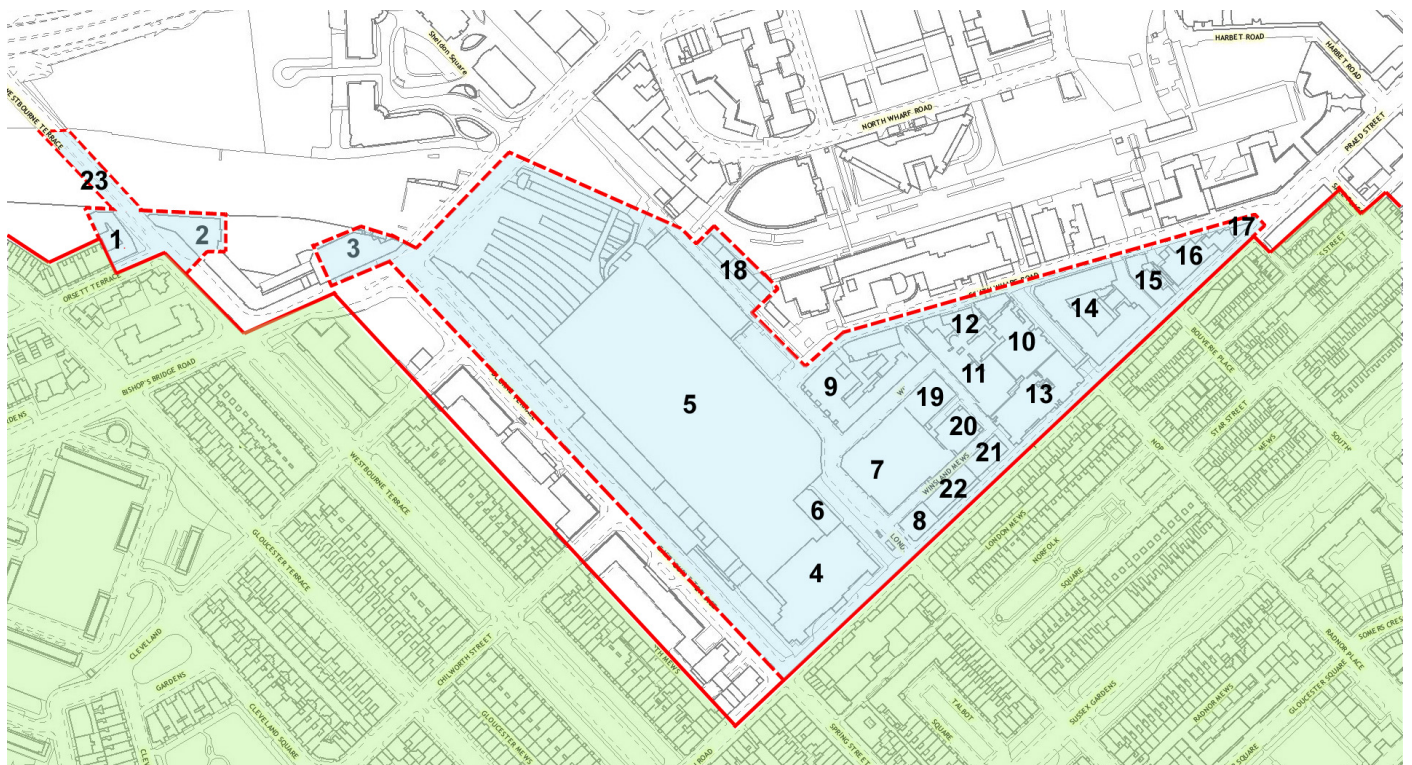


APPENDIX 4: Description of extension area

1 Introduction and Boundaries

Bayswater is a large conservation area, first designated in 1968. Its development has been strongly influenced by the railway and canal and the proposed extension would recognise the continuing links and influence between the areas. The boundaries of the extension and main buildings within it are shown on the map below. As a result of the consultation the boundaries have been slightly amended and three additional buildings/structures have been included: Westbourne Court on Orsett Terrace, Westbourne Bridge and The Bays which are located on South Wharf Road by the canalside.

The following description of the extension area has been taken from the consultation report, with some amendments to reflect comments received and provide further detail. This includes an assessment of which buildings should be identified as unlisted buildings of merit. If agreed all information, maps and photographs within this report will be used to inform an updated Bayswater and Paddington Conservation Area Audit which will be the subject of further consultation.



1. Westbourne Court, Orsett Terrace
2. Enterprise House, Westbourne Terrace
3. 4-18 Bishop's Bridge Road
4. Great Western Hotel (London Hilton Paddington), Praed Street
5. Paddington Station, including the 'Lawns' and offices along Eastbourne Terrace
6. 1930s Paddington GWR Offices, London Street
7. Post Office Site, London Street
8. Quality Crown Hotel Paddington, No. 144 Praed Street
9. Former Mint Stables, Winsland Street
10. Cambridge Wing, St Mary's Hospital
11. Mary Stanford Wing, St Mary's Hospital
12. Lindo Wing, St Mary's Hospital
13. Clarence Memorial Wing, St Mary's Hospital
14. School of Medicine, St Mary's Hospital
15. Salton House, St Mary's Hospital
16. Praed Street Clinic, St Mary's Hospital
17. Former Grand Junction Arms Public House, Praed Street
18. The Bays, Paddington Canalside
19. Out Patients, St Mary's Hospital
20. Jefferies Wing, St Mary's Hospital
21. Winston Churchill Wing
22. Post Office Building, 130-142 Praed Street
23. Westbourne Bridge

2 Description of character and justification for designation

The extension area comprises an important group of Victorian and early 20th century transport-related and other public buildings. These include a number of attractive townscape buildings which are also of significant historic interest. Their architecture is varied in detail and scale, though most buildings are in brick and stucco and of a relatively large scale. Together they form an interesting townscape group, with buildings which individually are good examples of their type and collectively demonstrate the evolution of the area.

The presence of Paddington Station has strongly influenced the area and the buildings within the immediate vicinity are associated historically in use terms - including hotels, the Great Western Railway Offices, the former stables (now the Mint Wing of the hospital) and small warehouse buildings. In recognition of the outstanding interest of the area, the station is on the revised UK tentative list as part of the proposed designation of a number of sites including Paddington, along the Great Western Railway Route as a World Heritage Site. The wider area around the station is important as part of the gateway to the proposed World Heritage Site and the railway continues to influence the character of Bayswater Conservation Area as a whole today.

The original St Mary's Hospital dates from the same period as the station, having been established 1843-1851 and today the site includes a number of buildings of interest dating from the Victorian era to the 1930s. These make a significant contribution to the local townscape and are similar stylistically and in date to the rest of the buildings within this part of Bayswater. Some later 20th century infills and accretions within the hospital complex give an incoherent appearance in places but overall it is of interest.

The history of Bayswater, the railways and the canal are intertwined. The development of the canal at the beginning of the 19th century was the original stimulus for the development of the whole area, stretching from Hyde Park north to Paddington during the Victorian era. Immediately adjacent to and part of the setting of the area is the Grand Union Canal, and some small canalside warehouse buildings have been included to recognising the importance of this link.

The area is therefore of significant architectural and historic interest. This special interest was not fully recognised at the time of the original conservation area designation when Late Victorian, early 20th century buildings and industrial heritage were often undervalued. Further information on history and individual buildings within the area is set out below.



Above, View of Praed Street, the hospital buildings on the right-hand side proposed for inclusion, (lefthand side already within Bayswater). *Below*, looking towards the former sorting office and Crown Hotel from within the Bayswater Conservation Area.

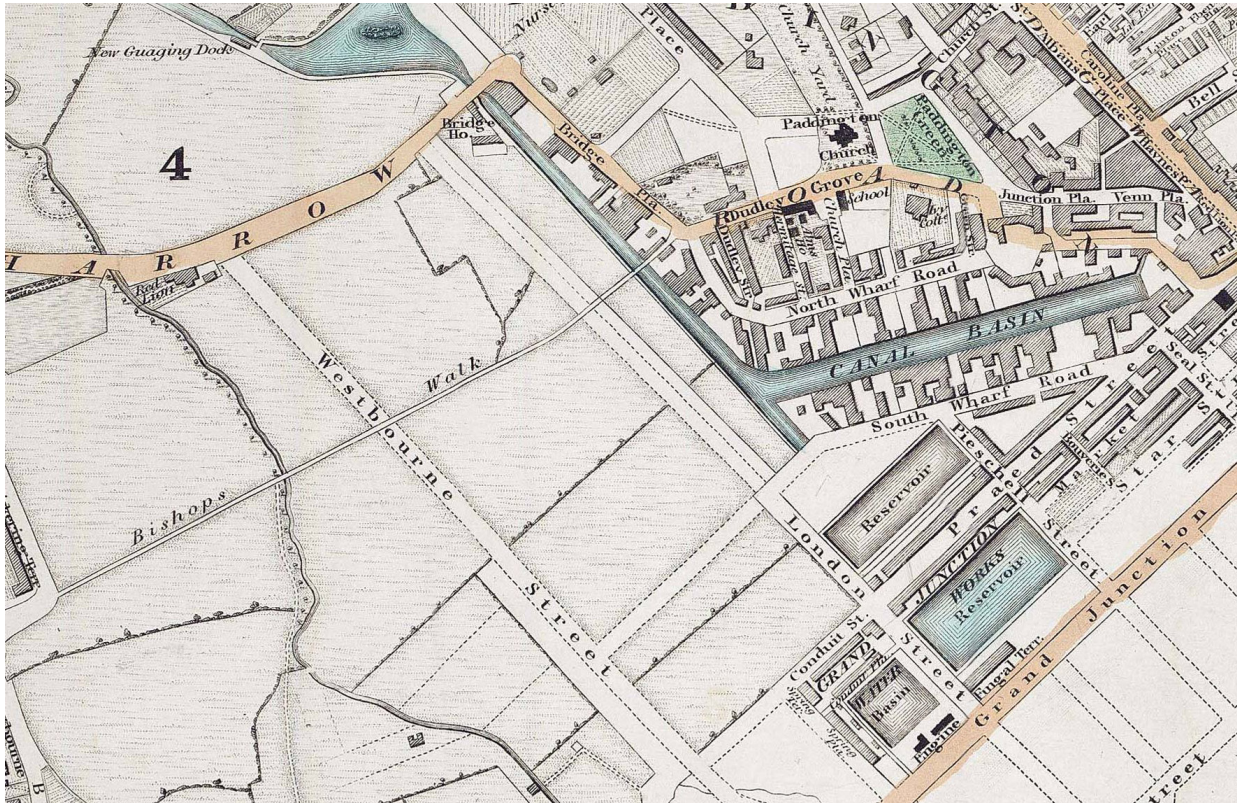


Above, Paddington Metropolitan Railway entrance (currently within Bayswater conservation Area and the canalside, *below*).

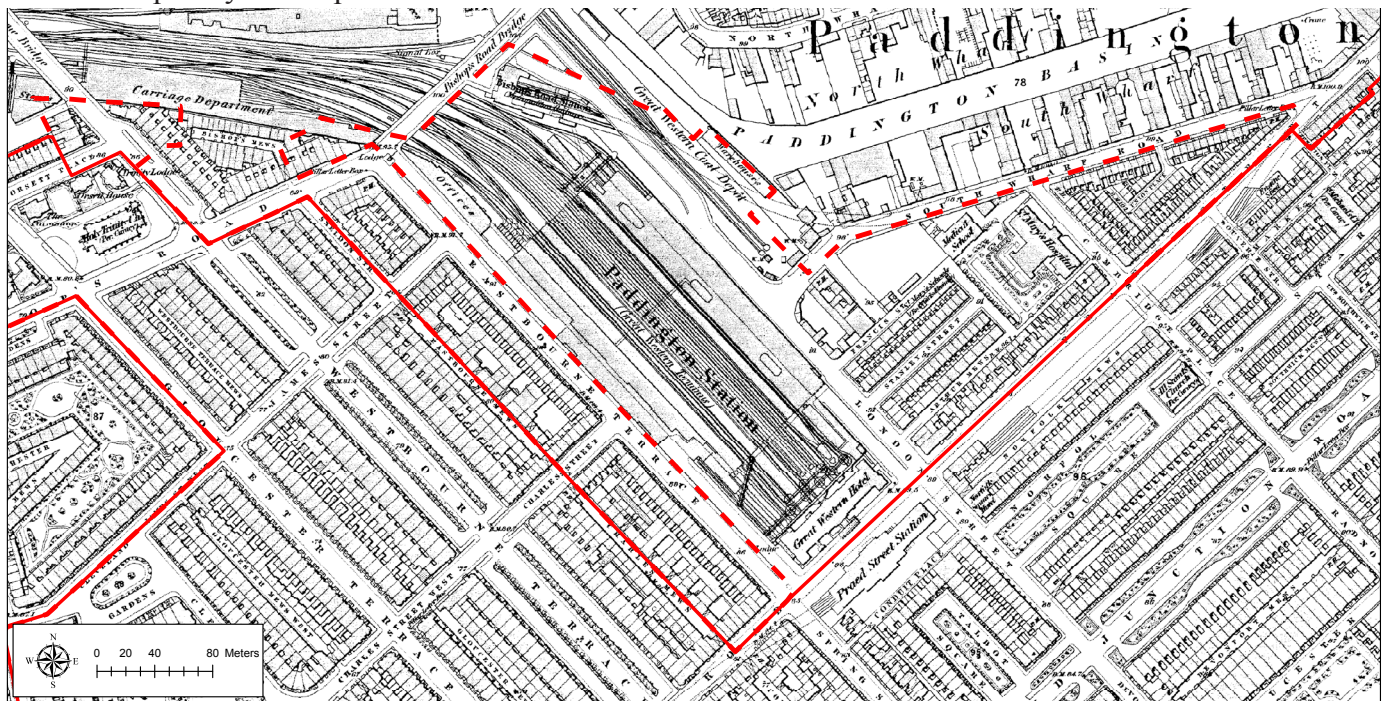


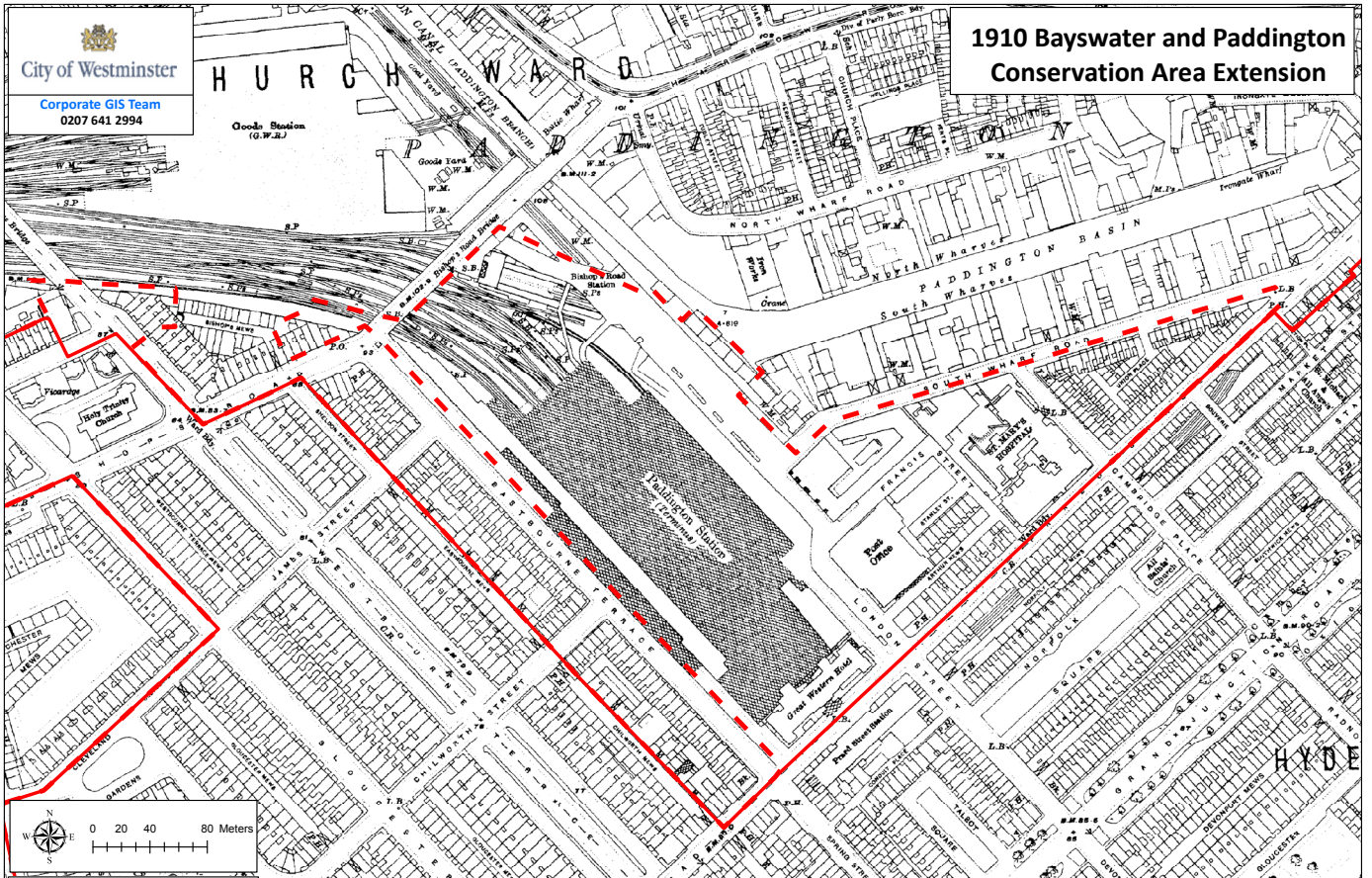
3 Historical Development

The following historical maps show the evolution of built form within the area with the beginnings of development following construction of the canal basin (in 1801) and the more rapid urbanisation in the mid Victorian era coinciding with the arrival of the railway. These show the changing urban form from one which largely consisted of terraced houses with narrow plot widths set around the station development (1870s) to one where larger blocks dominate (1950s). Much development in the area occurred between the turn of the century and WWII

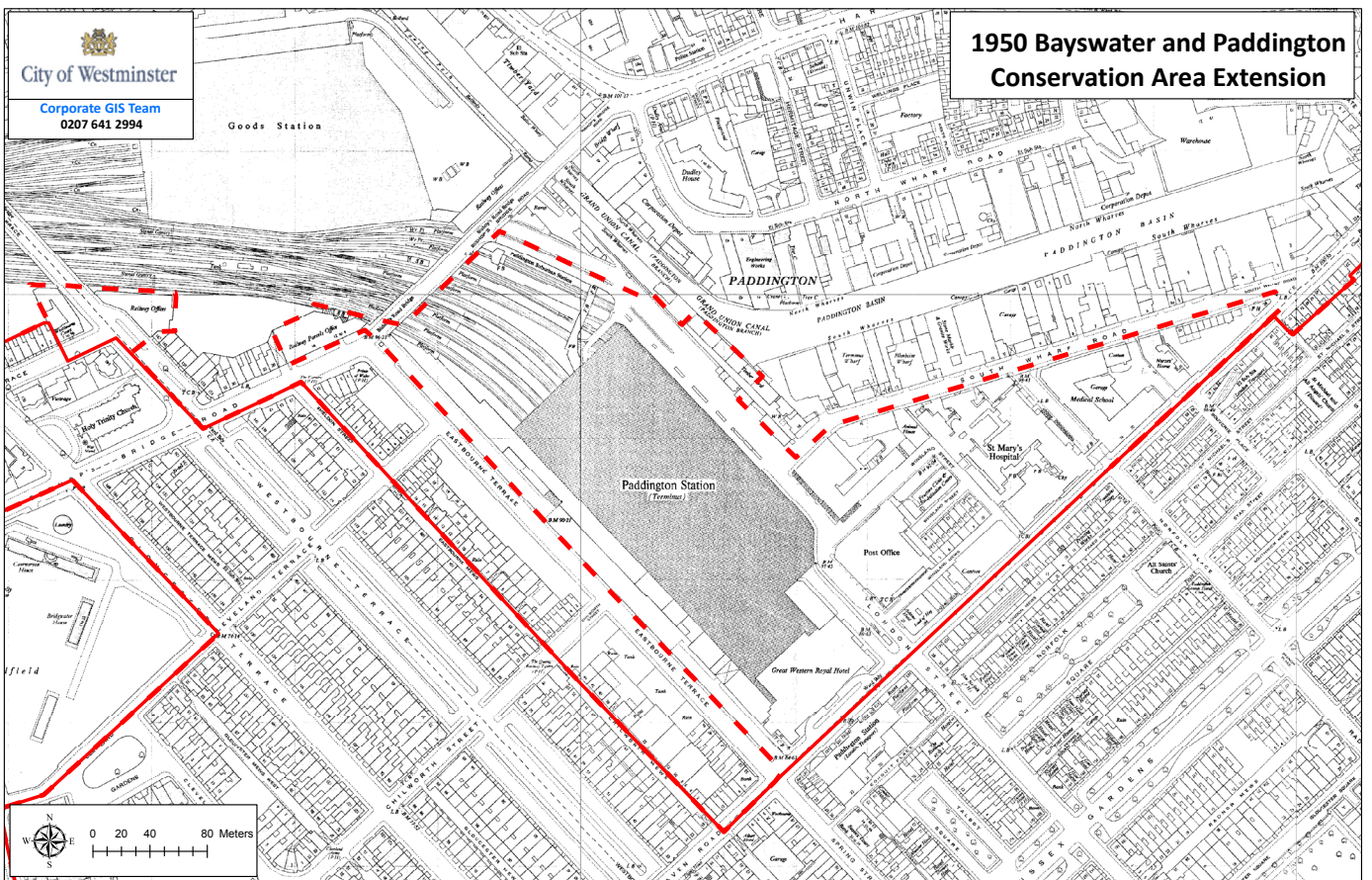


Above, 1830 Greenwood's Map shows the canal basin and South Wharf Road prior to construction of Paddington Station. Below, by the 1870 Ordnance Survey Map the railway had arrived and the area was almost completely developed





Above, 1910 Ordnance Survey Map shows some larger scale development in the area, particularly on the site of St Mary's Hospital and below, the 1950 Ordnance survey map shows the area to be much as it looks today.



4 Listed Buildings and Unlisted Buildings of Merit

A number of buildings within the proposed extension are on the statutory list. There are, however, also a considerable number of unlisted buildings of interest. Buildings which are considered to contribute to the character of conservation areas are identified in conservation area audits as 'Unlisted Buildings of Merit' using criteria set out in English Heritage guidance¹. We have identified those buildings in the extension which are considered to be of merit and these are described, along with the listed buildings, over the next pages of this document. These buildings are considered to be of value to the character and appearance of the conservation area and if designated, their demolition or unsympathetic alteration will normally be resisted.

Building 1 **Westbourne Court, Orsett Terrace**

Westbourne Court (*top right*) is an eight storey block of flats. Dating from 1938, it is typical of its period and is in red brick and stucco, with crittal windows. It is of similar date, scale and character to Enterprise House on the opposite side of the road and together they provide a gateway to the conservation area. It is considered to be an unlisted building of merit.

Building 2 **Enterprise House, Westbourne Terrace**

This irregularly shaped building was designed by P A Culverhouse and constructed between 1932 and 1935 close to the former Parcel Depot (Building 3), just south of the tracks, by the Westbourne Bridge. It is concrete framed and of six storeys, with facade towards the road and the tracks in the same restrained Art Deco style that Culverhouse employed on the arrival side offices (Building 6). The top two floors were a hostel for woman staff, mostly employed in Paddington's refreshment rooms, and Culverhouse provided them with a spacious roof-top terrace. Soon to be re-occupied by Network Rail. Unlisted Building of Merit.



Building 3
Former Parcel Depot, 4-18 Bishop's Bridge Road

After the construction of the GWR's main line, a restricted triangular site was left over between the tracks to the north, the Bishop's Road to the south and Westbourne Terrace to the south-east. The company's long carriage sheds rose on the north side of this and the rest of the site was filled with tall terraced houses, and Bishop's Mews behind. The GWR bought the leases and replaced most of the houses with two large concrete-framed buildings as part of its 1930s expansion. The parcels depot, designed by P A Culverhouse and built between 1932 and 1933 occupies the eastern part of this site and looks south onto the Bishop's Road. It is of five storeys plus a mansard attic with a simple classical façade of brick and patent stone. Unlisted building of merit.



Building 4
Great Western Hotel, Praed Street

Grade II

The first of the large purpose-built hotels in London the Great Western Hotel was built in 1851-3 by P.C.Hardwick and opened in 1854. It is one of the earliest buildings in England with marked influence from the French Renaissance and Baroque. Altered 1933-6. The elaborate central pediment is by John Thomas illustrating Peace, Plenty, Industry and Science with sculptured figures in stucco.



Building 5
Paddington Station, including the 'Lawns'
and offices along Eastbourne Terrace

Grade I

The station dates from 1852-4 with addition of 4th train shed in 1914-16 and other alterations. It was designed by Brunel and Sir Matthew Digby Wyatt for the Great Western Railway. Wrought iron arches with decorative work in sections on cast iron bolted on to the ribs. Originally supported on cast iron columns which were replaced by hexagonal steel stanchions between 1916-24. Glazed roof. Offices in brick, stuccoed. Originally 3 parallel train sheds with 2 transepts, a further shed in the same style added to the north, flanked to the south-west by offices. Elliptical arches with diagonally-braced cross girders with a column under every third arch. The ground floor wall of the offices abutting the train sheds is arcaded and has scrollwork in cement in the spandrels on the arches. This and the Moorish ornament of the train sheds designed by Wyatt. At the end of each transept an oriel window flanked by 2-light windows with bar tracery overlooks the Station from the offices.

To Eastbourne Terrace the offices are very plain, heightened and much altered, except for the arcaded ground floor which is below street level and concealed by the glazed awning of the carriage road.

Building 6
1930s GWR Paddington Office, London Street

Grade II

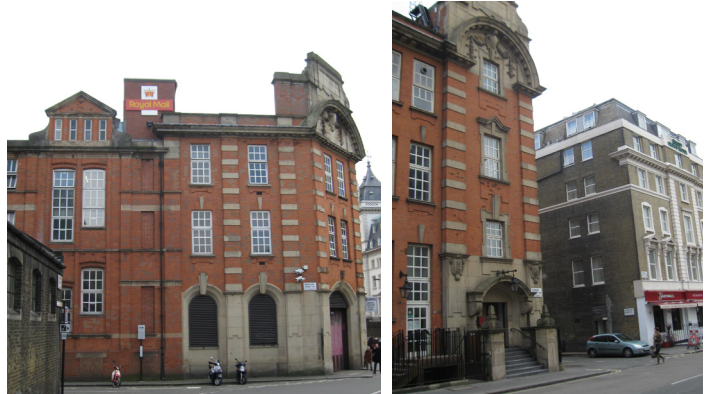
Steel framed office block (1933: P A Culverhouse) in a distinctive art deco style, with shallow windows incorporating ventilation vents. The name 'GWR PADDINGTON' marches in bold letters across the top of the building and Culverhouse designed shell-shaped uplighters projecting from the facade to illuminate it.



Building 7

Former Paddington Sorting Office, London Street

This attractive unlisted building occupies a key position between Paddington Station and St Mary's Hospital and is an important link to the historical auxiliary uses of the station. The building has a Baroque style brick and stone facade with replacement windows and dates from c. 1907-8. In its heyday it processed around 4,500 mailbags and 2,400 bags of parcel post a day. It has a Certificate of Immunity from listing, expiring 2012. Unlisted Building of Merit.



Building 8

The London Quality Crown Hotel, No 144 Praed Street

A simply detailed but attractive mid-19th century corner building in brick and stucco with modern shopfronts to ground floor and replacement windows to upper floors. Historic maps show this previously in use as a public house. Very similar in style to adjoining buildings in existing Bayswater conservation area and the proposed extension. It is considered to be an unlisted building of merit.



Building 9

Mint Wing of St Mary's Hospital, former station stables, Winsland Street

Grade II

Originally built in 1878 as a multi-storey stable range for the Great Western Railway, the building has since been considerably rebuilt including the resurfacing of brickwork in 1922 and its conversion into hospital use in the 1960s. It is in yellow brick with Welsh slate roof and consists of 3 storeys ranged around an irregular courtyard. To the internal yard there are 2 levels of originally open galleries (now glazed) connected by sloping ramps leading to stables of which the original openings mainly survive although converted to hospital use. The stables were constructed to hold approximately 600 horses to serve the main line terminal at Paddington. Of significant historical interest as a rare survival of railway stable and group value with station.



Building 10

Cambridge Wing, St Mary's Hospital, Norfolk Place

The original hospital buildings by Hopper and Wyatt of 1843-51 in red brick with stucco dressings. Not considered of sufficient quality to be listed but nonetheless contributes to this part of the area and is of townscape merit.



Buildings 11 and 12

Lindo and Mary Stanford Wings, St Mary's Hospital

The facades of the hospital buildings adjacent to the Cambridge Wing and facing onto South Wharf Road are considered to be of merit, especially the Lindo Wing. These use similar materials and detail and form a group with the other buildings in the area and contribute to its character as unlisted buildings of merit.



Building 13

Clarence Memorial Wing, St Mary's Hospital

Grade II

Built in 1892 by Sir William Emerson in an eclectic Renaissance style, the building was opened in 1904. The building has Ashlar lower storeys with red brick above with ashlar dressings and ashlar loggias and slate roof. Grand central block of 5 bays with arcaded balconies. 6-bay wings flanked by a further 4 bays which project and are surmounted by a gable. To right a further projecting, full-height canted bay creates the impression of an angle turret. Mainly sash windows, balustraded balcony to 1st floor and 2-tier loggia to 1st and 2nd floors. Later dormers to double mansard roof. Octagonal turrets flank centre. Pedimented gables to centre and outer bays.



Building 14 Medical School, St Mary's Hospital

This large U-shaped block has frontages onto Praed Street, Norfolk Place and South Wharf Road. Dating from 1933, it is an attractive and finely detailed block and is by Sir Edwin Cooper. In pale red brick with stone banding, it uses a restrained neo-Georgian style. It relates to well to adjoining hospital buildings and is considered to be an unlisted building of merit.



Building 15 Salton House, St Mary's Hospital

Salton House was built as a nurses hostel in 1951, also by Sir Edwin Cooper and in the same pale brick and subdued neo-Georgian style as the adjacent Medical School (Building 10). Using the same architect, style and materials as the adjoining building, it is also considered to be an unlisted building of merit.



Building 17
Former Grand Junction Arms Public House, 28 Praed Street

An eclectic unlisted 1930s corner public house building occupying a prominent position as you enter the area. Tudor-style detailing to upper storey and faience facade below. Now used as a recruitment centre by Paddington First, it is considered to be an unlisted building of merit.



Buildings 18
The Bays, South Wharf Road and Canalside

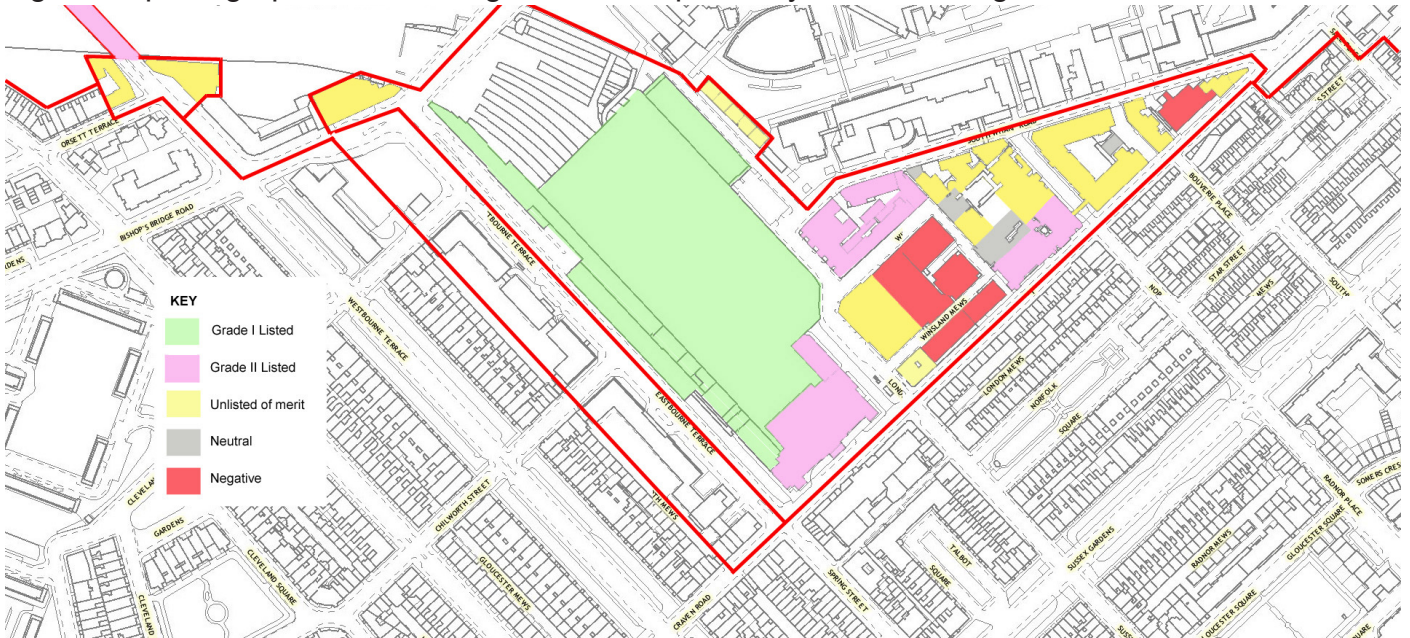
The Bays are a group of simply detailed two storey brick warehouses with shallow slate roofs. Historic maps show warehouse buildings on this site since the mid-Victorian period. The current warehouses have been altered but retain some original openings and winches to the canal basin elevation. They are important as an attractive reminder of the original scale and more industrial character of the basin and relationship of the area with the canal. They are the only remaining buildings of this type on the canal-side and are considered to be unlisted buildings of merit.

The Bays in the early 20th Century (left). The station wall, adjacent to The Bays (below)



5 Negative and Neutral buildings

While the buildings already identified are either listed or considered to be unlisted buildings of merit worthy of retention there are also a small number of 'negative and neutral buildings' included within the proposed extension, which represent an opportunity for change. These neutral or negative buildings are largely physically linked to or located between buildings of interest and are included to avoid an inconsistent conservation area boundary and the inclusion of parts of buildings. The photographs below along with the Map identify these buildings.



Images below show Neutral and negative buildings (*from top left across*) Winston Churchill Wing [negative]; Mary Stanford Wing [neutral]; Praed Street elevation of Post Office Buildings [negative]; side infill to Clarence Wing [neutral] and (*from bottom left across*) Jefferies Wing [negative]; Praed Street Clinic [negative]; and; rear infill to School of Medicine building [neutral].



Conclusions and Further Information

As set out above, it is considered that the proposed extension contains a number of buildings of significant and historical and architectural interest. These form an attractive townscape group and have strong links to the existing Bayswater Conservation area. Their designation is therefore recommended.

Further information on the Bayswater Conservation Area is available on the Westminster website at: www.westminster.gov.uk/environment/planning/conservationlistedbuildings/areaprofiles