchester Gardens is a 4 storey block of flats with mansard roof dating from the 1950's. Fronting Porchester Gardens it is a symmetrical composition with curved bays and corner towers to an open courtyard. Built of a pale brick it retains the original critical casements with Georgian style lights complementing the terraced and villa development to the south. It has a strong presence in Porchester Gardens in views north up Queensborough and Porchester Terraces. There are open views to the sides and rear of the block from the Hallfield Estate Conservation Area and the northern part of Inverness Terrace.

No. 3-8 Porchester Gate is a confident 1930s development of flats on Bayswater Road at the southern end of Queensborough Terrace with landmark qualities. Finished in brick it has an interesting symmetrical composition with stepping back of upper floors providing an articulated skyline.

There are other later developments fronting onto Bayswater Road, outside the conservation area, whose inclusion as part of this extension would rationalise the boundary. These buildings respect the general building line and scale of development along this road. No.1 Porchester Gate is a block of flats built in the 1980's with feature details to the bays and balconies and a curved feature roof with glazed gable end. The Thistle Hotel is typical of commercial development of the 1960's clad in stone with a regular fenestration pattern. On the opposite side of Porchester terrace is Hyde Park Towers, a block of typical late 1970's flats going up to 7 storeys plus a set back top floor.

F) Gloucester Terrace southern end

The development at the southern end of Gloucester Terrace whilst of a later date than the terraces to the north respects their scale and height and retains a regular building line and street frontage. Matiland Court is a 1930's mansion block at the junction of Gloucester Terrace, Lancaster Terrace and Westbourne Terrace. Of red brick with a stone faced ground floor most flats retain their metal casement windows. It sits well on its corner site providing a continuous edge to the block.

On the western side is the L.L.C. Barrie Estate consisting of Carroll, Gilroy and Garson House. Work began on the last block in 1957. These are predominantly 7 storeys and sited around two main open spaces, one landscaped and the other for servicing and parking. The Gloucester Terrace Street frontage, consisting of two of the blocks, is a restrained composition in

brick with banding to the ground floor. The fenestration to the properties follows a regular pattern, that to the integral stair cores following a different pattern emphasising the entrances below with their simple canopies.

G) Praed Street

The modest brick built terraced properties which line Praed Street date from the 1880's. They are of an interesting design and uniform character continuing the terraced form of the residential development to the south. They contrast in terms of their materials and lesser scale to the terraces of the main body of the conservation area. Along the terrace many of the shopfronts remain intact or in part. The faience façade of the London underground Paddington Station is typical of several underground stations built c. 1900, and of comparable quality to ones which have been listed.

H) The Church Commissioners' Hyde Park Estate

The Church Commissioners' Hyde Park Estate with its sequence of planned squares and crescents is, after Nash's Regent Street and Basevi's Belgrave development for the Westminster Estate, the most important work of Georgian town planning in London. A large part of the existing conservation area contains the bulk of this planned development, much of which is listed. As attitudes towards conservation have changed developments and buildings of more recent dates are now valued for their inherent qualities and their contribution to the townscape of an area. The plan form and much of the built fabric of this area are therefore of value.

Redevelopment began in this area in the 1920s and 1930s as leases fell due. A more comprehensive masterplan was drawn up by Antony Minoprio in 1956 though the full implementation of this scheme was checked by the growth of the statutory controls aimed at protecting the historic environment. Fortunately, Minoprio's plan stuck to the original street layout of the early 19th century. Most of the architecture is good of its kind, well mannered post-war building, which in places relates well to the earlier houses.

The development in Hyde Park Crescent facing St John the Evangelist, a fine listed gothic revival church by C J Fowler, provides a most attractive and interesting townscape of inherent value. The houses in Norfolk Crescent are extremely good examples of post-war neo-Georgian design, made from high quality materials and well proportioned. There are comparable examples of sensitively scaled, low density neo-Georgian dwellings in Hyde Park Street and on the south side of Hyde Park Square.

The blocks to the south of this area on Bayswater Road, facing the Park are of a greater scale. They are included in order to rationalise the boundary and also because they retain a uniform appearance and are sympathetic in design and materials to the overall built form of the conservation area.

Later phases of development to the north-east within the original street plan includes three tower blocks. Although of a dramatically different scale to their surroundings their impact on the character of the conservation area is minimised in many of the views. There are lower scale blocks flanking Sussex Gardens and similar development to the east of Oxford Square; their integral open spaces and landscaping inkeeping with the spirit of the original layout. They are well maintained and retain a uniform appearance.

Gloucester Square and Sussex Square continue the original plan form to the south west and form an interesting series of spaces. There is a variety of development surrounding the square ranging from the original 19th century terraces (already included in the conservation areas) to interwar and post-war blocks of a sympathetic scale. They contribute positively to the overall townscape having regular rhythms to the facades and adding to the residential character of the development surrounding the garden square. The west and east sides of Sussex Square is a noteworthy early example of conservation architecture as an interesting post-war attempt to capture the mood and character of historic development. This extended to the provision of a mews development on the pattern of a historic one.

2 Queensway Conservation Area

The Queensway has extraordinary vitality and a memorable townscape with several buildings of considerable architectural interest, most notably Whiteley's. Unaltered mansion blocks and intact uniform terraces of a variety of ages provide a strong and coherent townscape to the upper floors.

The boundary to the west adjoins that of Hallfield Estate and Bayswater conservation area along its length including the frontage to Bayswater up to the centre of Inverness Terrace. The eastern boundary runs south from Porchester Gardens and takes in the curtilage of the properties facing Queensway and adjoins the proposed extension to the western section of the Bayswater conservation area. To the north of Porchester Gardens it adjoins the Westbourne Grove Conservation Area Boundary up to the former Porchester Baths.

Southern end west side

The turn of the century feature building (incorporating the Queensway London Underground Station) at the junction with Bayswater Road is of red brick with faience detailing in a toned down baroque style.

This is followed by two 1930s mansion blocks running almost up to the Bayswater London Underground Station. Queen's Court is the larger of the two with Princess Court the second block to the north. Of a similar design they are of brick construction with stone detailing. Both retain their original timber sash windows.

Beaumar Mansion to the north of the Bayswater London Underground Station is an Edwardian terrace which forms an intact group up to Porchester

Gardens with commercial ground floors. To the north of this is the listed Whiteley's the corner tower of which is evident in views from the south.

Southern end east side

Consort house of 1972 by Owen Luder consists of a ten storey terrace over a five storey podium is at the southern end on the eastern side. This is followed by a mixture of properties dating from the mid 19th century, some finished in stucco . There is also the Our Lady Queen of Heaven Catholic Church of stone construction.

To the north of Inverness Place there is a long run of terraced properties circa. 1860s built of stock brick with stucco detailing including typical Italianate window surrounds. This block has strong townscape value and a number of original shopfronts.

To the north of Porchester Gardens opposite Whiteley's there is a late 50's early 60's mixed use development with residential flats to the upper floors retaining a uniform appearance above a retail frontage.

Northern end

It is proposed that the boundary should include both sides of the street from Bayswater up to and including the old Fire Station and TGI Fridays north of the junction with Westbourne Grove and Bishop's Bridge Road. Porchester Hall and Centre (the former Porchester Baths) at the northern end of Queensway are currently in the Bayswater Conservation Area. They will now be included in the Queensway Conservation Area as their date and architectural character are more in line with the buildings immediately to the south.