

Westminster Site Allocations

City of Westminster

BUILT HERITAGE ASSESSMENT | NOVEMBER 2023

On behalf of the City of Westminster



i | Table of Contents

1 | INTRODUCTION..... 1

2 | METHODOLOGY 3

3 | SITE 1: WESTBOURNE PARK BUS GARAGE..... 7

4 | SITE 2: GROSVENOR SIDINGS 22

5 | SITE 3: ROYAL OAK..... 39

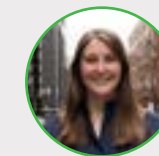
APPENDIX 1 | TECHNICAL ASSESSMENT METHODOLOGY..... 55



Laurie Handcock
Director
lhandcock@iceniprojects.com
020 3725 3853



Rebecca Mason
Associate
rmason@iceniprojects.com
07776 530 771



Lucy Nicholson
Senior Consultant
lnicholson@iceniprojects.com
07823 456 947



Oliver Taylor
Consultant
otaylor@iceniprojects.com
07823 457 244

Section 1

Introduction.

Introduction

- 1.1 In August 2023 Icen were commissioned to support Westminster City council's development plan review process through the preparation of a heritage impact assessment (HIA) in relation to site allocations.
- 1.2 The partial review seeks to develop the framework adopted in April 2021, focussing on the delivery of affordable homes and the prioritisation of retrofitting existing buildings. Regulation 18 consultation has been undertaken and the Council are progressing towards formal consultation, namely Regulation 19 consultation. As part of the regulation 19 consultation heritage impact assessments are sought for a number of proposed site allocations.
- 1.3 The HIA has been prepared by Icen Projects. Specifically, it is authored by Oliver Taylor BA (Hons), Consultant and Lucy Nicholson LLB (Hons) MAUD MRTPI, Senior Consultant, with review by Rebecca Mason, BA (Hons), MA, IHBC, Associate. Laurie Hancock MA (Cantab) MSc IHBC MCIFA, Director - Built Heritage & Townscape has provided Director sign off.

Site visits

- 1.4 Site visits were undertaken between 14th and 18th August 2023 inclusive to understand the assets scoped in for detailed assessment and the contribution that setting made to their significance. The weather was warm and dry with good visibility. However, it also meant that that tree cover was at its peak and that views could change in wintertime when the vegetation thins; where this is considered to be of importance in understanding the potential risk to an asset it has been noted on the individual asset assessment. The site visits were undertaken from publicly accessible areas only.
- 1.5 Site visits were undertaken to:
- check for heritage assets not identified during desk- based assessment (access permissions permitting)
 - assess attributes beyond the visual experience of an asset
 - test initial impressions on the potential change to the significance of heritage assets, formulated by the desk- based assessment, on the ground. This included an assessment of how the preferred site can be viewed from, and in conjunction with, key assets.
- 1.6 Where access was available, a photographic record was made as part of this assessment and selected images are included within the report.
- 1.7 Following the site visit, the desk-based assessment and initial appraisal of individual effects on individual assets was updated.

Legislation, policy, and guidance

- 1.8 The assessment has regard for legislative requirements in relation to the historic environment and has been informed by national and local planning policy. It also takes account of established sector guidance on the assessment of significance of heritage assets and how to assess the impact of proposals on that significance.

Statutory Duties

- 1.9 Legislation regarding buildings of special architectural or historic interest is contained in the Planning (Listed Buildings and Conservation Areas) Act 1990, as amended. Section 66 of the 1990 Act is relevant as it states that the decision maker, when exercising planning functions, must give special regard to the desirability of preserving a listed building and its setting. Section 72 of the 1990 Act provides protection for the character and appearance of Conservation Areas.

National Planning Policy

- 1.10 National planning policy is laid out in the National Planning Policy Framework (NPPF) (2021). The NPPF reflects the statutory requirement to have special regard for the preservation and enhancement of the historic environment by:
- making the conservation of the historic environment and good design fundamental to achieving sustainable development.
 - requiring great weight to be given to the conservation of designated heritage assets.
 - requiring any harm to have clear and convincing justification.
 - requiring a proportionate level of information about the significance of assets that helps the local authority make informed decisions about proposals that affect them.
- 1.11 Section 16 of the NPPF – entitled Conserving and Enhancing the Historic Environment – relates specifically to the management of the historic environment in the planning system. It provides guidance for planning authorities, property owners, developers and others on the conservation and management of heritage assets, both designated and non-designated.

- 1.12 Overall, the objectives of Section 16 of the NPPF can be summarised as seeking to:
- deliver sustainable development;
 - understand the wider social, cultural, economic and environmental benefits brought by the conservation of the historic environment;
 - conserve England's heritage assets in a manner appropriate to their significance; and,
 - recognise the contribution that the historic environment makes to our knowledge and understanding of the past.
- 1.13 Achieving sustainable development involves seeking positive improvements in the quality of the environment and, in the case of heritage assets, requiring local planning authorities to look for opportunities to enhance or better reveal their significance (para.206); it is also a fundamental part of Plan- making, as set out in Chapter 3 of the NPPF. Chapter 3 states that:
- 1.14 "The preparation and review of all policies should be underpinned by relevant and up-to-date evidence. This should be adequate and proportionate..." and "should demonstrate how the plan has addressed relevant economic, social and environmental objectives [...]."
- 1.15 Significant adverse impacts on these objectives should be avoided and, wherever possible, alternative options which reduce or eliminate such impacts should be pursued." (paragraphs 31 and 32).
- 1.16 The purpose of this report is to address both the plan-making and historic environment chapters of the NPPF by providing a robust evidence base to inform the development of the Local Plan.
- 1.17 The HIA has been prepared in line with methodology set out in Historic England's HEAN 3 Guidance for the Selection of Site Allocations.

Sources

- 1.18 The asset identification and scoping exercise, assessment of heritage significance, and assessment of impact were informed with reference to the following sources:
- GIS data for the proposed allocation sites.
 - Historic England (HE) National Heritage List for England (NHLE) designated heritage asset data.
 - Westminster City Council Historic Environment Record (HER) data, relating to non-designated heritage assets.
 - Conservation Areas Appraisals.
 - Modern Ordnance Survey (OS) base mapping.
 - Historic mapping – such as OS and tithe maps.
 - Recent and readily available digital aerial photos.
 - Publications and grey literature.
 - Consultation responses from Historic England.
 - Site visits to the sites and all heritage assets identified for detailed assessment, unless otherwise stated.

Report structure

- 1.19 The report is structured as follows:
- 1.20 Chapter 2: Sets out the methodology used to undertake the study.
- 1.21 Chapters 3 through 6: individual site assessments, including:
- Site description
 - Brief historical overview of the allocated site
 - assessment of designated assets within the site.
 - assessment of non-designated assets within the site.
 - assessment of designated assets with the potential to experience setting change as a result of development of the site.
 - assessment of non-designated assets with the potential to experience setting change as a result of development of the site.
 - identification of key views
 - overall assessment of the allocated site's sensitivity
 - consideration of design principles to inform development options.

Section 2

Methodology.

2 | Methodology

Asset identification and scoping

- 2.1 Following receipt of the preferred site allocations to take forward in the HIA, in accordance with step 1 of HE's (2015) HEAN 3 guidance, all assets that would be affected by the potential site allocation have been identified. Heritage assets were identified using the following sources:
- The National Heritage List for England (NHLE) data sets for nationally designated assets.
 - Westminster City council Environment Record (HER) for non-designated assets.
 - City Council shapefiles for conservation areas and locally listed buildings.
 - Reference to historic OS maps.
 - Any assets that were within the site boundary were automatically included for assessment as it was assumed that they would experience physical change.
- 2.2 A 1km study area around each site was then made to identify assets with the potential to be affected by the development through changes to their setting. Assets within the study area were subject to a high-level review to understand their significance and sensitivity to setting change. During this process, careful consideration was given to comments received by Historic England's regarding the potential sensitivity of assets. The scoping exercise also identified any potentially sensitive assets beyond this study area, as necessary, as well as non-designated heritage assets which are not formally recognised.

Assessment of heritage significance

- 2.3 With the shortlist of heritage assets for assessment agreed, a detailed appraisal of the assets' heritage significance was undertaken as per step two of Historic England's (2015) HEAN 3 guidance for the selection of site allocations. Where relevant, some assets have been grouped together to ensure succinctness.
- 2.4 Heritage significance has been articulated in accordance with the heritage values set out in Historic England's Conservation Principles, Policy and Guidance (2008) and includes a consideration of the role of setting in this significance following GPA3 The Setting of Heritage Assets (2017), published by Historic England. It also considers if, how and to what extent the allocation site relates to that significance.

Heritage Significance	Criteria
High	Designated heritage assets of national or international significance: world heritage sites, scheduled monuments, listed buildings, registered parks and gardens, registered battlefields and protected wrecks. May be: conservation areas of demonstrably national / international significance (usually found in conjunction with one of more of the above mentioned asset types).
Medium	Conservation areas and non-designated heritage assets of regional significance. May be: locally listed buildings or locally listed parks and gardens, sites of archaeological interest as noted on the HER, previously unidentified non-designated assets of demonstrably regional significance.
Low	Non-designated heritage assets of local significance. May be: key features in a conservation area, buildings / areas / parks and gardens identified on the HER or historic maps, isolated archaeological finds as identified on the HER, previously unidentified non-designated assets of demonstrably local significance.
Uncertain	Non-designated heritage assets whose significance could not be ascertained

Sensitivity of development to the site

- 2.5 In accordance with step 3 of the Historic England's (2015) HEAN 3 guidance for the selection of site allocations, the next stage of the assessment was to establish the sensitivity of that significance to change. An asset's sensitivity to change is not automatically commensurate with its level of significance but is dependent on where that significance lies and the type of proposed change.

Physical change

- 2.6 In the absence of detailed proposals, it was necessary to assume that all land within the red line boundary of the proposed allocation site would be developed. To set a baseline residential development was prioritised, mindful some sites are suitable for a mixed-used scheme. The impact of the development of the site on the asset therein would be total loss. Consequently, all assets within the sites were automatically assigned a sensitivity rating to physical change of high, unless stated otherwise.

Setting change

- 2.7 Aside from physical change, the significance of heritage assets can also be affected through change within their setting. In order to establish the sensitivity of any asset to a particular development site, it was necessary to:
- Identify of any parts of the asset's setting that contribute to its heritage values;
 - Assess whether the development site forms part of that setting and thus contributes to one or more of these heritage values;
 - Consider the importance of that contribution to the overall significance of the heritage asset; and
 - Gauge in what way and to what extent the development of the site would affect that contribution.
- 2.8 Sensitivity to setting change has been assessed using professional judgement and an understanding of the assets' significance, and consideration of the potential interaction with the proposed development; again, in the absence of detailed proposals it was necessary to assume that all land within the red line boundary of the allocation site would be developed.

Sensitivity rating	Criteria
High	The site forms a considerably important part of the setting of the asset and this contribution to heritage significance may be affected by the development of the site.
Medium	The site forms a moderately important part of the setting of the asset and this contribution to heritage significance may be affected by the development of the site.
Low	The site forms a marginally important part of the setting of the asset and this contribution to heritage significance may be affected by the development of the site.
None	The site does not contribute to the heritage significance of the asset and so the asset is not sensitive to development of the site; or The site contributes to the heritage significance of the asset, but those attributes that make a contribution will not be affected by the development of the site.
Uncertain	The contribution of the site to the significance of the asset is unknown as there is uncertainty regarding the asset's values and levels of its significance.

2 | Methodology

Potential harm to the asset

2.9 With the heritage significance of each asset and its sensitivity to the development of the site established, the potential level of harm to the significance of the asset was assessed, in accordance with step 3 of Historic England’s HEAN 3 (2015). This level was assigned in relation to the harm that an asset might experience, but the descriptive assessment also identifies any neutral or beneficial changes where applicable.

Potential harm to asset	Criteria
High	The significance of the heritage asset would be lost or substantially harmed by the development.
Medium	The significance of the heritage asset would be harmed but not substantially.
Low	The significance of the heritage asset may be harmed but that harm would be minor.
None	The significance of the heritage asset will not be harmed.

Level of effect

2.10 This final step in the assessment takes the potential harm to the asset and considers that against its relative significance level in order to establish a proportionate level of effect on the historic environment overall.

Level of effect	Criteria
High	Asset is of high or medium significance and the magnitude of change is likely to be of such a scale that the significance of the heritage asset would be substantially harmed.
Medium-High	Asset is of high or medium significance and the magnitude of the change is likely to be of such a scale that the significance of the asset would be harmed but not substantially.
Medium	Asset is of low significance and the magnitude of change is likely to be of such a scale that the significance of the asset would be substantially harmed.
Low-Medium	Asset is of low significance and the magnitude of change will be of such a scale that the significance of the asset would be harmed but not substantially; or Asset is of high or medium significance and the magnitude of change is likely to be of such a minor scale that the significance of the asset will only be marginally affected.
Low	Asset is of low significance and the magnitude of change is likely to be of such a minor scale that the significance of the asset will only be marginally affected.
None	Asset of high, medium, or low significance where the development of the site does not interact with the asset or its significance. The development may still be perceptible as a change to the asset’s setting, but this change would not harm the significance of the asset.

Recommendations

2.11 In line with step 4 of Historic England’s (2015) HEAN 3 guidance for the selection of site allocations, options for sustainable development by means of avoiding or minimising harm to the significance of the assets have been considered, along with any identified opportunities to enhance or better reveal significance. These considerations include factors such as the boundary of the site, the location of development within the site area, and the scale, form and density of that development.

2.12 Gaps in knowledge, or the need for further assessment as part of future development proposals, have also been highlighted where appropriate.

Reporting, assumptions, and limitations

2.13 The findings and recommendations have been drawn together into this report. The following assumptions and limitations have been made during the process of this assessment.

Assumptions

2.14 This study only considers the effect that the development of the sites would have on the significance of individual heritage assets and the historic environment overall. It does not include assessments of impact on public and visual amenity, landscape character, or a townscape and visual impact assessment; these are related but distinct disciplines, evidenced by the separate guidance document and methodology for such assessments, as set out by the Landscape Institute and IEMA (2013) in Guidelines for Landscape and Visual Impact Assessment (third edition).³ It has, therefore, been assumed that issues relating to landscape character and the impact of the development thereon will be assessed separately by the Council as necessary.

2.15 The study has utilised a range of sources on the area’s historic environment. Much of this is necessarily secondary information compiled from a variety of sources (e.g. Historic Environment Record (HER) data and Conservation Area documentation). It has been assumed that this information is reasonably accurate unless otherwise stated.

2.16 The assessment of potential effects is based upon a ‘maximum case’ development impact scenario, in line with the required precautionary approach.

2.17 No assumptions have been made with regard to the potential for mitigation to be applied; this would require detailed, site-specific understandings of both heritage assets (their significance and the contribution of setting to that significance) and of development proposals to understand the potential interactions and opportunities to avoid or mitigate harm. However suggestions have been made with respect to where the sensitivities lie in order to inform potential mitigations.

2.18 Assessments are policy neutral and make no assumptions with regard to the application of local or national policy, as it is for the decision-maker to understand the likely level of harm to heritage assets and balance this accordingly.

2.19 It has been assumed that the findings of the report will be considered in relation to the NPPF, Westminster City Council’s City Plan and other strategic studies produced by the Council in support of the partial review of the City Plan.

Limitations

2.20 The study provides a strategic assessment of the risk of harm to heritage assets arising from development within the study areas. As detailed proposals for the sites are not available (site layout, building scale and massing etc.), the study cannot draw conclusive statements regarding the potential effects or definitive levels of harm. Detailed assessments would need to be undertaken as part of any subsequent planning applications and, if necessary, accompanying Environmental Impact Assessments (if the decision is taken to proceed with the allocation of these sites for development).

2.21 Site visits were undertaken as far as public access and rights of way would allow.

Section 3

**Site 1: Westbourne Park Bus
Garage.**

3 | Site 1: Westbourne Park Bus Garage

Site Description

- 3.1 The Site comprises of the Westbourne Park Bus Garage, currently occupied by London Transit who operate on behalf of Transport of London. It is located to the east of Great Western Road
- 3.2 It is identified as a Key Development Site in the Westminster Building Height Study (June 2019), located within the North West Economic Development Area. Its proximity to Westbourne Park Station, a large interchange station, and the arterial roads of the Great Western Road and the Westway (A40) to the south give it excellent public transport and vehicular access (PTAL 5).
- 3.3 The Site is not listed and is not located within any Conservation Areas, although the CAs of Maida Vale to the east and Aldridge Road & Leamington Road Villas to the west are located close by.
- 3.4 The Site is unusual in its constraints, being sited south of the Grand Union Canal, beneath the motorway flyover and north of the railway, which meant various challenges were overcome during the construction of the present bus garage.
- 3.5 The garage was constructed in 1981 on the site of a former school (demolished to make way for the Westway flyover). It is a combination of offices, contained within the main front building, and storage and maintenance facilities to the east and south. Originally, accommodation was provided on the upper floors.
- 3.6 The Site is constructed in red brick to designs by Clifford Culpin & Partners, and as such is generally typical of his wider work, which is notable for the large scale civic buildings in Greenwich, Hartlepool and Wolverhampton, though here in a more commercial environment.
- 3.7 The main building incorporates bright red brick, with projecting profiles, curving walls and an angled roof which add visual interest to the otherwise plain massing. Streamline windows contribute to the Modernist impression although this is inconsistently applied. The ground floor level appears cramped, unlike Culpin's usually more open designs, caused by the proximity of the Great Western Road and the minimal fenestration.



Figure 3.1 Aerial of the Site, showing how it integrates with the flyover

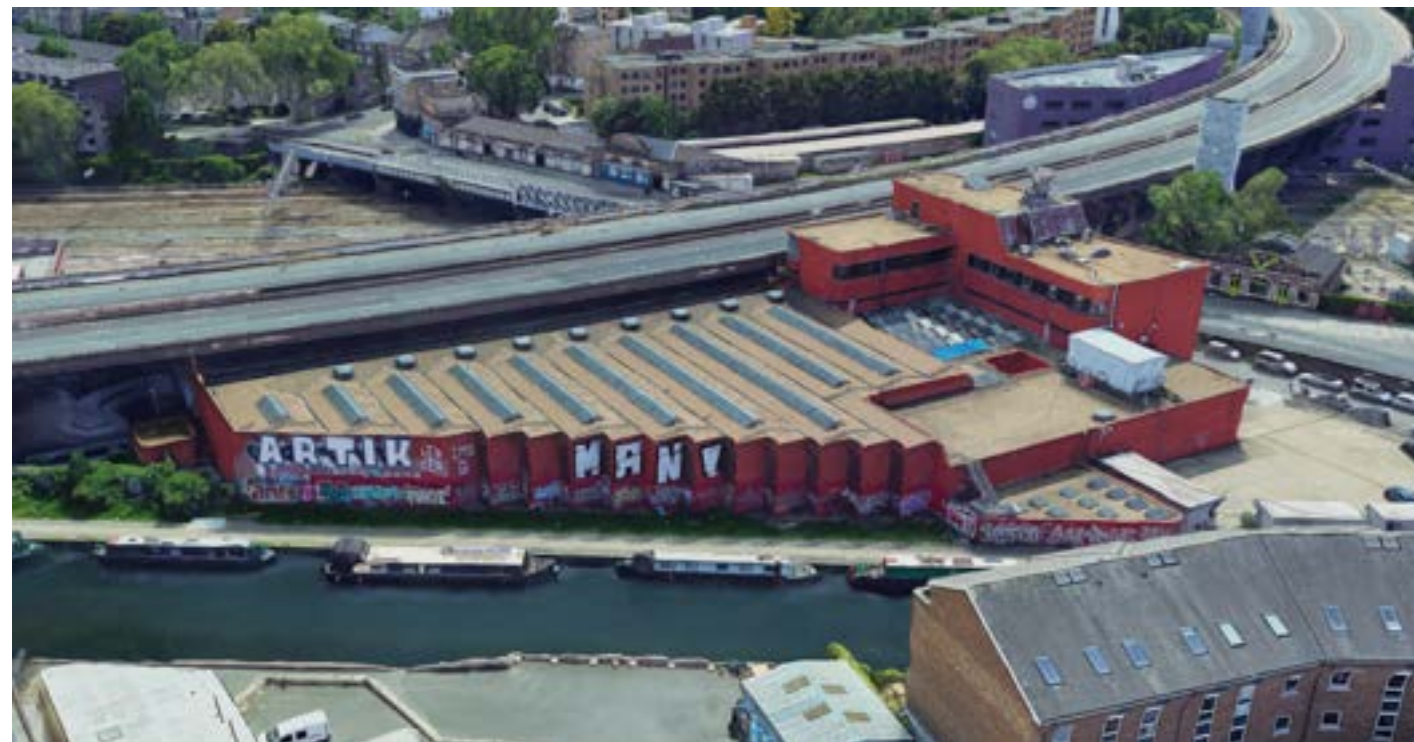


Figure 3.2 Aerial of the Site as viewed from the rear

- 3.8 The rear buildings are more functional in their appearance, lacking fenestration but being elevated through a zig-zag wall pattern facing onto the Grand Union Canal (see figure 3.2) and lit by long lanterns in a warehouse style. Culpin's tendency for terraced construction is also shown in the various building heights, though the presence of considerable services and telecommunications clutter degrades this.
- 3.9 The flyover is cleverly integrated with the building, providing a roof above the storage/maintenance areas for the buses. However, the contribution of the Site to the local townscape is still relatively poor, with a hostile pedestrian scene and a poor sense of surveillance. Extensive hard landscaping creates an industrial scene which is further exacerbated by the nearby railway. The canal, an important route for cyclists and pedestrians and an area of emerging tall buildings, is not well supported by the blank massing of the Site's northern perimeter wall.

3 | Site 1: Westbourne Park Bus Garage

Historic Development

Surrounding Area

- 3.10 The area around the Site was open farmland prior to the developments of the 19th Century, had been gradually reclaimed from Middlesex Forest during the Medieval period. It historically belonged to the Bishop of London as part of the Parish of Paddington (as indicated in figure 3.3) with land gradually sold off from the Paddington Estate in the late 18th Century to the Grand Union Canal Company. In 1801, the canal had reached Paddington.
- 3.11 The area around the Site was developed for housing during the mid 19th Century with the expansion of public transport on the London Underground catalysing this growth. The Metropolitan Line was opened in 1860 which linked Paddington Station with Farringdon and Kings Cross. In 1871 Royal Oak on Harrow Road and Westbourne Park were opened, providing a nucleus around which later housing was developed.
- 3.12 The Aldridge Road Villas and Leamington Road Villas (now a Conservation Area) developed to the west of the Site, the Queens Park Conservation Area to the north and the Maida Vale Conservation Area to the east, all characterised by late 19th Century terraced housing and detached and semi-detached villas.
- 3.13 The presence of the railway at Westbourne Park provided a location for a limited amount of storage and light industrial operations during the 20th Century. In 1861, Westbourne Park School was constructed, with St John's Servants adjoining it. This occupied the Site prior to its demolition for the construction of the Westway flyover.



Figure 3.3 Plan of the Parish of Paddington, 1824
Source: oldmapsonline



Figure 3.6 Map of the area, surveyed 1866
Source: oldmapsonline



Figure 3.4 Westbourne Park School, built in 1861, occupied the Site before it was demolished
Source: Layers of London



Figure 3.5 The Site in 1948, showing Westbourne Park School before it was demolished
Source: Historic England

3 | Site 1: Westbourne Park Bus Garage

The Site

- 3.14 The Site was opened in 1981 and was part of a long-term programme to introduce brand new purpose-built garages for London Transport's fleet of buses. It replaced the garages of Middle Row and Stonebridge, which had become inadequate for the growing demands placed upon them.
- 3.15 Prior to these, the Site had been occupied by a school, Westbourne Park School and St John's Servant's School, opened in the early 1860s. A small coffee roaster was located opposite at this time. The school continued from 1900 as a private school before becoming a social club in the 1930s. From the mid-20th Century it was used as a 'day nursery' with a 'printing works' located to the south, likely owing to its proximity to the railway. The buildings were demolished during the construction of the Westway flyover, leaving a derelict and awkwardly shaped site.
- 3.16 The replacement garage was constructed for £5.5 million and opened in 1981 on a complicated triangle of derelict land between the Grand Union Canal, British Rail sidings, and a section of the Westway flyover which formed part of its roof. This introduced a series of complications for the architect, which required the building to adapt to the disused railway cutting, a motorway camber and support column and movement in the motorway caused by temperature changes.
- 3.17 The garage initially housed 110 buses with full servicing and maintenance facilities provided by a series of warehouses extending to the east and south of the main front building. This front building, which shares its primary elevation with Great Western Road, provided offices on the ground floor and staff accommodation in the upper floors.
- 3.18 The Site is presently occupied by London Transit, who continue to operate bus networks on behalf of Transport for London.

The Architect

- 3.19 The building was designed by Clifford Culpin & Partners, who were responsible for a number of large-scale civic projects and residential developments from the 1960s to the 1980s.
- 3.20 Clifford Culpin trained with his father, Ewart Culpin,



Figure 3.7 Perspective drawing of Culpin's Hartlepool Civic Centre
Source: RIBA



Figure 3.8 Greenwich Town Hall, designed by Culpin
Source: RIBA



Figure 3.9 Culpin's Wolverhampton Civic Centre, which received the Civic Trust Award for outstanding architecture
Source: RIBA

who he later went into practice with as Culpin and Son. During this time he was given sole responsibility for the design of the Grade II listed Poplar Civic Hall and Theatre, which incorporated external frieze sculptures by David Evans, and, to a greater extent, the Grade II listed Greenwich Town Hall, which were his earliest works. They characterise the Art Deco Modernism of the 1930s. Greenwich Town Hall was influenced by Hilversum Town Hall in the Netherlands and was described by Pevsner as 'the only town hall of any London borough to represent the style of our time adequately.' As in many of Culpin's later works, they incorporate a heavy emphasis on brickwork and brick profiles, and he would later come to explore this further through pitched foundations and streamlined, Mendelsohn inspired windows typical of mid-20th Century Modernism.

- 3.21 Succeeding his father, Culpin set up his own practice as Clifford Culpin & Partners and was appointed Vice-President of RIBA. During this later practice he was responsible for the extension of the Dacorum Civic Centre in Hemel-Hempstead, completed in 1966, the construction of the Hartlepool Civic Centre, opened in 1977 and the Wolverhampton Civic Centre, opened in 1978. All of these buildings, designed in a short period of time, bear striking similarities. The Site, on a considerably smaller scale, shares the emphasis on fragmented brick elevations, curving corners, pitched foundations and streamlined windows.
- 3.22 Interested in affordable housing (Culpin published in the Royal Society for Public Health journal), he was also responsible for a number of London affordable housing schemes, such as Triangle Estate in Clerkenwell and St Saviours in Bermondsey.
- 3.23 The Site opened in 1981 and Culpin died in 1988, and as such is one of his Practice's final works. Its style of architecture, which broadly encapsulates Culpin's emphasis on brick geometric profiles and streamlined windows (see figures 3.7 to 3.9), is constrained by the awkward nature of the Site and it is not a good example of its type. It stands in contrast to the wider 19th Century character of the area. Wear and tear, including the replacement of windows with bulkier double-glazing, have degraded its original form and there is considerable scope for enhancement in how it relates to the wider streetscape.

3 | Site 1: Westbourne Park Bus Garage

Identification of Assets

3.24 The buildings of merit are assessed as part of the Conservation Areas below and where appropriate we have grouped assets to remain proportionate.

3.25 The canal is considered an NDHA and forms an important part of the setting of the Site. Therefore, it should be incorporated into future design schemes.

Asset Scoping

3.26 For the purposes of this report, the appraisal of the Conservation Areas includes the designated and non designated assets within that Conservation Area boundary. For a full application, a full heritage report should be prepared which assesses each asset (where proportionate).

Conservation Areas:

- Maida Vale
- Aldridge Road Villas & Leamington Road Villas
- Westbourne
- Queen's Park Estate

Listed buildings:

1. Harrow Road Police Station (Grade II, List ID: 1263477)
2. Slide structure in children's playground, Brunel Estate (Grade II, List ID: 1468979)
3. Queen's Park Meeting Hall (Grade II, List ID: 1262909)
4. Cobden Working Men's Club (Grade II, List ID: 1235335)
5. Trellick Tower, Cheltenham Estate (Grade II*, List ID: 1246688)
6. Cheltenham Estate (Grade II, List ID: 1402356)

Park and Garden

7. Brunel Estate (Grade II, List ID: 1468695)



Figure 3.10 Asset map

3 | Site 1: Westbourne Park Bus Garage

Full list of listed buildings with 500m of the Site

Listing No.	Name	Grade
1066835	K2 Telephone Kiosk western of pair outside number 2	II
1066836	K2 Telephone Kiosk eastern of pair outside number 2	II
1066837	K2 Telephone Kiosk about 5 yards to west of pair outside of number 2	II
1235335	Cobden Working Men's Club	II
1246688	Trellick Tower Cheltenham Estate	II*
1263477	Harrow Road Police Station	II
1402356	Cheltenham Estate	II
1468979	Slide structure in children's playground, Brunel Estate	II

3 | Site 1: Westbourne Park Bus Garage

Assessment of Significance

1. Harrow Road Police Station, Grade II

Significance

3.27 The building is primarily significant for its historic association as a police station and as part of the Metropolitan Police's history. It was built in 1912 by John Dixon Butler, who was the Metropolitan Police's architect and surveyor. As such, it is part of a wider typology of such police stations built around this time, and provides an architectural narrative to the history of Metropolitan policing in London during the first quarter of the 20th Century.

3.28 Its style is a Queen Anne revivalist with a mixture of additions, and this is typical of Butler's other such stations around London. The building features red brick with stone dressings and quoins and a variety of Classical detailing, which contribute positively to its significance. It has prominent gables in the central and flanking bays, and a pronounced modillion cornice in its entablature which makes it visually striking. The fenestration is a mixture of casement, sash and Venetian which provides a variety of architectural style to contribute to its significance. As described by Historic England, it is a 'first class town station.'

Setting

3.29 The building was an urban police station and as such the character of its setting is informed by this. There is little in the way of historic building around it today, with the exception of No 317 adjacent to its east which appears in earlier photographs. The 19th and early 20th Century character of the area has evolved considerably, with remnants existing in island terraces. There are now large modern developments which have evolved the character and appearance of the area, including tall buildings. As such, the building has a low sensitivity to additional change.

Contribution of site to its setting

3.30 Due to distance and buffering, the Site does not form part of the asset's setting.

Potential impacts of development on the Site to the significance/setting

3.31 Development of the Site would have a low level of impact on the building. The building's height, at

4 storeys above ground, provides a high level of buffering. As illustrated by the ZTV, at various tests of 8, 10, 12 and 18 storey developments on the Site, there would be no visual impact on the asset and therefore no harm to its significance.

2. Slide structure in children's playground, Brunel Estate, Grade II and Brunel Estate, Grade II.

Significance

3.32 The slide structure is significant as a rare survival of purpose built and integrated design from the 1970s, designed by leading landscape architect Michael Brown, as part of the wider Brunel Estate development. It is an excellent illustration of housing-estate landscaping, which, through its playful and informal design, demonstrated the evolution of such urban planning away from stricter and more formalised layouts. Later additions in the form of metal fencing have introduced visual clutter and harmed the appearance of the terraced design.

3.33 The Brunel Estate is significant as a near-complete example of an early 1970s urban housing estate landscape, with structured landscape, undulating grassed areas and canted brick walls. The Serpentine brick paths are characteristic of Brown's work while the incorporation of trees creates a pleasing and mature sense of scale to the area.

3.34 Both the slide and the landscape are indivisibly linked with each other and with the buildings of the Brunel Estate.

Setting

3.35 The slide exists as part of the Brunel Estate's landscaping strategy and as such the estate makes up the primary setting of the slide, which is crucial to the legibility of its significance. In this same way, the listed landscape, as a park and garden, is informed by the presence of the Estate's blocks of housing.

3.36 Beyond this there is little demonstrable visual relationship and the wider townscape contributes little to the significance of the assets. The railway and A40 to the north of the assets is a degrading influence on the landscape and contrasts with Brown's well-thought out landscaping. Enhancements here would create wider benefits to the townscape and therefore to the assets' setting.

Contribution of site to its setting

3.37 The Site does not contribute positively to the assets' setting. It is visible from them, however, is presently well buffered from view by existing greenery around the play area and by both train and vehicular infrastructure (particularly in the case of the Westway) which form a more dominating feature in the wider townscape.

Potential impacts of development on the Site to the significance/setting

3.38 As there is some visibility of the Site from the assets, the assets are sensitive to development which would involve an increase in height. This would have the effect of increasing the visual prominence of the Site within the skyline and from a greater number of areas within the listed Brunel Estate landscape. However, as the setting of the estate and the slide is primarily in relation to the Brunel Estate, such development would have a negligible impact on the significance of the asset.

3. Queen's Park Meeting Hall, Grade II

Significance

3.39 The building is primarily significant for its historic use as a community space by the surrounding area. It was designed Rowland Plumbe for the Artizans, Labourers and General Dwellings Company, who were responsible for the development of the Queen's Park Estate (now a Conservation Area). As such, it is important to the legibility of the history of this area and the involvement of philanthropic model dwellings companies in the residential development of London.

3.40 The Hall was built in 1883-4 and architecturally exhibits a transition of Gothic to Queen Anne style. This provides an interesting arrangement of styles and materiality, with its tower acting as a visual landmark within the townscape. Tall pointed windows illustrate the Gothic element of the building and there are decorative terracotta tiles featuring the names of the company.

Setting

3.41 As part of the development of the wider Queen's Park Estate, this area of late 19th Century architecture constitutes the most important elements of its setting.

Stylistic qualities within the Hall are reflected in the terraces here which provide a clear visual association, allowing for the shared historic and architectural history of the Queen's Park area to be legible.

3.42 The asset is intended to be viewed from Harrow Road, looking north into the Queen's Park Estate. The townscape character in this view is dominated by low rise 19th Century terraces, with no modern intrusion.

Contribution of site to its setting

3.43 The Site is not visible from the asset.

Potential impacts of development on the Site to the significance/setting

3.44 At various tests of 8, 10, 12 and 18 storeys, the Site would not be visible from the asset. Furthermore, the primary elevation of the asset is intended to be appreciated from Harrow Road looking north into the Queen's Park Estate and away from the Site. As such, we are satisfied that development of the Site would not impact the significance of the asset nor disturb the visual relationship between it and the wider Queen's Park Estate with which it is primarily associated.

4. Cobden Working Men's Club, Grade II

Significance

3.45 The building is primarily significant as the earliest known surviving purpose-built working men's club which retains many original features. This includes having a contemporary theatre or song room on its upper level.

3.46 Architecturally it illustrates late 19th Century revivalism with elements of Romanesque and Norman styles - this includes the stone arcaded edging along the parapet, and the round arched and circular windows.

Setting

3.47 The setting of the asset has changed considerably over the last century. Formerly characterised by rows of workers' terraced housing, the area has been significantly redeveloped with post-war estates and modern blocks of flats. These do not contribute to the significance of the asset.

3 | Site 1: Westbourne Park Bus Garage

<p><i>Contribution of site to its setting</i></p> <p>3.48 Distance and buffering mean that the Site presently cannot be seen from the asset.</p>	<p>Tower, the same immaculately detailed bush-hammered concrete and high-quality brickwork exists, despite restrictions in public spending.</p>	<p>arguably lower sensitivity in views from which capture this perspective, such as from along the Canal to the east of the Site.</p>	<p>within the surrounding area of the Site do provide a context in which a tall building at this location would likely be considered appropriate.</p>
<p><i>Potential impacts of development on the Site to the significance/setting.</i></p> <p>3.49 As indicated by the ZTV, at various levels visual impact would be negligible to low due to distance and visual buffering. The established character and built forms in the setting of the asset would soften the prominence of any tall building developed on the Site. The marked evolution in the asset's setting to one characterised by post-war development (which also features tall buildings, such as the Grade II* listed Trellick Tower) provide an established context in which an increase in building height would be acceptable within the existing and emerging townscape.</p>	<p>3.54 The houses and flats of the estate form an integral part of the original design and have a strong visual and social unity with Trellick Tower.</p> <p><i>Setting</i></p> <p>3.55 The most important element of the tower's setting is the wider estate itself, with which it shares an important architectural and historical relationship. As both are designed by Goldfinger to the same aesthetic detail, they are indivisible in their importance to one another.</p> <p>3.56 The estate was built in the setting of the Grand Union canal on the site of 19th Century housing estates which were considered unfit for habitation, were compulsorily purchased by London County Council in 1963 and then demolished. The setting of the estate and the tower has therefore arguably evolved considerably as later post-war and modern developments have gradually emerged, however, the low-rise nature is the dominant character.</p>	<p>Aldridge Road Villas & Leamington Road Villas Conservation Area</p> <p><i>Significance</i></p> <p>3.60 This Conservation Area is significant for its homogeneous area of mid-Victorian residential terraces and villas. They are laid out regularly, comprising of terraces and semi-detached housing. There is a variety of architectural detailing which contributes to its significance, including rusticated stucco ground floors, projecting porticoed entrances and fine cast iron detailing. The absence of modern intrusions within the Conservation Area further elevates its significance as a well-preserved example of Victorian development in London.</p> <p><i>Setting</i></p> <p>3.61 Beyond the boundaries of the Conservation Area, the character of the townscape is mixed. To the north, east and south there are large-scale post-1970s residential developments which starkly contrast to the regimented and uniformed layout of the Conservation Area as well as its historic architecture.</p> <p>3.62 To the west of the Conservation Area is an area of similar Victorian development located within the Royal Borough of Kensington and Chelsea. This forms a pleasing and positive continuation of it.</p>	<p>Colville, Westbourne and Maida Vale Conservation Areas</p> <p>3.65 These conservation areas sit at a greater distance from the Site than Aldridge Road Villas & Leamington Road Villas CA. Following a ZTV scoping exercise, it was identified that visual impacts on these conservation areas would be minimal due to the urban grain of the townscape which restricts vistas towards the Site. As such, it is our assessment that, broadly speaking, a taller building of around 18 storeys at this location would be appropriate subject to a high-quality design.</p> <p>Grand Junction Canal (Non-Designated Heritage Asset)</p> <p><i>Significance</i></p> <p>3.66 The Canal is an important and key NDHA within the setting of the Site. Its character is distinctly urban in relation to the surrounding townscape context of London. However, it is well planted with mature greenery and plays an important role for pedestrian and cyclist access, providing key outdoor space. It is significant for its historic contribution to the commercial history of London and for its influence of the urban patterns of development within it.</p>
<p>5. Trellick Tower, Cheltenham Estate, Grade II* and Cheltenham Estate Grade II</p>	<p>3.57 The tower, since its construction, has been a dominant feature in the skyline with little to no competition. Additional tall buildings in its setting could risk the visual legibility of its architectural significance.</p>	<p>3.63 The contribution of the Site is limited. It is located within the setting of the Conservation Area's northern boundary but is well screened by the Westway. Nonetheless, it is a detracting influence on the surrounding townscape and would benefit from enhancement.</p>	<p><i>Setting</i></p> <p>3.67 The setting of the Canal is primarily the urban context around it - its historic significance is intrinsically related to the commercial and later residential development of London.</p>
<p>3.51 Architecturally, it possesses a dramatic appearance on the skyline, built of bush-hammered reinforced concrete with some pre-cast pebble-finished panels, with timber cladding to balconies. The service tower is slim, with narrow, slit like windows which emphasise the massing of the concrete in contrast to the trabeated grid of the main blocks. This is accentuated by the balconies, which are interrupted only by maisonette floors. The boiler house, on level 32 and 33, projects from the tower in a distinct fashion.</p>	<p><i>Contribution of site to its setting</i></p> <p>3.58 The Site is visible from the tower but not from the wider Cheltenham Estate. In its present form, it does not contribute to their setting.</p> <p><i>Potential impacts of development on the Site to the significance/setting.</i></p> <p>3.59 The tower is a dominant feature in the skyline from which its architectural significance and special interest is readily observable. The development of the Site with a tall building could result in loss of visibility of the tower, particularly when travelling along the Westway and when looking west towards the tower from the view of the canal.</p>	<p><i>Contribution of site to its setting</i></p> <p>3.63 The contribution of the Site is limited. It is located within the setting of the Conservation Area's northern boundary but is well screened by the Westway. Nonetheless, it is a detracting influence on the surrounding townscape and would benefit from enhancement.</p> <p><i>Potential impacts of development on the Site to the significance/setting.</i></p> <p>3.64 Development of the Site would likely cause visual impact on the Conservation Area, particularly in the case of a tall building of 18 storeys, though this would be limited to those areas which provide more open vistas towards the Site. Consideration would therefore need to be made to ensure that the design and massing is of a quality which would not unduly influence the character of the Conservation Area. It should be noted that the emerging tall buildings</p>	<p><i>Contribution of site to its setting</i></p> <p>3.68 The Site does not presently contribute positively to the setting of the Canal. It has poor activation of the routes along it, and creates a hostile and overbearing atmosphere through the massing of its perimeter wall.</p> <p><i>Potential impacts of development on the Site to the significance/setting.</i></p> <p>3.69 There are clear opportunities for development of the Site to contribute positively to the Canal, through enhanced activation of its frontage, introducing improved permeability for sustainable transport. Emerging tall developments can contribute enhanced wayfinding and landmarking of the canal, and future developments should seek to emphasise the presence and character of the canal through their</p>
<p>3.52 The tower is the 'ultimate expression' of Goldfinger's philosophy of high-rise planning and embodies the most influential ideas of the time high-rise housing.</p> <p>3.53 The wider estate is significant for its 'late exemplar of a mixed development housing scheme' also designed by Goldfinger, who was a major figure in post-war British architecture. It is highly accomplished in both design and execution, with a strong and consistent aesthetic throughout the site brought about by the emphasis on concrete banding. Similarly to Trellick</p>	<p>However, due to the orientation of the tower, it is better appraised when viewed from a south-west/north-east axis which allows for the appreciation of the composition of the service tower and the main block, which is not as readily apparent when viewed from the east around the Site. As such, there is</p>	<p>Development of the Site would likely cause visual impact on the Conservation Area, particularly in the case of a tall building of 18 storeys, though this would be limited to those areas which provide more open vistas towards the Site. Consideration would therefore need to be made to ensure that the design and massing is of a quality which would not unduly influence the character of the Conservation Area. It should be noted that the emerging tall buildings</p>	<p>Heritage, Townscape & Visual Assessment 13</p>

3 | Site 1: Westbourne Park Bus Garage

Suggested Viewpoints

3.70 The below views have been informed by a site visit in August 2023 and a ZTV scoping exercise (shown in Appendix 1)

3.71 The viewpoints are:

View 1 - Grand Union Canal east

View 2 - Great Western Road looking south

View 3 - Grand Union Canal west

View 4 - Elkestone Road (near Trellick Tower)

View 5 - Brunel Estate

View 6 - Tavistock Road (Aldridge Road/Leamington Road CA)

View 7 - Westbourne Park Villas (Westbourne CA)



Figure 3.11 Suggested viewpoints

3 | Site 1: Westbourne Park Bus Garage

Suggested Viewpoints



Figure 3.12 Viewpoint 1



Figure 3.13 Viewpoint 2

3 | Site 1: Westbourne Park Bus Garage

Suggested Viewpoints



Figure 4.1 Viewpoint 3



Figure 4.2 Viewpoint 4

3 | Site 1: Westbourne Park Bus Garage

Suggested Viewpoints



Figure 4.3 Viewpoint 5



Figure 4.4 Viewpoint 6

3 | Site 1: Westbourne Park Bus Garage

Suggested Viewpoints



Figure 4.5 Viewpoint 7

3 | Site 1: Westbourne Park Bus Garage

Constraints and Opportunities

3.72 This section has provided an overview of the Site's historic development, identified key heritage assets and provided a summary of the significance of the assets in order to inform the design principles and recommendations for forthcoming development. This section of the report has also considered key viewpoints from which the impact of any proposals should be considered.

3.73 We now turn to the specific constraints and opportunities of the Site in relation to its redevelopment before providing design principles and recommendations.

- The Site is not listed and does not contribute positively to the wider townscape or to the setting of nearby conservation areas. As such, there are no heritage concerns with demolition.

Conservation Areas

- Proximity to Aldridge Road Villas and Leamington Road Villas Conservation Area – the proximity to the north boundary of the Conservation Area around Tavistock Road requires consideration in any forthcoming design, though the Westway acts as a significant visual buffer;
- Wider setting relationship with Maida Vale Conservation Area – there is good distance between the Site and this Area, and existing built forms suitably buffer impact on the Area's setting. Nonetheless, consideration will be needed depending on the height of development. Emerging tall buildings within the wider context along the canal do provide a degree of contextual suitability which would mitigate the visual harm of additional tall buildings when located here;



- Wider setting relationship with Colville Conservation Area. This is located south of the Aldridge Road Villas & Leamington Road Villas Conservation Area and as such, there is a reduced degree of impact on its setting. Views here are tight, so impact is likely only in the case of a building above 40 metres (i.e., 18 storeys as tested);
- Wider setting relationship with Westbourne Conservation Area. This Area is dominated by low-rise terraces with long avenues, but visibility of the Site from within would be minimal. The most sensitive area is located around the north-west boundary of the Conservation Area, and there is potential for impact on its setting within this context;

Identified key heritage assets

- 3.74 Following an assessment of the significance and contribution of the Site in the previous section, it is considered that the degree of impact of redevelopment of the Site on those individual assets identified by Iceni is likely to be negligible when considered in the wider townscape context, distance and built forms.
- 3.75 Of note is the adjacent Canal, which is a key NDHA. The redevelopment of the Site has clear potential benefits to enhance the setting of the Canal. Presently, the existing building does not activate the waterway or the routes along it, creating a hostile scene and compromising permeability for sustainable transport routes through the Site and onto Great Western Road.
- 3.76 The context of emerging tall buildings, particularly around Grand Union Canal, is a relevant opportunity which would minimise the visual impact of a taller building.
- 3.77 There is opportunity that a new development could contribute positively to the adjacent Canal in providing improved wayfinding, accessibility and demarcation of the canal's route. Indeed, existing and emerging developments illustrate the scope for enhancement, much degraded by the Westway flyover.

Overall Assessment of Significance and Impact

Asset	Significance of Asset	Sensitivity to the development of the site	Risk of harm to asset	Level of effect
Harrow Road Police Station, Grade II	Medium	Low	None	None
Slide structure in children's playground, Brunel Estate, Grade II and Brunel Estate, Grade II.	Medium	Low	Low	Low
Queen's Park Meeting Hall, Grade II	High	Low	None	None
Cobden Working Men's Club, Grade II	High	Low	None	None
Trellick Tower, Cheltenham Estate, Grade II* and Cheltenham Estate Grade II	High	Low	Low	Low
Aldridge Road Villas & Leamington Road Villas Conservation Area	Medium	Medium	Medium	Medium
Colville, Westbourne and Maida Vale Conservation Areas	Medium	Low	Low	Low
Regent's Canal	Medium	Medium	Medium	Medium

- 3.78 The clear opportunity is for the enhancement of the immediate townscape, which is degraded by the poor contribution of the Site to the streetscene and by the adjacent Westway.
- 3.79 Further to this are the benefits of improving the Site's contribution to the setting of those nearby conservation areas identified. Whilst consideration will need to be given for the visual impact of a taller building, a high quality and design-lead scheme would overall amount to a positive effect, particularly

one which articulates a layout which enhances visibility and accessibility through the Site to improve connections between the canal and nearby conservation areas. A stepped design, which utilises varied heights, could enable transition from the low-height of housing in areas to the emerging tall building context around the canal.

3 | Site 1: Westbourne Park Bus Garage

	Constraints	Opportunities
1	Impact on Grand Union Junction Canal NDHA	Improved activation of canal frontages and enhanced accessibility across the Site.
2	Proximity to Aldridge Road Villas and Leamington Road Villas Conservation Area	Development should have consideration to the setting of the Conservation Area and the heritage assets within it. Transitional height massing could soften the visual impact here. ZTV testing of 18 storeys showed minimal impact.
3	Wider setting relationship with Maida Vale Conservation Area	Distance between the Site and this Conservation Area, and existing built forms suitably buffer impact on the Area's setting. Emerging tall buildings along the canal provide contextual suitability to mitigate the visual harm of additional tall buildings.
4	Wider setting relationship with Colville Conservation Area.	Views here are tight, with little potential impact for all height scenarios.
5	Wider setting relationship with Westbourne Conservation Area	This Conservation Area is dominated by low-rise terraces with long avenues, but visibility of the Site from within would be minimal.
6	Negligible impact on identified nearby heritage assets.	As above, exceptional design quality should mitigate potential impacts on nearby heritage assets. As identified, the Site is within an immediate context of taller buildings and thus should be considered appropriate for such development. In relation to the canal, there are clear benefits to a scheme which provides improved accessibility and wayfinding between the pedestrian/cyclist routes along the canal and the Great Western Road to the west of the Site. However, the location of the tall building should be carefully sited to avoid dominating the varied character of the canal.
7	Full Heritage Impact Assessment	A full heritage impact assessment should be prepared which tests the impact on all identified heritage assets



Figure 3.14 Constraints and opportunities map

Section 4

Site 2: Grosvenor Sidings.

4 | Site 2: Grosvenor Sidings

Site description

- 4.1 The Site comprises of the Grosvenor Sidings. The Site comprises primarily of the railway infrastructure associated with the continuing sidings use, this includes tracks and sheds. The Site also includes the Station Masters House (Grade II) in the south west corner (dating from 1869) and an attractive red brick building adjacent, a remnant of the historic railway use here. The presence of the railway sheds on the Site, whilst of little interest, strengthens the industrial and railway character of the Site.
- 4.2 The Site is bordered to the north by Ebury Bridge and Sutherland Street. To the south the Site abuts Grosvenor Road which runs along the Thames. The proximity to the riverside is an important part of the Site's setting.
- 4.3 The east boundary of the Site is defined by the mansion blocks of Peabody Avenue (a Conversation Area) and the west is defined by the emerging residential character as a result of the forthcoming development of Ebury Bridge.
- 4.4 The wider setting comprises of the residential areas with a step down in scale in the east towards Pimlico and larger scale of new development moving to the west and north west and in Churchill Gardens.



Figure 4.6 Site. Photograph taken on Site Visit 16/08/2023



Figure 4.7 Site. Photograph taken on Site Visit 16/08/2023

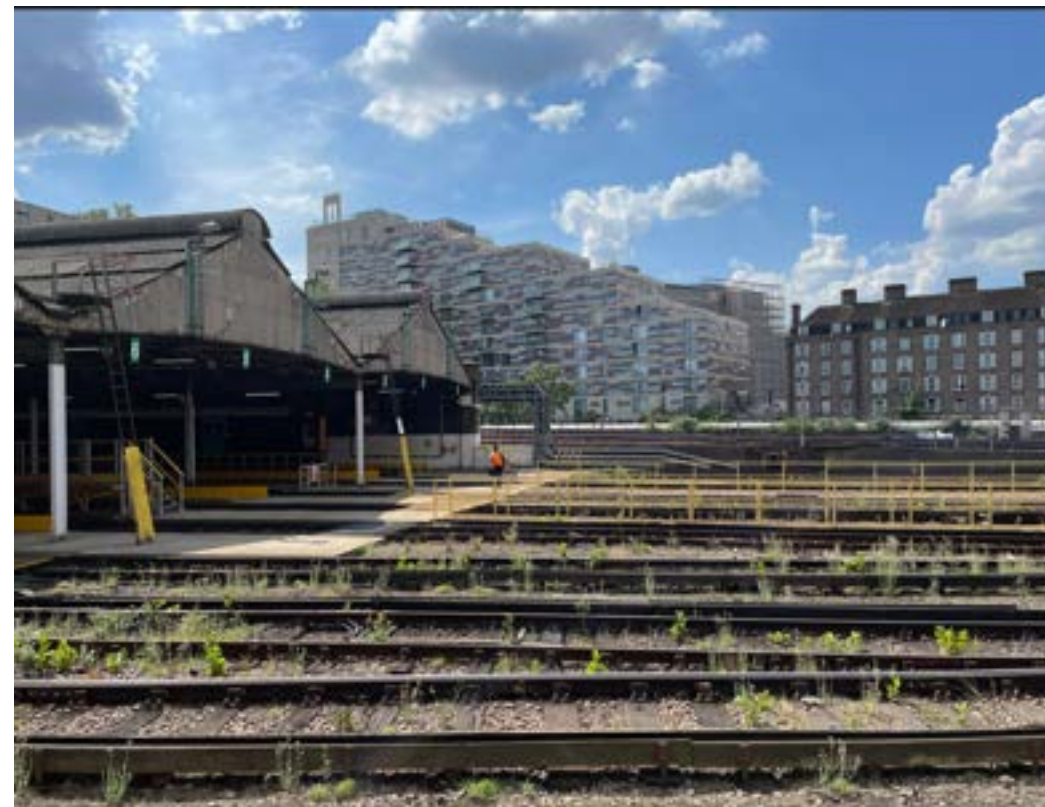


Figure 4.8 Site. Photograph taken on Site Visit 16/08/2023



Figure 4.9 Site. Photograph taken on Site Visit 16/08/2023

4 Site 2: Grosvenor Sidings

Brief Historical Overview for the allocated site

- 4.5 The early history of the area of the Site was associated with locks and docks of this area of London, as seen on the 1850 map (figure 4.10) with the annotation "Grosvenor Lock". However, the character of the Site as it is seen today began with the construction of Victoria Station and the Grosvenor Bridge in the mid 19th Century. The construction of Grosvenor Bridge began in 1859 by Sir John Fowler to connect the London Brighton and South Coast railway (LBSCR) terminal in Battersea to a new terminal at London Victoria Station in Westminster to bring the railway into the West End.
- 4.6 The LBSCR and the London Chatham and Dover Railway (LCDR) both sought to run their lines into the West End and joined forces to back the construction of Victoria Station, located to the north of the Site. Grosvenor Bridge was soon widened (in 1866) by Sir Charles Fox to accommodate the additional lines of the LBSCR and the LCDR. The Site is located between the Grosvenor Bridge and Victoria Station.
- 4.7 The OS map dating 1875 (figure 4.11) shows that by this time the industrial character as seen today had been established. By this time, the widening of Grosvenor Bridge (to the south) had been carried out to accommodate the full tracks and the London Chatham and Dover railway is marked on the map as is the London Brighton and South Coast railway. The Site is shown at this time as being used as a railway sidings leading to a carriage shed, the largest structure on the site.
- 4.8 The Site also comprises of a Saw Mill, Thames Bank House. The footprint of the Grade II listed 123A Grosvenor Road is also seen in the south west corner of the Site, adjacent to a larger footprint building marked as the "Grosvenor Road Station".
- 4.9 The surroundings of the Site show the grid form of the surroundings. The Peabody Avenue is yet to be built, reported to be under the ownership of the LCDR, the land on which is later constructed is undeveloped open land which provides a buffer between the sidings and the first row of development. This first row includes a Church, marked as Pimlico Church (United Free Methodist)".
- 4.10 The Peabody Avenue was built between 1862 - 1885 following sale of this plot of land to the Peabody Trust by the LCDR. Peabody Avenue was built in an



Figure 4.10 OS Map dating from 1850

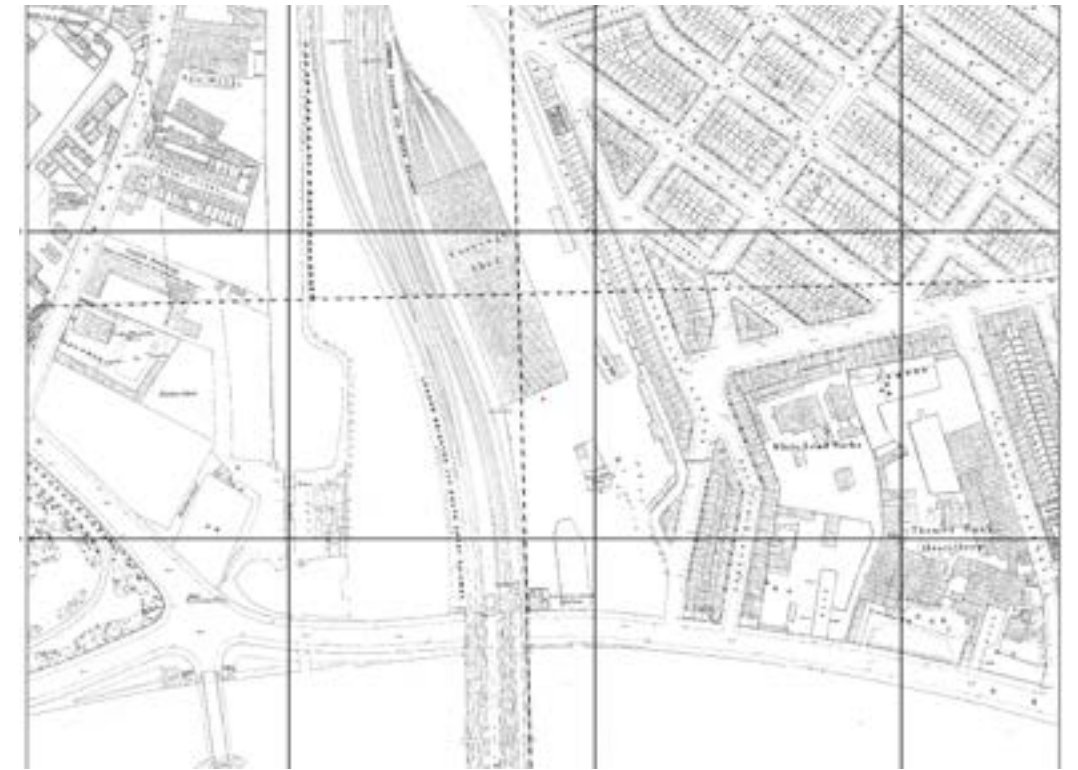


Figure 4.11 OS Map dating from 1875

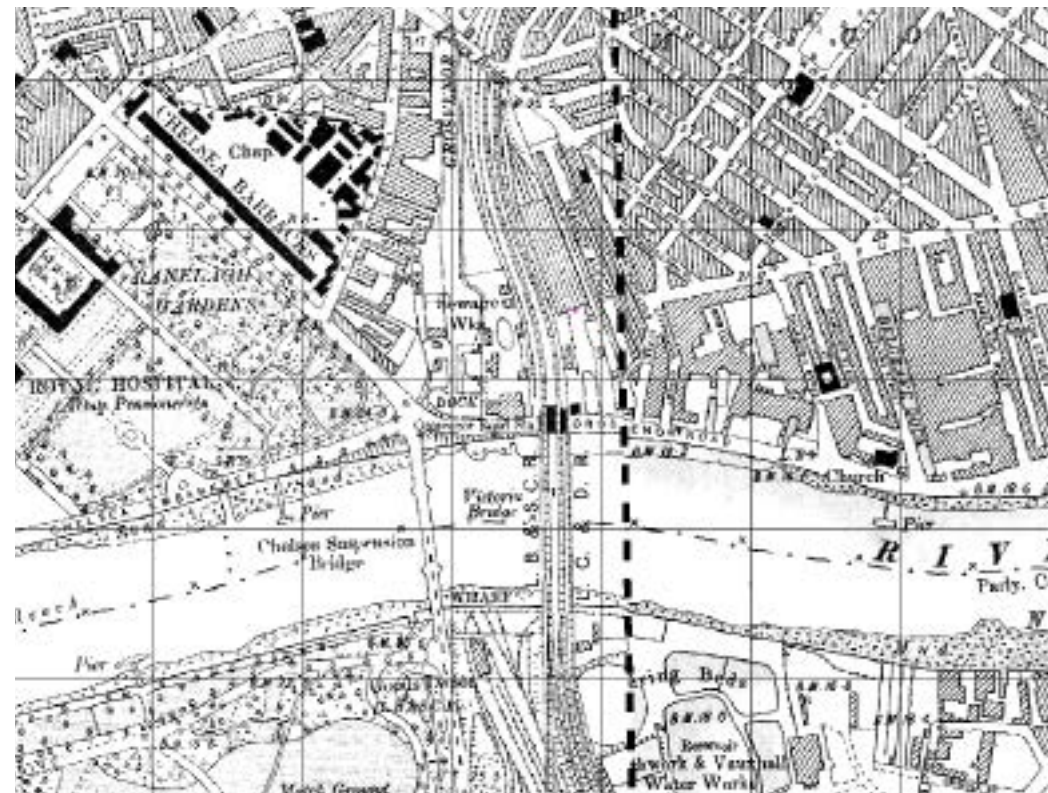


Figure 4.12 OS Map dating from 1898



Figure 4.13 OS Map dating from 1920

4 | Site 2: Grosvenor Sidings

avenue form of 280 metres with the western range adjacent to the railway which stood at 5 storeys. This development is captured on the next OS Map series (figure 4.12).

- 4.11 This map also shows that the character of the Site remains industrial, linked with the railway. The building previously on the site and annotated as the Grosvenor Station Building is now a drained dock adjacent to 123A Grosvenor Road which remains in the south-west corner. The saw mill has been removed to make room for the Peabody Avenue as has the Thames Bank House. The Site at this time contains several other small footprint buildings, which were used as workshops and storage.
- 4.12 By the time of the 1920 OS Map (figure 4.13), the railway sidings on the Site had been extended and engulfed the drained dock previously located at the south of the Site. The Site is now almost entirely comprised of the railway sidings, serving the railway lines running between Battersea and Victoria Station and beyond. The remaining buildings on the Site comprise primarily of 123A Grosvenor Road, and a long thin building likely used as a workshop.
- 4.13 The next OS Map recording development here is the 1954 map (figure 4.14) which shows that a large carriage cleaning shed has been built over the railway sidings and indicates the continued use of these sidings to support the railway traffic between Victoria and Battersea stations. 123A Grosvenor Road is located in the southwest corner and several other blocks have been built, including a sub-station.
- 4.14 The OS Maps from 1975 (figure 4.15) to 1981 (figure 4.16) shows that the built form on the Site remained as that from the 1950's until modern day. The use of the sidings for carriage cleaning to depot (as marked on the 1999 OS map, figure 4.17). The character of the Site remains industrial, dominated by the railway siding use.

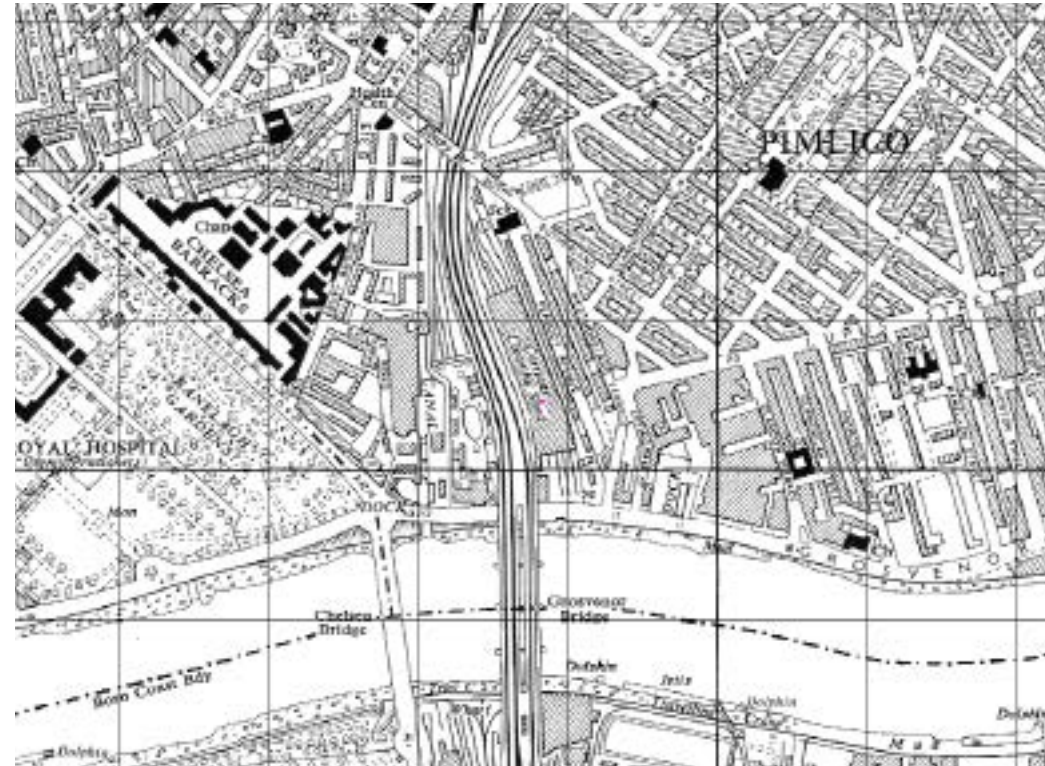


Figure 4.14 OS Map dating from 1954



Figure 4.15 OS Map dating from 1975

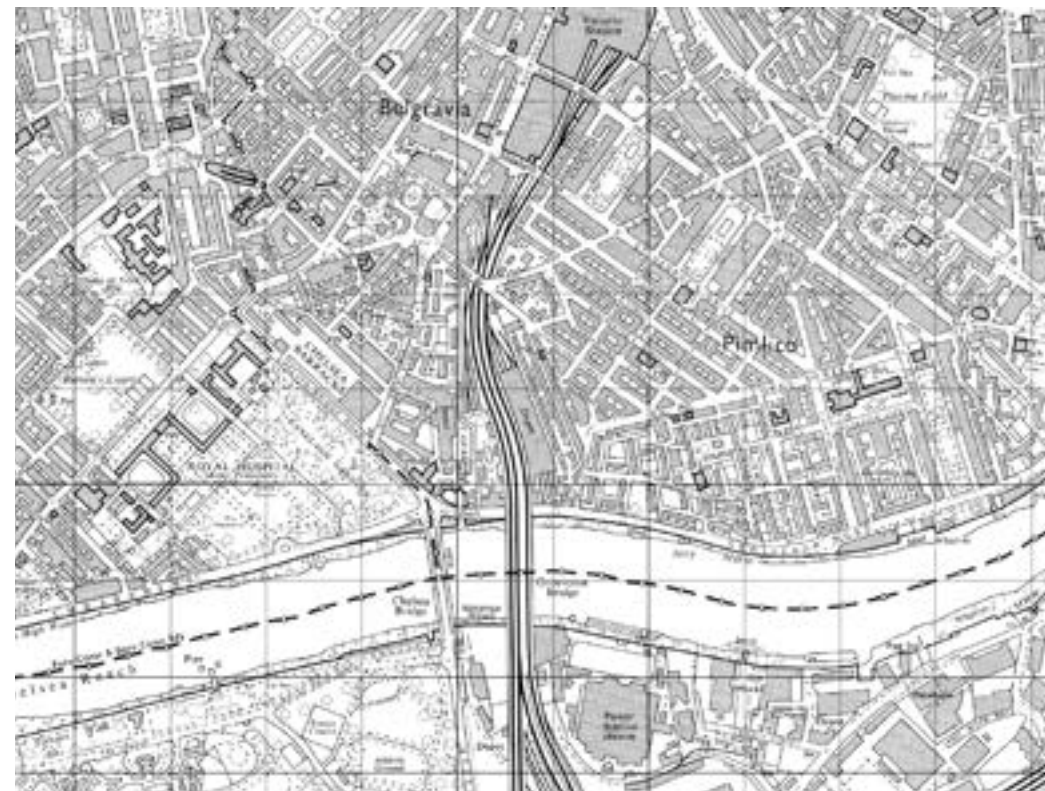


Figure 4.16 OS Map dating from 1981

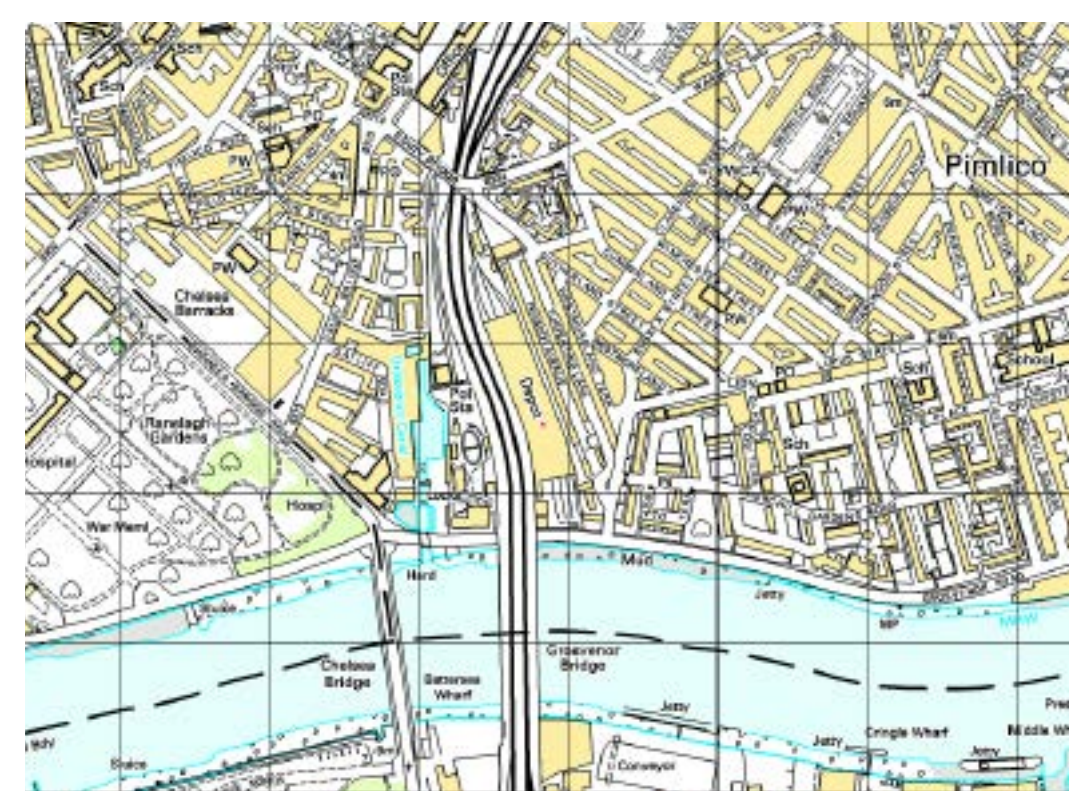


Figure 4.17 OS Map dating from 1999

4 | Site 2: Grosvenor Sidings

Identification of Assets

- 4.15 The buildings of merit are assessed as part of the Conservation Areas below and where appropriate we have grouped assets to remain proportionate.
- 4.16 It should be noted that the Site is within a archaeological priority zone and this would need to be duly considered at application stage.
- 4.17 The railway sheds on the Site are not considered a NDHA as they do not meet the degree of architectural or historic interest to be considered such. However, their character and form does fall into the setting of the listed and NDHA buildings on the Site and contributes to the character of the area. Therefore, the sheds could be incorporated into design development if possible.

Asset Scoping

- 4.18 The following assets have been scoped in as a result of their shared setting with the Site. For the purposes of this report, the appraisal of the Conservation Areas includes the designated and non designated assets within that Conservation Area boundary. For a full application, a full heritage report should be prepared which assesses each asset (where proportionate)

- 123A Grosvenor Road (Grade II)
- Workshop building (NDHA)
- Western Pumping Station Group (Western Pumping Station (Grade II), Auxiliary Pumping Station (Grade II), Superintendents House At Western Pumping Station (Grade II, Chimney To Western Pumping Station Behind Number 124 Grosvenor Road (Grade II))
- Peabody Avenue Conservation Area and listed buildings and NDHA within the Conservation Area
- Churchill Gardens Conservation Area and listed buildings and NDHA within the Conservation Area
- Pimlico Conservation Area and listed buildings and NDHA within the Conservation Area
- Belgravia Conservation Area and listed buildings and NDHA within the Conservation Area
- Royal Hospital Conservation Area and listed buildings and NDHA within the Conservation Area
- Battersea Power Station
- Westminster World Heritage Site

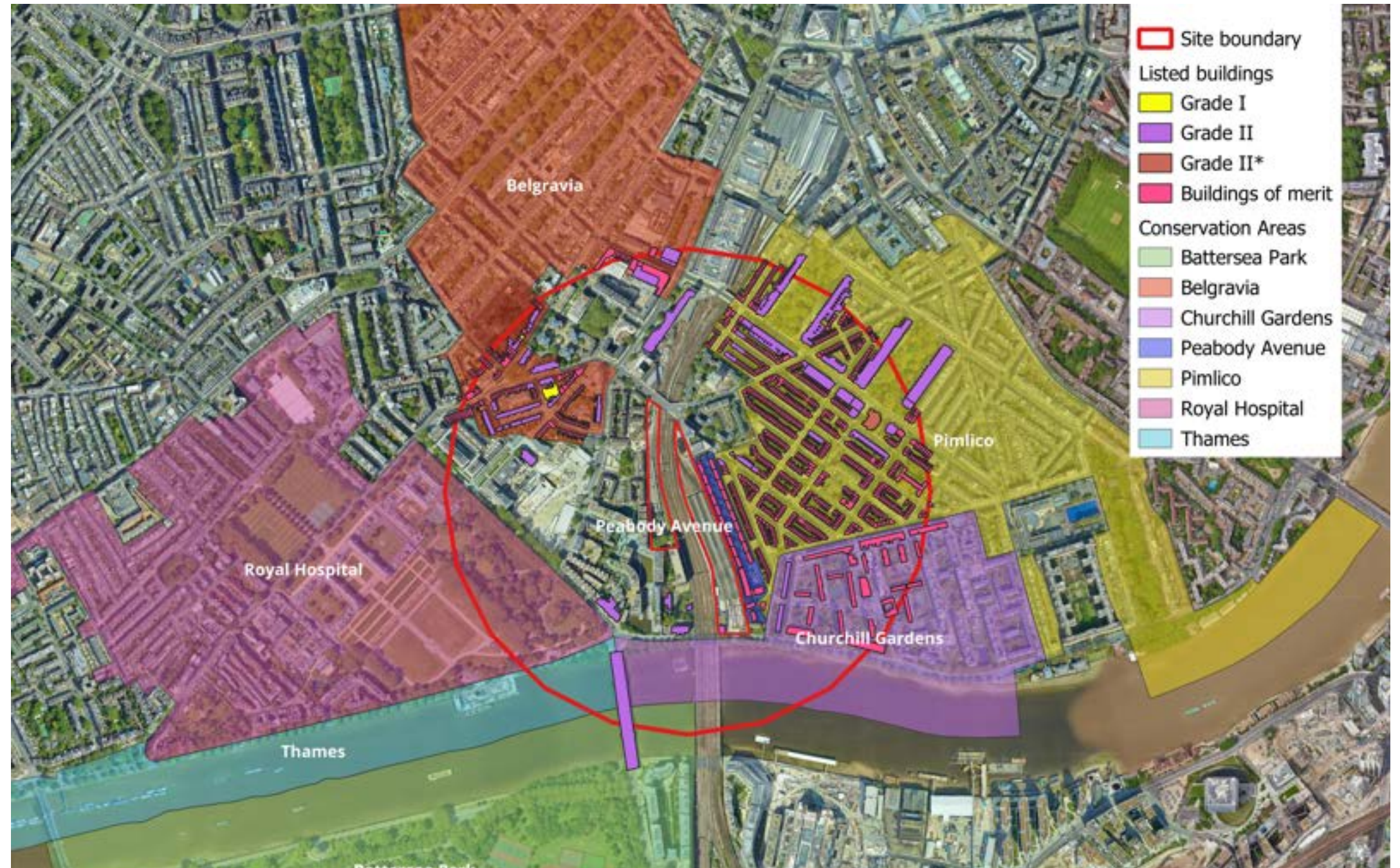


Figure 4.18 Asset map

4 | Site 2: Grosvenor Sidings

Full list of listed buildings with 500m of the Site

Listing No.	Name	Grade
1066137	1-23, WARWICK SQUARE SW1	II
1066138	33, WARWICK SQUARE SW1	II
1238958	26-29, WARWICK SQUARE SW1	II
1239004	45-48, WARWICK SQUARE SW1 (See details for further address information)	II
1239224	119-125, WARWICK WAY SW1 (See details for further address information)	II
1273930	30-32, WARWICK SQUARE SW1	II
1357369	CHURCH OF ST GABRIEL	II*
1357370	50-66, WARWICK SQUARE SW1	II
1066735	123A, GROSVENOR ROAD SW1	II
1067132	AUXILIARY PUMPING STATION	II
1067133	SUPERINTENDENTS HOUSE AT WESTERN PUMPING STATION	II
1214358	WESTERN PUMPING STATION	II
1226938	PUBLIC HOUSE	II
1265626	NOS 20A, 20, 22 24, 26, 28, 30 AND 30A AND 45, 47, 49 TO 66, 67, 69, 71 TO 88, 91 AND 93 TO 110 COLESHILL FLATS	II
1357059	CHIMNEY TO WESTERN PUMPING STATION BEHIND NUMBER 124 GROSVENOR ROAD	II
1066261	LISTER INSTITUTE OF PREVENTATIVE MEDICINE	II
1066340	15-43, CAMBRIDGE STREET SW1	II
1066341	45-51, CAMBRIDGE STREET SW1	II
1066488	3-33, ALDERNEY STREET SW1	II
1067405	THE GREYHOUND PUBLIC HOUSE	II

Listing No.	Name	Grade
1271492	SULLIVAN HOUSE	II
1357181	78-90, ALDERNEY STREET SW1	II
1357242	16-44, CAMBRIDGE STREET SW1	II
1357243	108-138, CAMBRIDGE STREET SW1	II
1066363	ST MICHAELS HALL	II
1066424	35 AND 36, BLOOMFIELD TERRACE SW1	II
1066425	22-31, BLOOMFIELD TERRACE SW1	II
1066860	NUMBERS 20 TO 42 (EVEN) INCLUDING GARDEN RAILINGS	II
1066863	172, EBURY STREET SW1	II
1066864	182, EBURY STREET SW1	II
1066868	27-41, ECCLESTON SQUARE SW1	II
1211210	162-170, EBURY STREET SW1	II
1211215	180, EBURY STREET SW1	I
1211230	184-188, EBURY STREET SW1	II
1211466	19-26, ECCLESTON SQUARE SW1	II
1211499	53-74, ECCLESTON SQUARE SW1	II
1218835	33, BLOOMFIELD TERRACE SW1	II
1218843	14-18, BLOOMFIELD TERRACE SW1	II
1271491	GILBERT HOUSE	II
1290117	174, EBURY STREET SW1	II

Listing No.	Name	Grade
1291075	BRITISH AIRWAYS TERMINAL	II
1291768	37-39, BLOOMFIELD TERRACE	II
1357010	4-18, ECCLESTON SQUARE SW1	II
1357207	1-12, BLOOMFIELD TERRACE SW1	II
1357208	40-45, BLOOMFIELD TERRACE SW1	II
1235526	ST BARNABAS PARSONAGE AND GATEWAY TO NORTH	II
1235529	9-17, ST GEORGE'S DRIVE SW1	II
1235585	51-61, ST GEORGE'S DRIVE SW1	II
1235586	22-36, ST GEORGE'S DRIVE SW1 (See details for further address information)	II
1237474	11, SUTHERLAND STREET SW1	II
1237475	WHITE FERRY HOUSE PUBLIC HOUSE	II
1264094	13-31, SUTHERLAND STREET SW1	II
1265008	29-49, ST GEORGE'S DRIVE SW1	II
1265021	27, ST GEORGE'S DRIVE SW1	II
1265057	CHURCH OF ST BARNABAS	I
1265058	ST BARNABAS CHURCH SCHOOL	II
1357008	NOS 1, 3, 5 TO 22, 23, 25 AND 27 TO 44 COLESHILL FLATS	II
1391859	VICTORIA LIBRARY	II
1401791	Guards' Chapel at former Chelsea Barracks	II
1418262	Victoria Coach Station	II
1433500	2, ELIZABETH STREET, ST MICHAEL'S HOUSE	II
1445892	Pimlico (St Barnabas) War Memorial	II
1393009	Chelsea Bridge	II
1459927	Arnrud Johnston Obelisk	II

4 | Site 2: Grosvenor Sidings

Significance.

123A Grosvenor Road

4.19 123A Grosvenor Road is located with the Site boundary. The building is Grade II listed, designated in December 1987.

4.20 The house was built in the mid 19th Century, likely as the Station Master's House or offices to facilitate the Grosvenor Road station seen marked on the OS Maps. Grosvenor Road Station was a railway station at the north end of the bridge on the approach to Victoria, opened in the mid 19th century and closed by the early 20th century as seen on the OS maps.

4.21 The building is 2 storey, 3 bay with a hipped pitched tiled roof. The building was built of yellow London stock brick and displays a prominent console cornice above the ground floor. Other decorative features include the keystones and detailing around the rounded windows and the stone surrounds.

Significance

4.22 The significance of the asset is derived from the historical association with the development of the Grosvenor Bridge, Victoria Station and the use of this plot in connection with the railway. Architectural interest is also derived from the building as a result of the well-surviving fabric and architectural detailing. The asset is considered to be of High significance.

Setting

4.23 The immediate setting of the assets includes the Churchill Gardens Conservation Area to the

immediate south, characterised in this area by the busy Grosvenor Road which follow the meander of the Thames, the wider Site and ongoing railway sidings use and railway bridge to the immediate west. The immediate setting of the asset contributes to the understanding of the asset's significance as development related to the railway. The continued use of the Site as railway sidings and the railway bridge to the immediate west of the Site contribute to this understanding.

Contribution of the Site to Setting

4.24 The Site is historically associated with the asset and therefore provides legibility of its historic use and significance.

Potential impacts of development on the Site to the significance/setting.

4.25 Development will be prominent within the setting of the asset, however, harm can be mitigated through the quality of the design and ensuring its architectural and historic significance is revealed.

Workshop Building (NDHA)

Significance

4.26 The workshop building located to the immediate rear of 123A Grosvenor Road (the immediate north) is considered to be a NDHA as a result of its age and associated use with the railway and 123A Grosvenor Road. This has been identified in line with the Historic England best practice guidance.

Setting

4.27 The primary setting of the asset is the Site and the railway, with which it shares a historic association. This association provides legibility of the historic use of the asset and of its significance.

Contribution of the Site to Setting

4.28 Similarly to 123A Grosvenor Road, the Site forms part of the historic setting of the asset through the shared association with the railways which informed the development of the buildings. The Site therefore provides a degree of context which is useful in its appraisal.

Potential impacts of development on the Site to the significance/setting.

Similarly to the previous asset, development of the Site will be prominent here, however, harm can be mitigated through the quality of the design and ensuring its architectural and historic significance is revealed.

Western Pumping Station Group

4.29 This group is formed of the Superintendents House At Western Pumping Station (Grade II), the Auxiliary Pumping Station (Grade II), the Chimney To Western Pumping Station Behind Number 124 Grosvenor Road (Grade II) and the Western Pumping Station. These assets are grouped due to their shared historic development and setting.

Significance

4.30 The significance of the assets is derived from their association with the Victorian water system in London and sewage management works. Architectural significance is also derived from the assets good display of Victorian industrial architectural (on the water pump) as well as Victorian residential architectural in the superintendents house.

Setting

4.31 The group is located to the west of the Site, on the opposite side of the railway bridge. The built form of the assets is seen today predominantly as it was at the time of the assets building, in the late 19th century. The character of the area has of course been modernised and the character has become more commercial with Grosvenor Road to the immediate south of the assets carrying a large amount of traffic. This detracts from the setting of the assets. The proximity to the Thames, on the other side of Grosvenor Road, contributes to the assets setting as the buildings functional connection with water pumping.

Contribution of the Site to Setting

4.32 The Site is located to the east of the water pumping station group, separated by the railway bridge. There is little shared setting between the Site and the group, though the Site does fall into the wider setting of the asset and in its current form forms part



Figure 4.19 123 A Grosvenor Road. Source: Historic England



Figure 4.20 Peabody Avenue Conservation Area



Figure 4.21 Churchill Gardens Conservation Area.

4 | Site 2: Grosvenor Sidings

of surviving features of the wave of late 19th Century development here. In this way, the Site contributes to the setting of the assets.

Potential impacts of development on the Site to the significance/setting.

- 4.33 Development of the Site would result in some loss of historic association and contextual contribution to the significance of the asset. Nonetheless, this harm can be balanced against the public benefits of a high quality redevelopment.

Peabody Avenue Conservation area

- 4.34 The Peabody Avenue Conservation Area borders the Site along the eastern boundary and is a small conservation area comprised of the Peabody Avenue. The Peabody Conservation Area was designated in 2000. The Conservation Area contains many listed buildings. These should be assessed separately in the full heritage statement supporting a full application.

- 4.35 The Peabody Trust acquired the land of Peabody Avenue in 1874 from the London, Dover and Continental Railway and the Avenue was completed by the late 1870's. The Avenue was designed by H. A. Darbishire, the trust's architect, who adapted the 'formula' tenement block to fit into the narrow site. A second wave of development was carried out in the 1880's, with three villa tenements added between Peabody Avenue and Grosvenor Road.

- 4.36 The avenue buildings were constructed in yellow stock brick, 7 bays wide with a central shallow bay of three windows. Detailing of the buildings is picked out in a lighter yellow along the stringcourses and doorways. The Avenue was designed as 280m long, though the addition of the later blocks and war damage has altered this length now.

Significance

- 4.37 The significance of the Conservation Area is derived from the historic interest of the Avenue and the historic association with the Peabody Trust. Architectural interest is also derived from the connection with H. A. Darbishire, the Trust's architect,

and the interest in the slight reconfiguration for the standard tenement block to fit this narrow and long site.

Setting

- 4.38 The setting of the Conservation Area is primarily the Site to the immediate east and the wider earlier development to the east. The continuing residential character of this area contributes to the character and appearance of the Conservation Area.

Contribution of the Site to Setting

- 4.39 The railway use of the Site contributes to the understanding of the origins and historic development of the asset as being built on land previously owned by a railway company. However, this does not contribute to the significance or character and appearance of the Conservation Area today which is primarily derived from the consistent scale of the blocks and the formulaic and complete avenue.

Potential impacts of development on the Site to the significance/setting.

- 4.40 Due to the lack of positive contribution of the Site to the character of the Area, development would not result in harm to its special interest. Nonetheless, it is critical that the design of a prominent location within its setting ensure exemplary and high quality architecture to avoid the detracting impacts of poor design.

Churchill Gardens Conservation Area

- 4.41 Churchill Gardens Conservation Area borders the Site to the south and extends east. The Conservation Area is bordered by Pimlico, Peabody Avenue and Dolphin Square Conservation Areas and is bordered to the south by the Thames. The Conservation Area was designated in 1990. The Conservation Area contains many listed buildings and a registered park and garden. These should be assessed separately in the full heritage statement supporting a full application.

- 4.42 The contemporary character of Churchill Gardens was developed in 1946 following the war and a need for additional housing. Prior to this, the area was used as docks (including Thames Bank Wharf and Belgrave Dock) and related industry such as

a distillery. There was some development laid out, designed by stone merchant John Johnson. The area suffered substantial bombing in the war which cleared further land and opened up a larger site for redevelopment.

- 4.43 Churchill Gardens was designed by Powell and Moya, who won a prestigious competition run by the Council for the work. Powell and Moya, young architects, were inspired by the work of Le Corbusier and drew up plans which followed the Abercrombie Plan (the Greater London Plan, created by Patrick Abercrombie in 1944). The Abercrombie Plan advocated for efficient development; tall building blocks interspersed with maisonettes and shops and pubs. Churchill Gardens Estate followed the guidance of the Abercrombie Plan and Powell and Moya designed a estate with a mix of nine to eleven storey buildings with flats, maisonettes and flats in lower scale blocks of three to five storeys. The estate incorporated the first district heating system in Britain and acted as a pioneering example of missed developments in post-war housing estates.

Significance

- 4.44 The significance of the Conservation Area is derived from the historic interest of the area as one of the first UK housing estates to adopt the modernist planning principles and as a pioneering example of mixed development in post-war housing. Architectural interest is derived from the well surviving example of this development and the key role it played in the development of modernist architectural principles.

Setting

- 4.45 The setting of the Conservation Area is primarily comprised of the Thames and Grosvenor Road to the south and the residential areas of Peabody Avenue and Pimlico to the north and east. The residential character of Peabody Avenue and Pimlico contribute to the character and appearance of the conservation area as a residential estate.

Contribution of the Site to Setting

- 4.46 The Site is located to the immediate north/northwest of the Conservation Area and in its current form does not contribute to the character and appearance of the area. The railway sidings use, industrial in nature, contrasts with the residential use of the Conservation

Area.

- 4.47 The Site falls into the backdrop of several of the viewpoints located by the Conservation Area Audit, however the Site in its current form does not make a notable contribution to the significance of the Conservation Area. The impact of the development in these views should be tested in a full heritage statement.

Potential impacts of development on the Site to the significance/setting.

- 4.48 The Site would be a contributory element to the setting of the Conservation Area and as such emphasis must be placed on high-quality design to ensure that, where visual impact would arise, harm is mitigated. Tested at 18 storeys, a taller building would have considerable visibility along roads through the Area and as such, its form and appearance will be a key consideration.

Pimlico Conservation Area

- 4.49 Pimlico Conservation Area is located to the east of the Site and is a large Conservation Area. The Conservation Area was adopted in 1968 and has been extended three times, in 1973, 1990 and 2006. The Conservation Area contains many listed buildings and a registered park and garden. These should be assessed separately in the full heritage statement supporting a full application.

- 4.50 The land, now Pimlico, was leased to Cubitt in the mid 1830's by the Duke of Westminster. Cubitt was renowned by this time for his work in Belgravia and intended to lay out this part of London in a similar style. Cubitt planned the whole area in a series of diagonal grids and straight streets centred around three Squares. Building commenced in 1835 and continued after Cubitt's death in 1855 until the 1870's. Socially, the area was considered to be a lower status than Belgravia but a cut above Chelsea, which was considered commercial in nature. This declined in the later 19th and early 20th century as the area saw a period of decline and was described by social commentators as a deprived and dilapidated neighbourhood.

- 4.51 The area was developed with terraced properties, finished in stucco and built in a classical style. The area is characterised by these stucco covered

properties, the squares and terraces hierarchy and the parades of small shops.

Significance

4.52 The significance of the Conservation Area is derived from the historic interest as a area laid out by a renown speculative builder, Cubitt, and also from the wider understanding of the development of this area. Architectural interest is also derived from the association with Cubitt and the grand classical style of the area.

Setting

4.53 The setting of the area is predominantly characterised by the residential development which surrounds the area, this includes streets of a similar character but also several large footprint and volume estates, for example Dolphin Square to the immediate east and also Churchill Gardens (both Conservation Areas in their own right).

Contribution of the Site to Setting

4.54 The Site falls into the wider setting of the Conservation Area and is glimpsed in some of the key views, including the view identified as a local view in the CAA "The chimney of the Grosvenor Pumping station forms the focus of a view along Clarendon Street". The industrial character of the Site contrasts with the fine, classical character of the Conservation Area and, in its current form, does not contribute to nor does it detract from the character and appearance of the Conservation Area.

Potential impacts of development on the Site to the significance/setting.

4.55 Similarly to the Churchill Gardens Conservation Area, the Site has potential, particularly at taller heights around 18 storeys, to be visible in a number of places within the Area. As such, it is critical that the design of a tall building emphasises high quality design and is massed in such a way as to avoid appearing dominating within the skyline.

Royal Hospital Conservation Area

4.56 The Royal Hospital Conservation Area is located to the west of the Site and is located in the borough of Kensington and Chelsea. The Conservation Area contains many listed buildings and a registered park

and garden. These should be assessed separately in a full heritage statement supporting a full application.

4.57 The Conservation Area is centred on the Royal Hospital itself, the development of which began in 1609 with the Theological College of James I built here. Throughout the centuries this area has been centred around the progression of medicine with the Royal Hospital opening its doors in 1692.

4.58 The Conservation Area boundary also includes the numerous quiet residential streets which surround the hospital and part of Kings Road, a vibrant and high-end shopping street at the heart of Kensington and Chelsea.

Significance

4.59 The significance of the Conservation Area is derived from the historic development of the area and the fine examples of 18th and 19th century architecture seen throughout the area and the presence of the Royal Hospital at the heart of the Conservation Area. This is seen in the large number of designated and non-designated heritage assets throughout the Conservation Area, these should be considered in full at application stage.

Setting

4.60 The Conservation Area abuts at its boundary several other Conservation Areas: Sloane Square to the north, Chelsea to the north east and Cheyne to the east. The south boundary of the Conservation Area abuts the Thames. These areas are positive contributors to the setting of the Conservation Area, the wealth of architecture and the residential character of the surrounding areas are protected by the Conservation Area designations.

Contribution of the Site to the Setting

4.61 The Site is located to the east of the Conservation Area and is located in the wider setting of the Conservation Area. The Site is separated from the Conservation Area by a mix of development styles and heights and this area of the setting of the Conservation Area is of mixed character. The current railway and industrial character of the Site has a neutral contribution to the character of the Conservation Area.

Potential impacts of development on the Site to the significance/setting.

4.62 Impact on the Area will scale with height and it is clear from ZTV testing that there will be significant visual impact on the most sensitive portions of the Area at 18 storeys, particularly in views from the hospital across the Royal Hospital South Grounds. It will also be visible from views of the Hospital to the north west of it, and would thus compete with its outline. This scales down at 12 storeys, where visual impact is restricted more towards the river front.

4.63 Currently, there is little to no tall building impact in this view, and as such, a development at heights above 12 storeys may not be appropriate because of this, particularly from the Hospital itself.

4.64 Were a development upwards of 12 storeys to come forward, the Council would need to ensure that its massing avoids a 'blocky' appearance in the skyline, and that it is of a quality of sufficient sophistication as to be considered an exemplary of its type within London.

Battersea Power Station

4.65 Battersea Power Station is located to the south of the Site, on the southern side of the river. The building is a Grade II* asset. Whilst this asset is located beyond the 500m search radius, it is included in the assessment due to the wide views afforded across the Thames

4.66 Built in two phases between 1929-35 (Station A) and 1937-41 (Station B), the power station was the first British power station to rationalise large-scale electricity distribution under the national grid. The Battersea Power Station supplied a fifth of London's electricity on completion. Designed by St Giles Gilbert Scott.

4.67 The Battersea Power Station has recently been restored and is now in use as a shopping and entertainment destination.

Significance

4.68 The listing description offers the following description as to the assets significance "Battersea Power Station is of outstanding interest on architectural grounds as a monumental example of an inter-war utilities building, designed by a leading architect of his day.

The interior retains elements of high importance but has undergone considerable alteration, including the removal of all machinery. The upgrading takes into account the degree of loss, and recognises the building's powerful architectural and historic significance."

Setting

4.69 The setting of the Battersea Power Station primarily comprises of the Thames and the railway bridge running to its immediate west.

Contribution of the Site to Setting

4.70 The historic development of the site and the Battersea Power Station are interlinked, as the Grosvenor bridge was built to connect Battersea Power Station with Victoria and the Site forms the railway sidings related with the bridge. Therefore, in its current form, the Site contributes to the understanding of the significance of Battersea Power Station and the rail links between.

4.71 The location on the Thames, opposite the Site, means that a clear view of the Site is afforded from the Power Station and vice versa.

Potential impacts of development on the Site to the significance/setting.

4.72 The development is unlikely to have an impact on the significance of the station itself, although consideration will need to be made for how it might obstruct views of its silhouette within the skyline - this is particularly relevant form Ebury Bridge, which currently provides unobstructed views of much of the station.

4.73 This might mean ensuring there is visual permeability through any development, or incorporating transitional heights to preserve important views.

Westminster world heritage site

4.74 The Westminster Heritage Site (WHS) lies to the north east of the Site, approximately 1.7km at the nearest point. Due to the distance and interposing development, it is considered that the Site does not fall into the setting of the WHS.

4.75 The height of any forthcoming proposals will need to be fully tested in relation to the protected silhouette

4 | Site 2: Grosvenor Sidings

of the Palace of Westminster. It is likely that very tall buildings upwards of 18 storeys may be inappropriate and the height of the specific proposals would need to be tested.

Belgravia Conservation Area

Significance

- 4.76 Belgravia remains of historic significance as a planned aristocratic residential quarter, an example of high-class, early 19th Century speculative development on an unprecedented scale, which influenced other similar developments in Victorian London.
- 4.77 The distinctive character of the conservation area derives from the combination of opulent cream stucco terraces, spacious streets and the verdant garden squares on which these are set. Few public buildings or landmarks were included in the original layout and this, coupled with the consistent use of materials and repetition of classical architectural detailing, contributes to a high degree of townscape uniformity and coherence.

Setting

- 4.78 The context for the development of the Area is informed by its proximity to key centres of civic and royal power, with Buckingham Palace located to the east, along with Parliament beyond this. As such, the Area was ripe for development to provide high-quality housing to the wealthy and upper-class of the 19th Century.

Contribution of the Site to Setting

- 4.79 The Site does not presently contribute due to distance and lack of visibility.

Potential impacts of development on the Site to the significance/setting.

- 4.80 Visual impact on the Conservation Area is unlikely to be significant due to the degree of buffering provided by built forms between the Site and the Area. This will scale with height, however, even tested at 18 storeys, visibility will be discrete and in limited instances.

4 | Site 2: Grosvenor Sidings

Suggested Key Views

4.81 The below views have been informed by a site visit in August 2023 and a ZTV scoping exercise (shown in Appendix 1)

- View 1 - View from Clarendon Street (identified view within the Pimlico Conservation Area)
- View 2 - Lupus Street (Churchill Gardens)
- View 3 - Churchill Gardens Road
- View 4 - Warwick Square
- View 5 - Ebury Bridge
- View 6 - Royal Hospital Grounds (Private property so not surveyed in this report)
- View 7 - Chelsea Bridge
- View 8 - Thames Footpath
- View 9 - Battersea Power Station

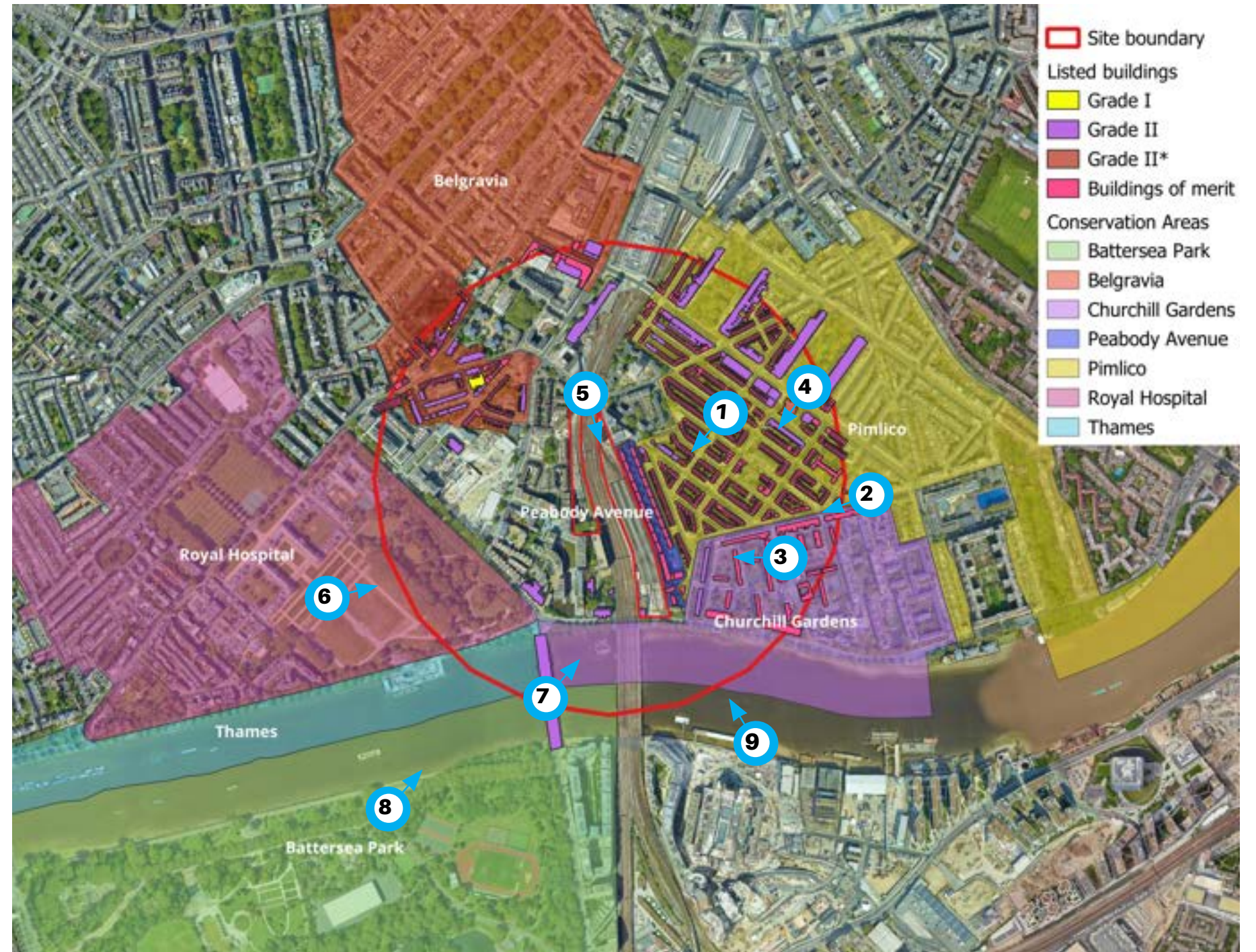


Figure 4.22 Suggested Viewpoint Location Plan

4 | Site 2: Grosvenor Sidings

Suggested Viewpoints

4.82 The photographs on this page indicate the suggested viewpoints. The photography here was taken by Icen Projects on 16/08/23



Figure 4.23 Viewpoint 1



Figure 4.24 Viewpoint 2

4 | Site 2: Grosvenor Sidings

Suggested Viewpoints



Figure 4.25 Viewpoint 3



Figure 4.26 Viewpoint 4

4 | Site 2: Grosvenor Sidings

Suggested Viewpoints



Figure 4.27 Viewpoint 5



Figure 4.28 Viewpoint 6

4 | Site 2: Grosvenor Sidings

Suggested Viewpoints



Figure 4.29 Viewpoint 7



Figure 4.30 Viewpoint 8

4 | Site 2: Grosvenor Sidings

Constraints and Opportunities

4.83 This section has provided an overview of the Site's historic development, identified key heritage assets and provided a summary of the significance of the assets in order to inform the design principles and recommendations for forthcoming development. This section of the report has also considered key viewpoints from which the impact of any proposals should be considered.

4.84 We now turn to the specific constraints and opportunities of the Site in relation to its redevelopment before providing design principles and recommendations:

- 123A Grosvenor Road and the NDHA within site boundary – these building are a constraint to development. 123A Grosvenor Road's designated status is a material consideration in the planning decision making process.
- Proximity to the Peabody Avenue Conservation Area is an identified constraint of this Site. The Site is located in close proximity to the boundary of the Peabody Conservation Area and this close proximity of the residential blocks, and their consistent scale will be a critical consideration which may limit the potential for significant height at this boundary of the allocation site and any design needs to respond sensitively to this.



Figure 4.31 Site photograph showing boundary between site and Peabody Estate

- The Site falls into the wider setting of Churchill Gardens. Though this Conservation Area has clear boundaries and a clear and strong character, the Site does fall into the wider setting of the Conservation Area and this must be taken into account in the design process of a forthcoming development;
- The relationship with Pimlico Conservation Area. We note the lower scale of development in Pimlico and importance of consideration of any views from the Pimlico Conservation Area that the Site falls and into the wider setting of this Conservation Area and therefore any forthcoming development should consider the character and appearance of the Conservation Area. This should have due consideration to the alignment of Pimlico grid. Lupus Street provides open and channelled views towards the Site. A development around 18 storeys would be highly visible here;
- At taller heights (18 storeys), there is potential for visual impact on the southern portion of the Belgravia Conservation Area. The scale of penetration into the northern portions of the Area will need to be assessed further at application stage, however, the prevailing heights and orientation of roads should minimise the scope for visibility.
- Setting impacts on the identified key heritage



Figure 4.32 Site photograph showing the Water Pumping Tower and the listed building

assets, including the listed buildings to the west of the Site.

- In particular, the visibility of the Grosvenor Pumping Tower which is a local landmark and its visibility from the east of the Site should be retained
- Visual impact – the visibility of any proposed development should be considered from the identified key viewpoints as well as additional locally identified viewpoints.
- Viewpoints towards Battersea Power Station will need to be protected through the development and careful testing will be required to ensure that these are not affected by development here.
- Long narrow Site with a harsh boundary to the south and west, the close proximity to the railway line to the west is a result of the historic development of the railway sidings and will be a constraint in the development process.

4.85 It is considered that though the Site has several heritage constraints there is a great opportunity here to improve the setting and significance of these assets through the delivery of a high quality design which sensitively responds to the surroundings. We have set out our design recommendations on the following page.

Overall Assessment of Significance and Impact

Asset	Significance of Asset	Sensitivity to the development of the site	Risk of harm to asset	Level of effect
Workshop (NDHA)	Low	High	High	Medium-High
123A Grosvenor Road	High	High	High	Medium-High
Peabody Avenue Conservation area (and listed buildings)	Medium - High	Medium	Low	Medium
Churchill Gardens Conservation Area (and listed buildings)	Medium - High	Low	Low	Low-Medium
Pimlico Conservation Area (and listed buildings)	Medium - High	Low	Low	Low-Medium
Battersea Power Station	High	Low	Low	Low-Medium
Western Water Pumping Group	High	Low	Low	Low-Medium
Royal Hospital Conservation Area (and listed buildings)	Medium - High	Low	Low	Low-Medium

4 | Site 2: Grosvenor Sidings

	Constraints	Opportunities
1	Grade II 123A Grosvenor Road located in Site boundary and NDHA	123A Grosvenor Road and NDHA must be retained and incorporated within any redevelopment, its setting should also be considered.
2	Close proximity to Peabody Avenue Conservation Area	Development here should have a buffer between the development on Site and the properties on Peabody Avenue and the scale of development should decrease towards this boundary.
3	Site located in setting of the Churchill Conservation Area	Development should have due consideration to the setting and identified views from Churchill Gardens towards the Site. Exceptional design should be employed in the design and should contribute positively to the skyline, particularly at 18 storeys or above..
4	Site located in setting of the Pimlico Conservation Area	Development should have due consideration to the setting and identified views from Pimlico towards the Site. 18 storeys will be highly visible.
5	Setting impacts on the group of listed buildings at the Grosvenor Pumping Tower, including views of the Tower	The taller development should be located in the north east of the Site and step down in scale towards the river and the pumping tower. The profile and the prominence of the chimney must be retained.
6	Relationship with River	The relationship with and presence on the river should be a key consideration in design, the design should draw on this connection and step down in height towards the bank.
7	Visual impact in the identified viewpoints and locally identified view	Development should consider the visual impact of the proposals within the identified viewpoints and any other locally identified viewpoints, this should include views from Kensington&Chelsea and views from south side of river and the bridge.
8	Battersea Power Station	Any forthcoming development should consider the visual impact of the proposals in the key view from Ebury Bridge to Battersea Power Station and protecting views towards this across the Site
9	Westminster World Heritage Site	Development on this Site should be tested to ensure no impact on the protected silhouette of the Palace of Westminster and important views from the Westminster World Heritage Site



Figure 4.33 Constraints and opportunities map

10	Full Heritage Impact Assessment	A full heritage impact assessment should be prepared which tests the impact on all identified heritage assets
11	Existing industrial character of the Site	The existing industrial character should be incorporated into the design of the development

Section 5

Site 3: Royal Oak.

5 | Site 3: Royal Oak Station

Site description

- 5.1 The Site comprises of an area of open land immediately to the north of Royal Oak station and south of the Westway. The Gloucester Terrace bridge passes through it, and it is adjacent to the Westbourne Terrace Bridge as well.
- 5.2 The Site is dominated by the vehicular and railway infrastructure around it, creating an urban character that degrades the quality of the surrounding townscape.
- 5.3 Despite the fact that the Site is presently open space, it is not readily accessible to the public and creates an insecure and hostile space with little to no surveillance.
- 5.4 The Site is not located within a Conservation Area however, it is in the setting of several Conservation Areas. Westbourne Terrace Bridge is listed Grade II, and Gloucester Terrace Bridge is an NDHA. They pass through/adjacent to the Site.



Figure 5.1 Site. Photograph taken on Site Visit 17/08/2023

5 | Site 3: Royal Oak Station

Surrounding area

- 5.5 Westbourne Green was one of Paddington's earliest settlements, which was obliterated by mid-19th Century residential development. The name 'Westbourne' is thought to derive from a place on the west side of the stream which came to be called after it. As one of three vills in the Medieval period, it likely arose as a need to administer Westminster abbey's estates.
- 5.6 The settlement remained small throughout the majority of its Medieval and Early Modern history. There were only a few houses by 1745, mostly south of the point where Harrow Road running westward from Edgware Road was joined by Westbourne Green (alter Black Lion) Lane running northward from the Uxbridge Road.
- 5.7 By 1820 the area was considered still a pleasant rural place. The Grand Junction Canal, which passed north of the village between the grounds of Westbourne Farm and Bridge House, was considered a sacenice enhancement and was used to attract more expensive housing to the area.
- 5.8 The GWR main line was constructed in 1836. By 1840 several new roads were laid out, including Westbourne Grove. Housing continued to spread, mainly south of the railway.

The Site

- 5.9 Royal oak station was opened on 30th October, 1871 and was thought to be named after the local public house of the same name (now the Porchester), itself likely named after the oak in which Charles II was said to have hid to escape the Roundheads. The station was built on what was the main Great Western Railway line, opened in 1838, and was the first stop out of Paddington until 1934. Prior to its construction, the first stop out of Paddington was West Drayton, a considerable distance to the west. As a result, and over a period of time, additional stations were opened to improve access and support the expansion of 19th Century London.
- 5.10 These stations tended to become the nexus of development, such as in the case of Westbourne Park, where efficient access to central London catalysed the development of 19th Century housing estates. The area around the station has a significant residential character, particularly to the south. The



Figure 5.2 Parish map of Paddington, 1824



Figure 5.3 Construction of the Westway adjacent to the Site



Figure 5.4 WW2 bomb damage at Royal Oak Station

large degree of railway infrastructure and the limited scale of the station contrasts quite considerably.

- 5.11 Royal Oak was opened as a result of a partnership between Great Western Railway and the Metropolitan Railway (which served London from 1863 to 1933). This also involved refurbishments to Westbourne Park. As a result of the partnership, it served both the main line used by Great Western Railway, and the Hammersmith & City line. It now also serves the Circle line. A tunnel was added in 1878 during expansion of the main line to allow Hammersmith & City services to cross without interference to traffic. The result is a significant amount of railway infrastructure.
- 5.12 The station was initially comprised of three platforms: one for down trains (i.e., trains leaving London) and two for up trains (trains approaching London). It is located between Ranelagh Bridge and Lord Hills Bridge, with access from the latter. To the north is the Westway and Westbourne Green Open Space, and to the south is the 19th Century houses around Gloucester Terrace. Further south of this is Bayswater. A maintenance facility for trains was added to the south of the station in 1907, which allowed for servicing, turning and refuelling without the need to travel to Paddington. This was altered in 1964 and closed in 1980.

5 | Site 3: Royal Oak Station

Heritage Assets

5.13 The below views have been informed by a site visit in August 2023 and a ZTV (shown in Appendix 1)

Conservation Areas:

- Maida Vale
- Westbourne
- Bayswater
- Hallfield Estate
- Queensway

Listed buildings:

1. Westbourne Bridge (Grade II, List ID: 1357363)
2. Porchester Square and Terrace assets (Grade II)
3. Orsett Terrace assets (Grade II, Listed IDs: 1066560, 1225676)
4. Gloucester Gardens assets (Grade II, List IDs: 1066786, 1212806)
5. Orsett House and 140, Westbourne Terrace (Grade II, List IDs: 1225675, 1267518)
6. Gloucester Terrace, Westbourne Terrace and Bishops Bridge Road (Grade II)
7. Hallfield Estate (Grade II, List ID: 1402283)
8. Hallfield School (Grade II*, List ID: 1237491)
9. Whiteley's Store (Grade II, List ID: 1227450)
10. Porchester Centre (Grade II*, List ID: 1262987)
11. 26, Westbourne Grove (Grade II, List ID: 1066120)
12. Westbourne Park Road (Grade II, List IDs: 1066123, 1267648, 1066122)
13. Westbourne Terrace Road assets (Grade II)
14. Maida Vale assets (Grade II)
15. Paddington British Rail Maintenance Depots (Grade II*, List IDs: 1263004, 1250976)
16. Church of Mary Magdalene (Grade I), List ID: 1235288



Figure 5.5 Asset map

5 | Site 3: Royal Oak Station

Full list of listed buildings with 500m of the Site

Listing No.	Name	Grade
1235288	Church Of St Mary Magdalene	I
1066881	Paddington Station Including The Lawn, Gwr Office Block On London Street And Offices Along Eastbourne Terrace	I
1237491	Hallfield School	II*
1250976	Paddington British Rail Maintenance Depot, East Block	II*
1263004	Paddington British Rail Maintenance Depot, West Block	II*
1066442	21 And 23, Bishops Bridge Road W2	II
1067404	20, Howley Place W2	II
1265568	9-31, Porchester Square W2	II
1265569	163, Porchester Terrace North W2	II
1248358	British Waterway Board Canal Office	II
1248413	Warwick Avenue Bridge Over Regent'S Canal	II
1248415	Junction House, Regents Canal	II
1066560	18-42, Orsett Terrace W2	II
1066760	134-168, Gloucester Terrace W2	II
1066761	125-167, Gloucester Terrace W2 (See Details For Further Address Information)	II
1066786	40-62, Gloucester Gardens W2 (See Details For Further Address Information)	II
1066970	2 And 3, Clifton Villas W9	II
1066971	8 And 9, Clifton Villas W9	II
1212806	36 And 38, Gloucester Gardens W2 (See Details For Further Address Information)	II
1219825	10 And 11, Clifton Villas W9	II
1225675	Orsett House	II
1225676	3-33, Orsett Terrace W2	II

1226989	1-8, Porchester Square W2	II
1226992	165-169, Porchester Terrace North W2	II
1227450	Whiteleys Store	II
1262987	Porchester Centre	II*
1291274	Numbers 4 And 5 Including Gateway To Number 5	II
1356946	Numbers 6 And 7 Including Gateway To Number 7	II
1357034	90-132, Gloucester Terrace W2	II
1066091	1-6, Westbourne Terrace Road W2	II
1066092	14-20, Westbourne Terrace Road	II
1066120	26, Westbourne Grove W2	II
1066122	14 And 16, Westbourne Park Road	II
1066123	26 And 28, Westbourne Park Road W2	II
1066126	79-119, Westbourne Terrace W2	II
1066128	108-136, Westbourne Terrace	II
1066129	Numbers 28 And 30 And Front Garden Wall And Gatepiers	II
1066130	Numbers 38 And 38 Including Front Wall And Gatepiers	II
1066132	13 And 15, Warwick Avenue W9	II
1066133	21-25, Warwick Avenue W9	II
1066134	27 And 29, Warwick Avenue W9	II
1066135	61 And 63, Warwick Avenue W9	II
1066162	12 And 14, Warwick Avenue W2	II
1066163	Numbers 24 And 26 Including Garden Wall And Gateways	II
1066253	1-8, Cleveland Gardens W2	II
1066420	Number 33 And Front Garden Wall To 33	II
1066421	Numbers 40-45 Including Front Garden Wall And Gatepiers Of Numbers 40-44	II
1066422	50 And 51, Blomfield Road W9	II
1066423	54 And 55, Blomfield Road W9	II

1218791	Number 34 And Gate Piers And Front Garden Wall To Number 34	II
1218804	Numbers 38 And 39 Including Front Garden Wall And Gateways	II
1222912	70-106, Westbourne Terrace (See Details For Further Address Information)	II
1238834	Numbers 20 And 22 Including Front Garden Walls And Gateways	II
1238930	31, Warwick Avenue W9 (See Details For Further Address Information)	II
1238936	37-59, Warwick Avenue W9	II
1238937	2, Warwick Crescent W2	II
1267518	140, Westbourne Terrace W2	II
1267648	22 And 24, Westbourne Park Road	II
1273925	Numbers 1 To 5 And Warwick Castle Public House	II
1273983	Number 32 And Number 16 Warwick Avenue Including Front Garden Wall And Gatepiers	II
1273987	8 And 10, Warwick Avenue W2	II
1273989	Numbers 30 And 31 Including Font Garden Wall And Gatepiers	II
1291758	52 And 53, Blomfield Road W9	II
1291762	Clifton Villas	II
1291795	46 And 47, Blomfield Road W9	II
1357205	Number 35-37 Including Front Garden Wall And Gateways	II
1357206	48 And 49, Blomfield Road W9	II
1357344	4 And 6, Warwick Avenue W2	II
1357362	Dorland Hotel	II
1357363	Westbourne Bridge	II
1357364	32 And 34, Warwick Avenue W9	II
1357365	9 And 11, Warwick Avenue W9	II
1357366	17 And 19, Warwick Avenue W9	II
1357367	33 And 35, Warwick Avenue W9	II
1357384	The Bridge House	II

1357385	21-26, Westbourne Terrace Road W2	II
1402283	Hallfield Estate (14 Residential Blocks And Laundry)	II

5 | Site 3: Royal Oak Station

Significance.

Westbourne Bridge, Grade II

Significance

- 5.14 This asset is an early 20th Century road bridge by Great Western Railway. It possesses decorative elements typical of its date and providence and from this it derives its significance.

Setting

- 5.15 Its primary setting is the railway, from which it derives both its function and architectural significance as a product of the Great Western Railway company.

Contribution of site to its setting

The Site presently does not contribute positively to the setting of the asset. There is scope for enhancement.

Potential impacts of development on the Site to the significance/setting

- 5.16 Given the limited relationship of the asset with its context, and the primary importance of the railway, development of the Site will have a limited effect on its significance. Nonetheless, development must respect its architectural interest and as such should be sufficiently set back to allow for visual appraisal of its significance. Development which seeks to maximise the Site and thus abut the bridge, would not be appropriate.



Porchester Square & Terrace, Orsett Terrace and Gloucester Gardens assets, Grade II

- 5.17 These houses derive their significance from their 19th Century date as part of the development of the Paddington estate, and for their illustration of Italianate polite housing.

- 5.18 They possess an attractive uniformity, laid out in a way which is typical of polite housing developments in London at this time, with wide, sweeping avenues lined with trees. Notable details include stuccoed frontages, particularly around Porchester Square, Classical decoration and large sash windows.

- 5.19 The integrity of the terraces contributes to the importance of their group value.

Setting

- 5.20 The low-rise residential character and the well-preserved areas of mid to late 19th Century architecture defines their setting. There is a relationship with the railway, which forms a northern boundary to the development and which catalysed development around Royal Oak station.

Contribution of Site to its setting

- 5.21 The Site, as empty space north of the railway, does not contribute to the historic or architectural significance of the assets in these terraces. There is visual separation and as undeveloped land, does not provide contextual legibility of their special interest.

Potential impacts of development on the Site to the significance/setting

- 5.22 Due to the tight grain of the terraces, their height and the axial direction of the roads, visibility of the Site from a public setting is highly limited. As a result, visual impact from development of the Site would only arise in the case of a tall building upwards of 18 storeys, at which point consideration would need to be made. Assessment of ZTV tests at 18 storeys show a high degree of visibility around Porchester Square and Gloucester Terrace.

- 5.23 As an area of undeveloped open land of poor access and quality, the Site is in need of enhancement. A sensitive and design-lead development would contribute positively to the wider townscape, but must be of exceptional design quality to minimise harm to nearby assets at heights over 40m.

Orsett House, 140, Westbourne Terrace, Westbourne Terrace and Gloucester Terrace (Grade II)

Significance

- 5.24 Orsett House and the terraces along Westbourne Terrace and Gloucester Terrace are arranged as a collection of grand late 19th Century town houses of stuccoed frontages in Classical style, with porticoed doors and pedimented windows on Westbourne Terrace and bay frontages along Gloucester Terrace. The large, tree-lined avenue of Westbourne Terrace focusses the eye and provides good legibility of their elevations and elaborate detailing, although summer greenery obscures this somewhat. Gloucester Terrace



features less tree cover and as such allows for more expansive views and visible elevations.

Setting

- 5.25 There is good survival of 19th Century housing of a similar style within the surrounding context, which forms an important characteristic of the Bayswater Conservation Area. As such, this setting is important to the legibility of the special interest of the assets.

Contribution of Site to its setting

- 5.26 The Site does not contribute presently to the setting of the assets. It is well buffered from them geographically and visually by existing built forms.

Potential impacts of development on the Site to the significance/setting

- 5.27 Westbourne Terrace is arranged in such a way that views are channelled towards the Site. This is also the case with Gloucester Terrace. As such, the assets would be sensitive to the visual impact of a taller development, which would appear prominently in the view with the terraces in the foreground. It should be noted that there are existing tall buildings within this view, at a greater distance, which would soften the impact of an additional tall building. However, heights tested at 18 storeys show a high degree of visual impact. Exceptional design must be employed to ensure the appearance of a tall building is a positive contributor to the skyline.

5 | Site 3: Royal Oak Station

Hallfield Estate and Hallfield School (Grade II and Grade II*) and Hallfield Estate Conservation Area

Significance

5.28 The Estate is significant for the architectural treatment of the blocks' façades, which employ abstract art influences in the design. Historically significant for the estate's accommodation of mass housing in a plan inspired by Le Corbusier's 'Radiant City'. Designed by Lubetkin and Tecton, it has been described as a seminal piece of post-war housing.

5.29 The School is significant for its Modernist design and distinct appearance, which was built in the 1950s by Denys Lasdun and expanded by Caruso St John in 2005. It is closely associated with the adjacent Hallfield Estate and as such the two share an important group value.

Setting

5.30 The dense urban setting is important to the legibility of the estate and the school's history, as they informed the need for mass housing in this location. The contrast with the polite Classical architecture of the surrounding 19th Century terraces create a backdrop to the ambitious designs of Lubetkin and Tecton. The adjacent School is an important component to this setting and contributes positively to the impression of mid-century architecture in this central location.

Contribution of Site to its setting

5.31 *The Site does not presently contribute to the assets due to distance and the visual buffering of existing built forms.*

Potential impacts of development on the Site to the significance/setting

5.32 Development of the Site with a taller building has the potential to visually intrude at certain points within the Estate, and will be visible from the upper storeys of the blocks, which themselves rise above the surrounding 19th Century context.

5.33 However, this will not impact the special interest of the Estate or the School. The ambition of the developments was to introduce modern, urban forms into dense, historic neighbourhoods which

could not support a growing population. As such, they are a clear break from the historic character of the surrounding 19th Century forms. In this context, a tall building would be an appropriate addition. It will not harm appraisal of the assets nor damage the relationship of the assets with their setting.

Whiteley's Store (Grade II)

Significance

5.34 The asset's special interest lies in its illustration of department store architecture of the early 20th Century. The store, built c. 1900, is currently undergoing extensive redevelopment, which has maintained only the facade. As such, the significance of the building is entirely constrained to its street elevations, which exhibit monumental commercial architecture in a Greek revival style, with large, multi-paned windows typical of a commercial setting. Some elements of the ground floor elevations have been lost during building work and this has harmed the integrity of its exterior appearance.

Setting

5.35 The asset is located between prominent 19th Century commercial streets, so this character is an important contributor to the asset's setting, and provides legibility to its existence. Its Classical architecture relates well to the wider 19th Century terraces. Of note are those immediately adjacent to its rear, creating a pleasing composition. It is therefore sensitive to modern intrusion within this immediate context if not conceived sensitively.

Contribution of Site to its setting

5.36 The Site does not presently contribute to the assets due to distance and the visual buffering of existing built forms.

Potential impacts of development on the Site to the significance/setting

5.37 The asset is not sensitive to development of the Site. Key views of its elevations would not be impacted by the presence of a taller building, and the surrounding built forms, which are upwards of 5 storeys, create a tight view of the surrounding area.

Porchester Centre (Grade II*)

5.38 Significant as an 'exceptionally complete and grand' civic complex built in the 1920s. It is particularly notable for the excellent survival of a very rare Turkish bath complex, and for the quality of its public spaces. The elevations to Queensway and Porchester Road are richly-detailed and are an excellent contribution to the asset's architectural significance.

Setting

5.39 The asset shares a group value with 9-31 Porchester Square, which are listed Grade II. They possess attractive Classical stucco frontages which contribute to the legibility of the asset's architectural sophistication and the wider character of the townscape as a Victorian upper-class residential area.

Contribution of Site to its setting

5.40 The Site does not presently contribute to the assets due to distance and the visual buffering of existing built forms.

Potential impacts of development on the Site to the significance/setting

5.41 Views of the asset are restricted due to the relative height of the surrounding built forms, particularly along Queensway. Visual intrusion is therefore unlikely and would, in any case, not harm the significance or special interest of the asset.

26, Westbourne Grove (Grade II)

Significance

5.42 Significant as a former Shakespearean theatre, now commercial premises. The building was constructed in the late 19th Century, and features decorative stucco work and Classical detailing in line with its Italianate style. This contributes to its architectural significance and to the significance of the Westbourne Conservation Area.

Setting

5.43 The Westbourne Conservation Area forms the setting of the asset, which is characterised by 19th Century brick and stuccoed terraces of Italianate design. The immediate context is the commercial road of Westbourne Grove, which incorporates a more

diverse range of forms and styles, with a number of later modern insertions. This lively commercial setting gives legibility of the use of the building as a community space.

Contribution of Site to its setting

5.44 The Site does not presently contribute to the assets due to distance and the visual buffering of existing built forms.

Potential impacts of development on the Site to the significance/setting

5.45 Due to distance, the development of the Site with a tall building would not be visible. There will be no impact on the significance of the asset or its setting.

Westbourne Park Villa assets (Grade II)

Significance

5.46 Significant as a set of semi-detached villas of the late 19th Century, featuring stuccoed frontages and large casement windows to the first floor. They are arranged over three storeys in an Italianate style, and provide a pleasing, peaceful suburban character around the northern boundary of the Westbourne Conservation Area.

Setting

5.47 The Westbourne Conservation Area is their primary setting, contributing to their late 19th Century character. There is a consistent use of stucco and Classical detailing throughout, creating a sense of coherence which contributes to the legibility of their shared historic and architectural significance. Avenues lined with trees further contribute to the sense of tranquility, and help to diffuse more stark urban forms.

5.48 There is a group value throughout the assets, which share consistent style, scale and layout.

Contribution of Site to its setting

5.49 The Site does not presently contribute to the significance of the assets or their setting.

5 | Site 3: Royal Oak Station

Potential impacts of development on the Site to the significance/setting

- 5.50 The Site is close to the assets, located to the north of their rear elevations. Consideration should be taken as to how a taller building might protrude above the rooflines of properties along the north side of Westbourne Park Road, as this would degrade the suburban character of the asset's setting.

Westbourne Terrace Road assets (Grade II)

Significance

- 5.51 An attractive terrace of late 19th Century Italianate houses, featuring stuccoed frontages, porticoed entrances and grand piano nobile fenestration. They are well preserved and coherent in form, creating an attractive and pleasing group value.

Setting

- 5.53 The setting is primarily derived from the sense of residential tranquillity contributed to by the wide, tree-lined avenue. Views north towards the Maida Vale Conservation Area and the bridge over the canal contribute to this. Some modern intrusion is present and can be glimpsed through gaps between the houses. The Westway, to the south, is an unsightly addition but sits low in the skyline.

Contribution of Site to its setting

- 5.54 The Site is visible when viewed south along Westbourne Terrace. As a presently open space it does not contribute to the significance of the assets or their setting.

Potential impacts of development on the Site to the significance/setting

- 5.55 The assets are sensitive to development on the Site, as views are channelled along Westbourne Terrace directly towards it. This means that development at almost any scale would be very conspicuous.
- 5.56 The Westway provides some buffering in the foreground, but there is a risk that a tall building would sit very prominently in the setting of the houses and would aggravate the urban impression created by the unsightly Westway, distracting from the architectural coherence of the assets.

- 5.57 As such, any development would need to be of an exceptional design quality to ensure that the benefits of the scheme to the wider townscape would ultimately outweigh the harm to the special interest of the assets.

Maida Vale assets (Grade II), including Maida Vale Conservation Area

- 5.58 The Maida Vale Conservation Area is significant for its coherent and well-preserved mid to late 19th Century houses, with generous open space and long, tree-lined avenues which provide expansive views.

- 5.59 Of particular relevance to the Site are those arranged around the Grand Union Canal to the south of the CA. The various heritage assets here illustrate attractive Classical detailing, with stuccoed frontages, some with surviving frames for external sun shades. Mature planting of greenery, particularly around the canal, gives the impression of ornamental parkland, which further contributes to the sense of tranquillity and suburban charm.

Setting

- 5.60 The Grand Union Canal is a primary element of the setting of the assets around the southern portion of the Conservation Area, as are the various open green spaces which contribute to the clear sense of residential character.

Contribution of Site to its setting

- 5.61 The Site is not visible from within the Conservation Area or from those assets arranged around its southern boundary, closest to the Site.

Potential impacts of development on the Site to the significance/setting

- 5.62 The introduction of a tall building would risk visual impact on the setting of heritage assets in the southern portion of the Maida Vale Conservation area, particularly those clustered around roads which provide open views south towards the Site.
- 5.63 Similarly to those assets assessed along Westbourne Terrace, there is a risk of a taller building appearing prominently in views which channel towards the south. The impact will be most significant at the southern boundary of the Conservation Area at crossing points along the canal where roads lead towards the Site. Elsewhere in the Conservation

Area (i.e., towards the north), built forms and rows of terraces will provide sufficient visual buffering to prevent impact.

Paddington British Rail Maintenance Depots (Grade II*)

Significance

- 5.64 Significant as the maintenance depots for road vehicles built for British Rail's Paddington Goods Yard in 1966-8 by Paul Hamilton of the firm Bicknell and Hamilton. The style is a dramatic inter-war Scandinavian Modernism. It has an important link to the Grade I listed Paddington Station.

Setting

- 5.65 The train station is the primary contributor to its setting and provides legibility of the building's history, significance and use.

Contribution of Site to its setting

- 5.66 The Site is not visible and is well separated by distance and built forms.

Potential impacts of development on the Site to the significance/setting

- 5.67 Development of the Site is unlikely to be visible and as such, potential impact on the special interest of the asset's is unlikely. Furthermore, the nature of the assets' setting, which is characterised to the south by the station and modern, multi-storey offices, means that the introduction of a tall building is appropriate within this context.

Church of St Mary Magdalene

Significance

- 5.68 Significant for its High Victorian Gothic architecture and for its unusual plan, which was dictated by its site rather than compass. Its tall spire creates a sense of place and acts as a strong landmark within the wider residential neighbourhood. It features mainly brickwork with stone banding which brings a sense of Byzantine influence into the building.

Setting

- 5.69 Its primary setting is its residential context, particularly that which is Victorian (mainly to the north of the

canal). This provides legibility to its significance but has been much degraded by the development of post-war estates around it. The canal is an important contributory element and the church has been conspicuously located along its length, providing views of its spire and creating what was probably a tranquil and semi-rural character.

Contribution of Site to its setting

- 5.70 The Site does not presently contribute to the church.

Potential impacts of development on the Site to the significance/setting

- 5.71 The Site is well distanced from the asset and the existing context of post-war estates around it subsequently reduce its sensitivity.

Westbourne and Bayswater Conservation Areas

Significance

- 5.72 These Areas are significant for their well preserved neighbourhoods of 19th Century terraced and semi-detached housing. Long avenues lined by trees contribute to a sense of formality softened by a suburban character. Architectural detailing is generally in the Classical Italianate style, with stuccoed frontages (particularly around Porchester Square) with pedimented windows and porticoed doors. Queensway is particularly notable for its
- 5.73 Many streets have coherent building lines with homogeneous frontages which create pleasing vistas. Distinct sub-areas provide legibility of construction phases and the influence of individual developers. The variety in details and finishes illustrates the range of stylistic influences present during mid-19th Century development of London.

Setting

- 5.74 The proximity of the Areas to each other provides contextual legibility of their architectural significance within the wider London townscape and in the historic development of Paddington Parish. As such, their setting is mainly contributed to by other 19th Century Conservation Areas around them, and together, they have a group value.

5 | Site 3: Royal Oak Station

Contribution of Site to its setting

- 5.75 The Site is a negative contributor to the setting of the Conservation Areas. It is a poorly exploited area of open space which is hostile to passing pedestrians and has poor accessibility. No enhancements have been made and as such it appears as unsightly and urban, particularly within the immediate context of the Westway and the railway infrastructure.

Potential impacts of development on the Site to the significance/setting

- 5.76 Impact on the setting of the conservation areas will scale with the height of any future proposals. As illustrated elsewhere in this report, there is considerable potential for a tall building, upwards of 12 storeys, to appear within the backdrop of a number of nearby listed buildings, such as along Westbourne Park Villas and Westbourne Terrace Road. Here, there 19th Century suburban character is clearly defined, thus, the appearance of a tall building would risk urbanising their character and appearance.

Queensway Conservation Area

Significance

- 5.77 Queensway primarily makes up the Victorian high street and is therefore significant as an example of this typology, with the rows of terraces complete with ground floor shops giving legibility of the Area's significance. There are a variety of forms and styles from the 19th Century through to the early 20th Century which gives a rich tapestry of built history.

Setting

- 5.78 The historic and continuing use of the CA primarily as a commercial road means that its primary setting is the surrounding residential context, particularly the well preserved 19th Century neighbourhoods in adjacent Conservation Areas. This gives legibility to why the key characteristics of the Area exist, and there are shared stylistic relationships between it and the surrounding Victorian areas. Large post war developments have degraded the consistency and cohesiveness of the 19th Century architecture, however, they contribute to the legibility of the evolution of the place.

Contribution of site to its setting

- 5.79 The Site does not presently contribute to the setting of the Conservation Area.

Potential impacts of development on the Site to the significance/setting

- 5.80 There are unlikely to be impacts to the character or special interest of the Conservation Area. It is characterised by a range of forms and styles, thought primarily has its roots in 19th Century residential suburbia. As a result, it is unlikely to be sensitive to the impact of development of the Site.

5 | Site 3: Royal Oak Station

Suggested Key Views

5.81 The below views have been informed by a site visit in August 2023 and a ZTV scoping exercise (shown in Appendix 1)

View 1 - Westbourne Park Rd Junction

View 2 - Porchester Terrace/Orsett Terrace

View 3 - Westbourne Park Villa

View 4 - Bourne Terrace/A404 Junction

View 5 - Bourne Terrace looking through Westbourne Green Open Space

View 6 - Blomfield Road/Clifton Villas junction

View 7 - Blomfield Road/Warwick Avenue junction

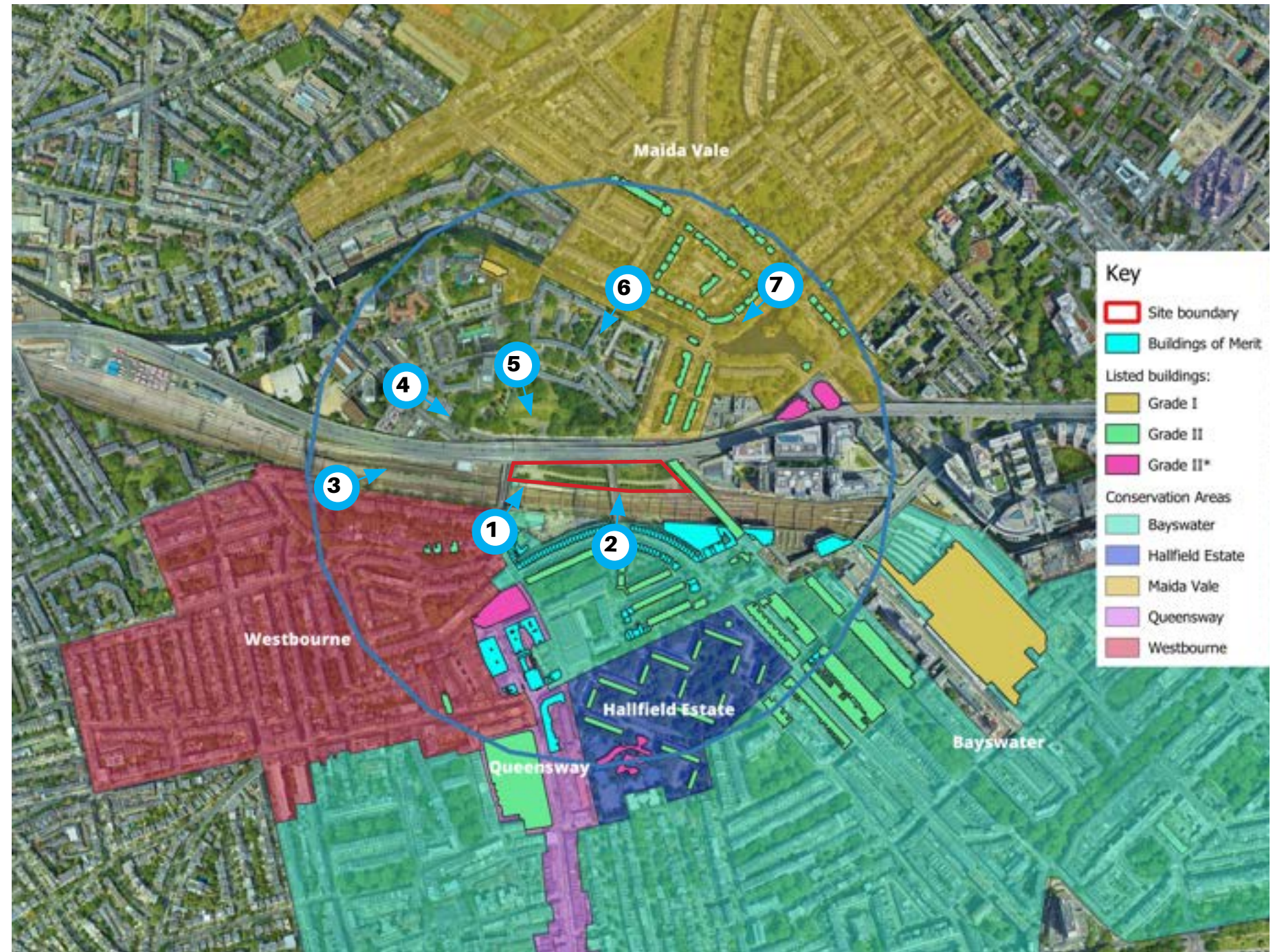


Figure 5.6 Suggested viewpoints

5 | Site 3: Royal Oak Station

Suggested Viewpoints



Figure 5.7 Viewpoint 1



Figure 5.8 Viewpoint 2

5 | Site 3: Royal Oak Station

Suggested Viewpoints



Figure 5.9 Viewpoint 3



Figure 5.10 Viewpoint 4

5 | Site 3: Royal Oak Station

Suggested Viewpoints



Figure 5.11 Viewpoint 5



Figure 5.12 Viewpoint 6

5 | Site 3: Royal Oak Station

Suggested Viewpoints

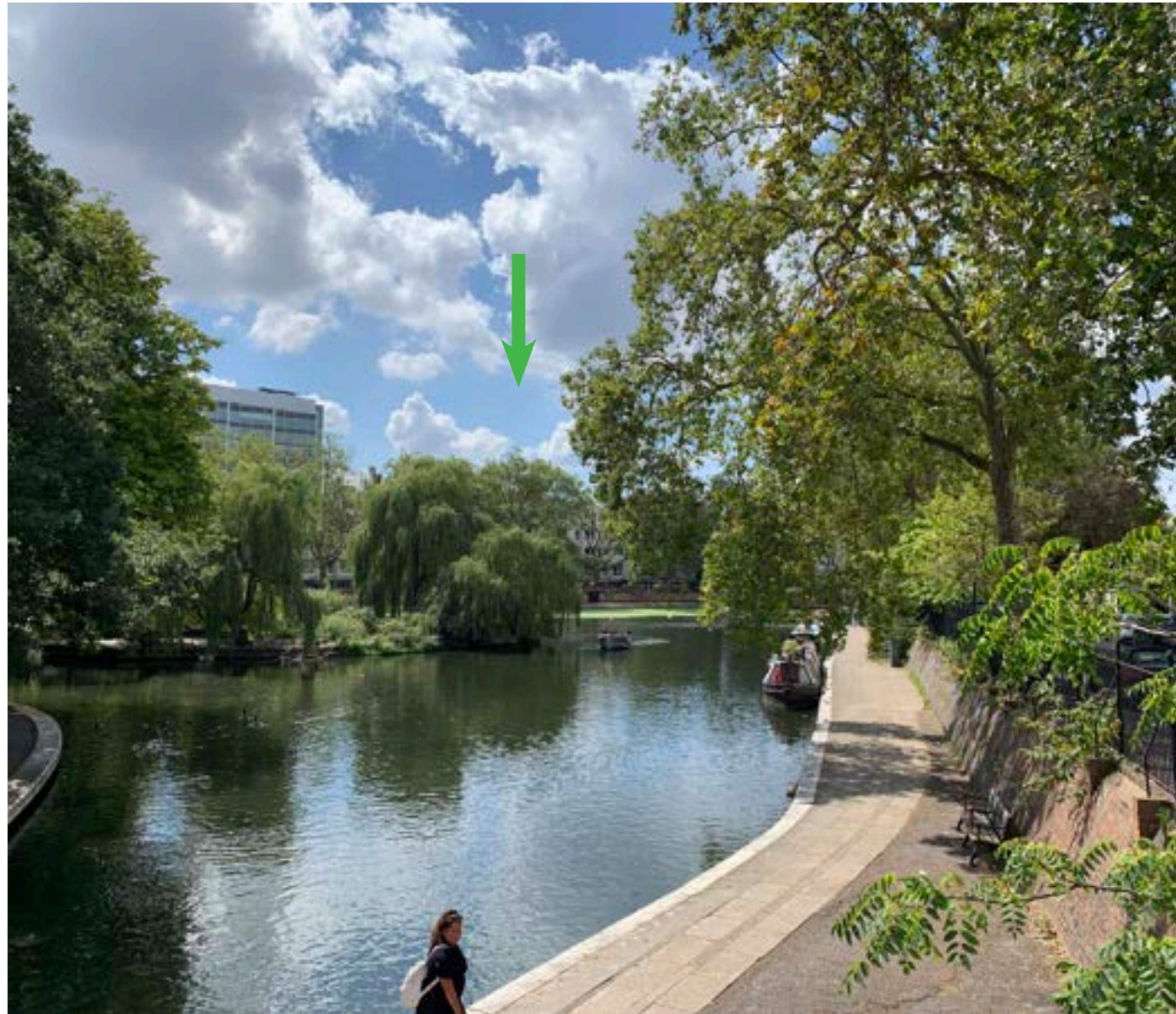


Figure 5.13 Viewpoint 7

5 | Site 3: Royal Oak Station

Constraints and Opportunities

- 5.82 This section has provided an overview of the Site's historic development, identified key heritage assets and provided a summary of the significance of the assets in order to inform the design principles and recommendations for forthcoming development. This section of the report has also considered key viewpoints from which the impact of any proposals should be considered.
- 5.83 We now turn to the specific constraints and opportunities of the Site in relation to its redevelopment before providing design principles and recommendations.
- 5.84 The Site is not listed and does not contribute positively to the wider townscape or to the setting of nearby conservation areas. As such, there are no heritage concerns immediately within it;

Conservation Areas

- Proximity to Maida Vale Conservation Area. Consideration will need to be made for how a tall development on this Site might affect the significance of the CA. This is particularly relevant where long views, such as along Westbourne Terrace Road, funnel views towards the Site.
- Proximity to Westbourne Conservation Area. Consideration will need to be made for how this will affect the character of the Conservation Area when viewed from the north boundary of the Area. Of particular note are those houses along Westbourne Park Villas, where the intrusion of a tall building above their rooflines would introduce a sense of urbanity to their appearance;
- Proximity to Bayswater Conservation Area. This is located south of the Site and contains a number of listed buildings and buildings of merit. Similarly to Westbourne CA, there is sensitivity in the northern section of the CA to the intrusion of a tall building in the skyline behind heritage assets. Of particular note is Porchester Square, where the Site and the Westway are visible within the context of stuccoed 19th Century terraces;
- Wider setting relationship with Hallfield Estate and Queensway Conservation Areas. The former is characterised by 20th Century housing estates and as such is not sensitive to the intrusion of

modern buildings. The latter is characterised by 19th Century buildings but their heights and scale limit areas of visibility of the Site;

Identified key heritage assets

- 5.85 Following an assessment of the significance and contribution of the Site in the previous section, it is considered that the degree of impact of redevelopment of the Site on those individual assets identified by Icenl is likely to be generally low when considered in the wider townscape context, distance and built forms, but scaling with height. At 18 storeys, for example, there is high visibility along roads which provide open views towards the Site.
- 5.86 The greatest degree of visibility will be looking towards the Site along Westbourne Terrace Road from within the Maida Vale Conservation Area and its impact on the setting of listed assets here. Similarly, there are listed buildings and characterful buildings of merit located around the northern portions of Westbourne and Bayswater Conservation Areas which are at risk of an urbanisation of their otherwise 19th Century residential characters by the appearance of a tall building behind (to the north) of them. Porchester Square and Gloucester Terrace are both at risk of high degrees of visual impact at heights around 18 storeys.
- 5.87 As such, a tall building here must be of exceptional and exemplary design which will be a positive contributor to the skyline.
- 5.88 Nonetheless, there are clear townscape benefits and enhancements to the setting of the Conservation Areas which can be made through the high-quality redevelopment of a currently under-performing and detracting area of open space. The potential benefits of this to the wider area are thus significant and should be balanced against any potential harms to those identified heritage assets.

Overall Assessment of Significance and Impact

Asset	Significance of Asset	Sensitivity to the development of the site	Risk of harm to asset	Level of effect
Westbourne Bridge, Grade II	High	Medium	Low	Low
Porchester Square & Terrace, Orsett Terrace and Gloucester Gardens assets, Grade II	High	Medium	Low	Low
Orsett House, 140, Westbourne Terrace, Westbourne Terrace and Gloucester Terrace (Grade II)	High	Medium	Medium	Low-Medium
Hallfield Estate and Hallfield School (Grade II and Grade II*) and Hallfield Estate Conservation Area	High	Low	None	None
Whiteley's Store (Grade II)	High	Low	None	None
Porchester Centre (Grade II*)	High	Low	None	None
26, Westbourne Grove (Grade II)	High	Low	None	None
Westbourne Park Road assets (Grade II)	High	Medium	Medium	Low-Medium
Westbourne Terrace Road assets (Grade II)	High	High	Medium	Medium
Maida Vale assets (Grade II), including Maida Vale Conservation Area	High	Low	Low	Low
Paddington British Rail Maintenance Depots (Grade II*)	High	Low	None	None
Westbourne, Bayswater and Queensway Conservation Areas	Medium	Medium	Medium	Low-Medium
Gloucester Terrace Bridge (NDHA)	Low	Medium	Low	Low

5 | Site 3: Royal Oak Station

Constraints

Opportunities

1

Adjacency to Westbourne, Bayswater and Maida Vale conservation areas. Consideration to be made as to the prominence of a tall building in long views within these areas. Of note are views from within Maid Vale CA along Westbourne Terrace Road towards the Site.

Minimal impact on setting of Queensway Conservation Area.

Negligible impact on setting of Hallfield Estate Conservation Area

A tall building in this location would be prominent and, as such, consideration should be given to limiting its height to reduce intrusion in the setting of nearby assets and in the urbanisation of the character of nearby suburban 19th Century streets. Where a Site such as Westbourne Park Bus Station may be contextually more suitable to a tall building upwards of 12 storeys, such a scheme is likely to be less appropriate at this Site.

The low-rise nature of the urban grain to the south of the Site and within the conservation areas here needs sensitive consideration. It may be more appropriate to employ a scheme with transitional heights which can better connect low-rise areas with an intensification of the Site. The nearby Paddington Opportunity Area is a relevant consideration. This area has been identified for regeneration and additional housing, which will include tall buildings. The Site therefore should be considered in light of this, and how it can relate, through transitional height, to this emerging context.

2

Low impact on identified nearby heritage assets, scaling with proximity and openness of views. Villas along Westbourne Park Road and formal terraces along Westbourne Terrace Road susceptible to visual intrusion.

Design and scale should have consideration for the scaling impact of differing heights. The proximity of the Site to areas of heritage significance, characterised by low-rise 19th Century terraces, means that a tall building would appear prominently in those roads which channel open views towards it. A development which appears prominently and uncharacteristically within key views is unlikely to be supported.

3

There is a potential risk that large scale development on the Site could impact the Royal Parks.

As above, design is key, but potential developments will need to be assessed at application stage whether they pose a risk to the significance of key views from within the Royal Parks.

4

Full Heritage Impact Assessment

A full heritage impact assessment should be prepared which tests the impact on all identified heritage assets

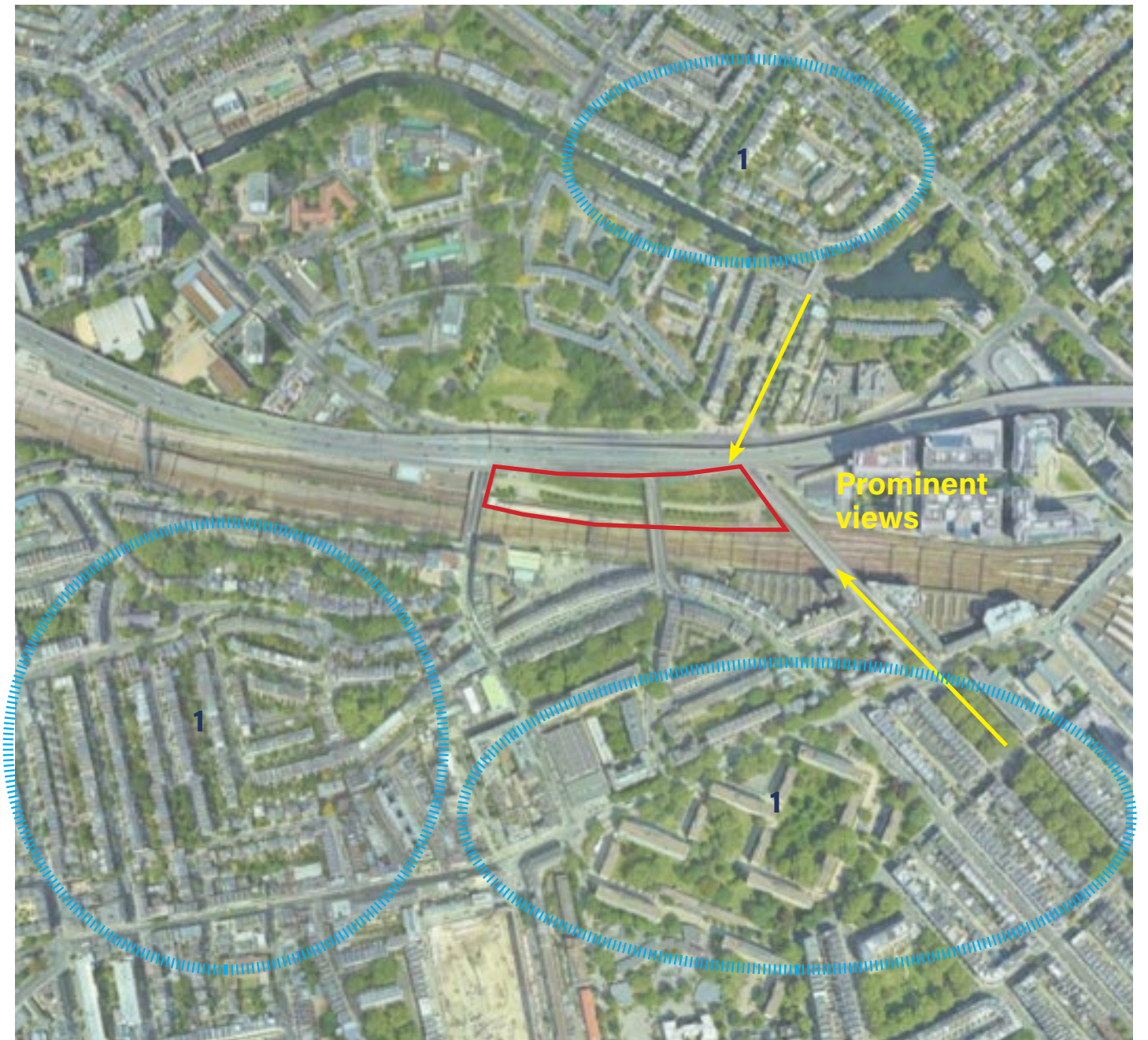


Figure 5.14 Constraints and opportunities map

Appendix 1

**Technical Assessment
Methodology.**

Site 1: Westbourne Park Bus Garage ZTV - 12 storeys at 1.5km



Site 1: Westbourne Park Bus Garage ZTV - 18 storeys at 1.5km



Appendix 1 | Technical Assessment Methodology

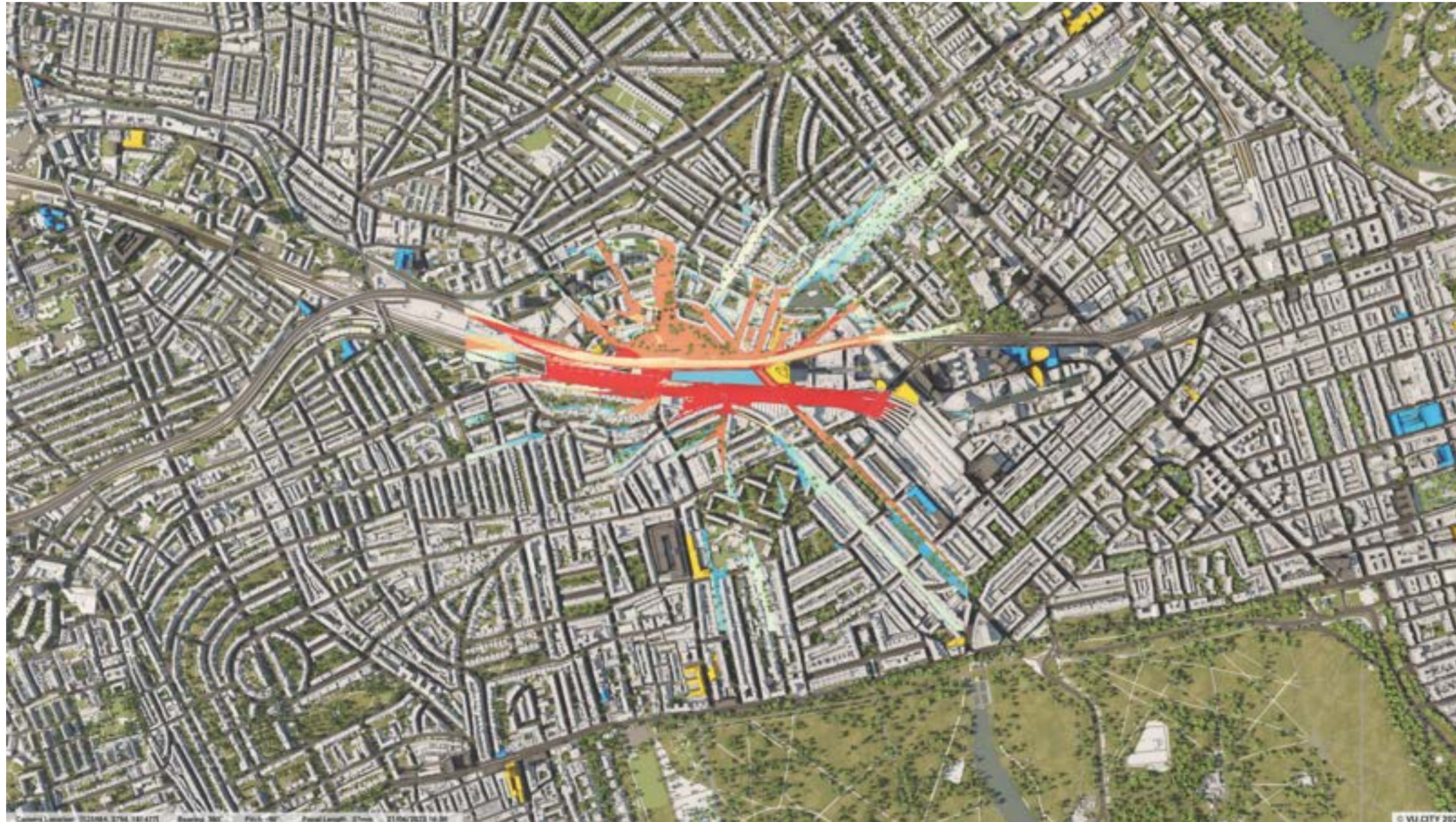
Site 2: Grosvenor Sidings ZTV - 12 storeys at 1.5km



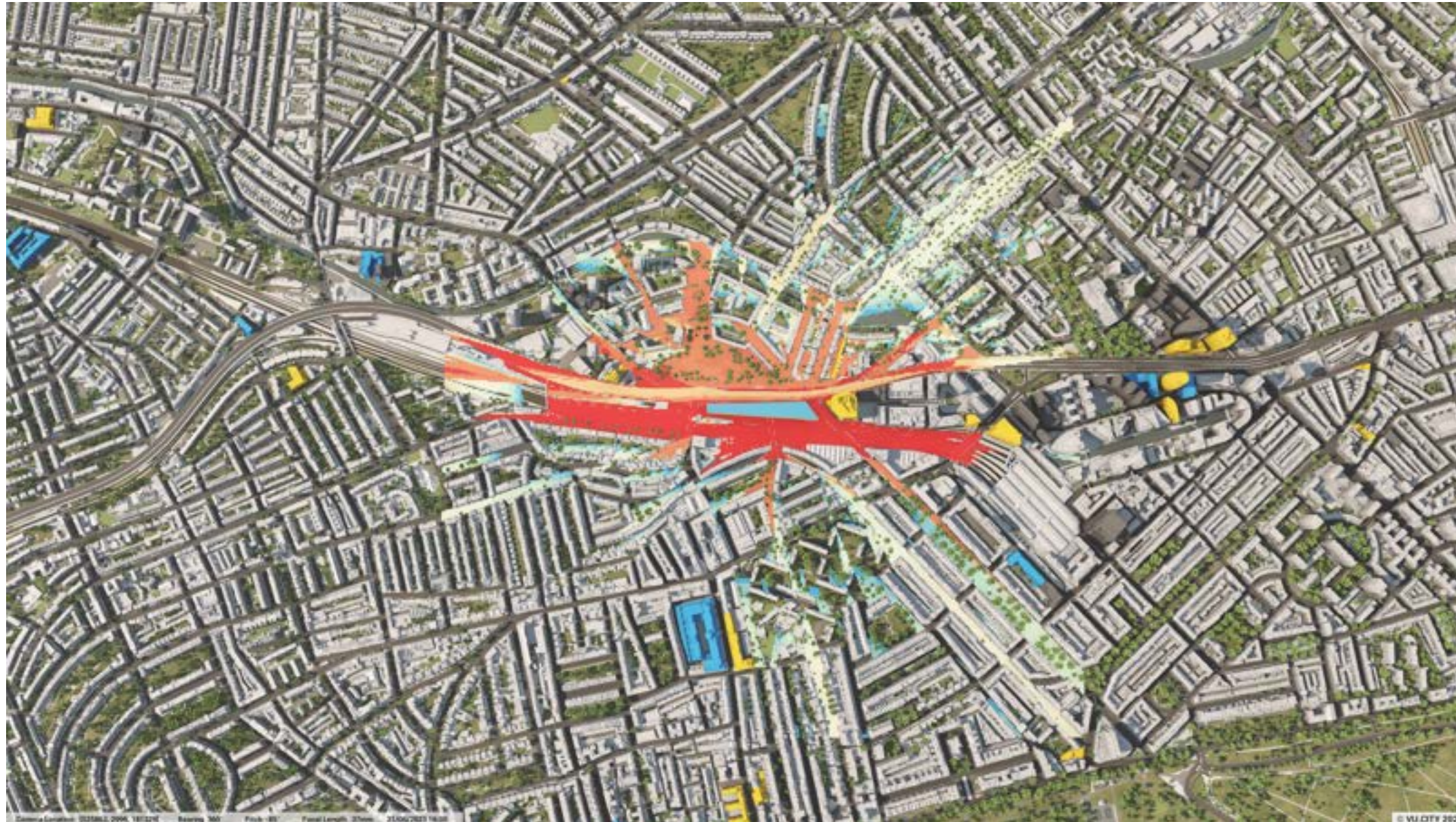
Site 2: Grosvenor Sidings ZTV - 18 storeys at 1.5km



Site 3: Royal Oak ZTV - 12 storeys at 1.5km



Site 3: Royal Oak ZTV - 18 storeys at 1.5km





Delivery | Design | Engagement | Heritage | Impact Management | Planning
Sustainable Development | Townscape | Transport

Edinburgh: 11 Alva Street | Edinburgh | EH2 4PH

Glasgow: 177 West George Street | Glasgow | G2 2LB

London: Da Vinci House | 44 Saffron Hill | London | EC1N 8FH

Manchester: This is The Space | 68 Quay Street | Manchester | M3 3EJ

Birmingham: The Colmore Building | 20 Colmore Circus Queensway | Birmingham | B4 6AT

www.iceniprojects.com | ✉ iceni-projects | ✉ iceniprojects | @ [iceniprojects](https://www.instagram.com/iceniprojects)