

EBURY BRIDGE RENEWAL

HYBRID PLANNING APPLICATION ES VOLUME II: HERITAGE, TOWNSCAPE AND VISUAL IMPACT ASSESSMENT JULY 2020

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I.0 INTRODUCTION

1.1 This Heritage, Townscape and Visual Impact Assessment report has been prepared by Citydesigner ('the consultancy') on behalf of Westminster City Council's regeneration team (the 'Applicant') in support of a Hybrid Outline Application for the renewal of the Ebury Bridge Estate, Ebury Bridge Road, London, SW1W 8PX ('the Site'). The Site falls within the administrative area of Westminster City Council ('WCC') and therefore the WCC Local Planning Authority ('WCC LPA') will determine the planning application.

1.2 The site (marked in red in Figs. 1.1 - 1.2) is located between Victoria Station and the Thames, bounded by railway tracks to the east and Ebury Bridge Road to the west. It comprises 12 blocks built between 1930 and 1955. The existing buildings are not statutorily or locally listed, and do not fall within a conservation area. An earlier permission in 2014 to demolish seven of the blocks was not implemented and has now lapsed. Edgson House (built in 1955) was demolished in September 2019 (planning ref: 18/08372/COFUL).

The Proposal

The Hybrid Outline Planning Application proposes:

1.3 A mixed use development in outline for residential floorspace and ancillary residential facilities (Class C3) non-residential floorspace comprising flexible retail (Classes A1 - A4), community (Class D1), leisure (Class D2) and workspace (Class B1) floorspace; provision of basement; new pedestrian and vehicular access; and associated amenity space, open space, plant, landscaping, car and cycle parking, refuse storage, servicing area, and other associated infrastructure works; and

1.4 Detailed planning consent for Buildings 7 and 8 comprising residential floorspace and ancillary residential facilities (Class C3); provision of a basement; new pedestrian and vehicular access; and associated amenity space landscaping, car and cycle parking, refuse storage, servicing area, and other associated infrastructure works.

1.5 As part of this proposal the outline element ('the Outline Area') would comprise up to 36,610sqm residential floorspace (equating to an illustrative 532 residential units); and up to 3,018sqm non-residential floorspace. It is being submitted with all matters reserved. This approach has been adopted to establish the principle and character of the wider Site's redevelopment – whilst allowing the necessary flexibility for blocks to be designed and constructed in the future with due consideration to changing context.

1.6 Within the Detailed Area 226 residential units are proposed across Blocks 7 and 8, which comprise two buildings up to 18 storeys and 17 storeys in height respectively; with a basement. As a detailed consent, construction of these two blocks can start on Site expediently, ensuring the decant and rehousing of existing residents can occur with minimal upheaval.

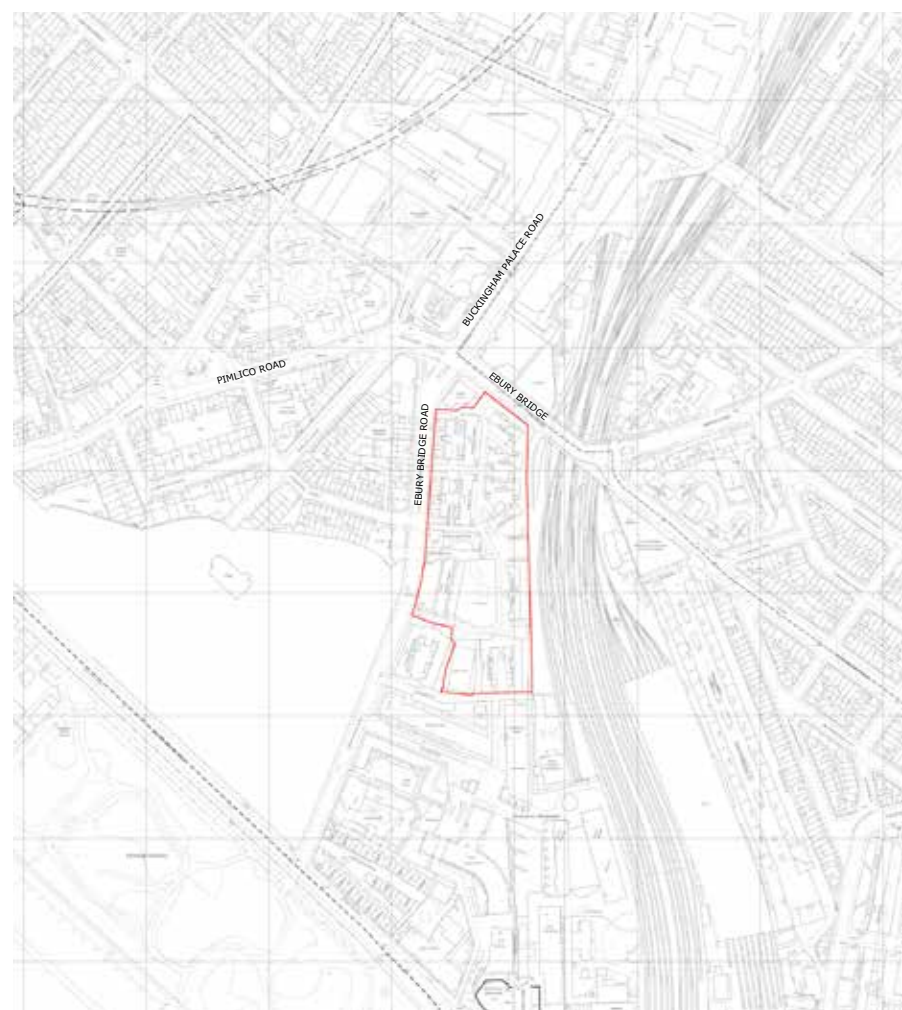


Fig. I.1: Location map with site boundary marked in red.



Fig. I.2: Aerial view of the site marked in red.

I.0 INTRODUCTION (CONTD)

Purpose and Structure of this Report

- 1.7 This Heritage, Townscape and Visual Impact Assessment (THVIA) report, Volume 2 of the Environmental Statement (ES), assesses the heritage, townscape and visual effects of the proposed development, for the purposes of the planning application. The assessments consider potentially affected heritage assets surrounding the site, including neighbouring conservation areas, listed buildings, registered parks and gardens and non-designated heritage assets; the townscape character of the site and surrounding area; and a selection of 26 townscape views potentially affected by the proposed development.
- 1.8 The consultancy has assisted the architects for the scheme, Astudio ('the architects'), by providing assessment and feedback on the design of both the detailed and outline components of the proposed development throughout the design development process. It has also provided feedback on the potential impacts and likely effects on heritage assets near the site, on the local townscape character and on townscape views.
- 1.9 The assessment takes into account the design quality of the proposed development and the requirements of EIA regulations and national, regional and local planning policy and guidance.
- 1.10 Regulation 15 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 indicates that an applicant may ask the relevant planning authority, in this case WCC, to state in writing their opinion as to the scope and level of detail of the information to be provided in the Environmental Statement (a "scoping opinion"). A scoping exercise was undertaken in order to identify the potentially significant environmental issues relating to the site and the proposed development, thus ensuring they are subject to an appropriate level of assessment, and therefore a focus for the EIA. The Scoping Report summarising the findings of the scoping exercise and setting out the proposed scope of the EIA was sent on 20th September 2019. WCC provided a Scoping Opinion on 6th December 2019. There were no comments on the scope of the HTVIA.
- 1.11 This HTVIA report should be read in conjunction with Volume 1 of the Environmental Statement (coordinated by Arup), the Design and Access Statement by Astudio, the Design Codes by Astudio and all other accompanying drawings and reports produced by the architects, and the Planning Statement produced by Arup.



Fig. I.3: Birds eye view of the site, marked in red, looking east (Bing Maps).

2.0 METHODOLOGY ASSESSMENT

	Introduction
2.1	<p>This chapter sets out the methodology developed by Citydesigner to assess the likely effects of the proposed development on heritage assets, the townscape character and visual amenity. It draws upon best practice guidance set out in 'Guidelines for Landscape and Visual Impact Assessment' (GVLIA, Third Edition, 2013), as well as Environmental Impact Assessment (EIA) regulations and national and regional planning guidance. The purpose of the Heritage, Townscape and Visual Impact Assessment (HTVIA) is to determine which effects on built heritage, the townscape and visual amenity are likely to be significant. In this case the methodology used is for what is informally known as 'hybrid' applications, where part of the application is for full, detailed consent and part of the application is for outline consent. This methodology includes the following topics:</p> <ul style="list-style-type: none">• Policy and Guidance;• EIA scoping;• Ensuring design quality;• Distinctions between heritage, townscape and visual assessments;• Establishing the baseline conditions;• Identifying potential heritage and townscape receptors;• Assessing the effects on the significance of heritage receptors;• Effects on designated heritage receptors;• Effects on non-designated heritage receptors;• Assessing the effects on townscape and visual receptors;• Effects on townscape receptors;• Effects on visual receptors;• Establishing the sensitivity of townscape and visual receptors;• Establishing the magnitude of change;• Establishing the significance of effects;• Establishing the qualitative nature of effects;• Overall significance ratings;• Cumulative effects;• Demolition and construction effects;• Mitigation and enhancement through design;• Assumptions and limitations;• Professional standpoint of the author;• Photography in Accurate Visual Representations (AVRs) and assessment; and• Using an original copy of this document.
2.2	<p>Three interrelated impact assessment methodologies have been used in this report, relating to:</p> <ol style="list-style-type: none">i. Effects on Built Heritage: assessment of the effects of new development on above ground built heritage receptors, namely designated and non-designated heritage assets;ii. Townscape Effects: assessment of the effects of new development on elements of townscape character referred to as townscape receptors; andiii. Visual Effects: assessment of the effects of new development on visual amenity, where the receptors are people experiencing views.

2.3	<p>There are important overlaps between built heritage, townscape and visual effects, particularly in a dense urban environment, and it is sensible, therefore, to assess them together in a single document. They are also recognised as separate topics, however, and each is considered in a separate chapter within the HTVIA for this reason.</p>
2.4	<p>In chapter 6, the effects are those arising during demolition and construction works and hence considered to be temporary. In chapters 7, 8 and 9, the effects assessed are when the proposal development is in 'existence', i.e. when the construction of the proposed development will be completed.</p>
	Policy and guidance
2.5	<p>The assessment methodology takes into account national, regional and local planning policy and guidance, in particular those relating to heritage assets, townscape, urban design and views. The proposed development has been designed in the context of this policy and guidance in order to comply with the planning framework. Assessment of the proposed development against relevant policy is included at the end of each assessment chapter. The relevant documents are listed below:</p> <ul style="list-style-type: none">• The Landscape Institute and Institute of Environmental Management and Assessment, Guidance for Landscape and Visual Impact Assessment (GLVIA) Third Edition, 2013;• Department of the Environment, Preparation of Environmental Statements for Planning Projects that Require Environmental Assessment, Good Practice Guide 1995;• EU Directive 2014/52/EU;• Town and Country Planning (Environmental Impact Assessment) Regulations, 2017/571;• Planning (Listed Buildings and Conservation Areas) Act, 1990;• Department for Communities and Local Government (DCLG), National Planning Policy Framework 2019• DCLG, Planning Practice Guidance, Online Resource, 2014, last updated in 2019;• Historic England Advice Note 1: Conservation Area Designation, Appraisal and Management, 2019;• Historic England, Historic Environment Good Practice Advice in Planning, Note 3: The Setting of Heritage Assets, Second Edition, 2017;• Historic England, Historic Environment Good Practice Advice in Planning, Note 4: Tall Buildings, 2020;• Historic England, Advice Note 12: Statements of Heritage Significance, 2019;• Greater London Authority (GLA), The London Plan, Spatial Development Strategy for London, 2016;• Greater London Authority (GLA), Draft London Plan, 2019. Until the adoption of the new London Plan, the London Plan (2016) is the adopted Development Plan, whilst the policies contained within the Draft London Plan (2019) will be a material consideration;• Westminster City Plan, 2016;• Westminster City Plan 2019-40 Draft, 2019;• Westminster's Unitary Development Plan (UDP), 2007;

	<ul style="list-style-type: none">• Westminster Conservation Area Audits and Appraisals (Belgravia, 2013; Grosvenor Gardens, 2006; Peabody Estates, 2009; Pimlico, 2006)• Royal Borough of Kensington and Chelsea Conservation Area Appraisal (Royal Hospital, 2016).• Pimlico Neighbourhood Plan Draft, 2019
	Ensuring design quality
2.6	<p>The consultancy has worked with the architects and design team, providing feedback on design throughout its development, as well as assessing the potential effects on surrounding built heritage, townscape and visual amenity. Through this process, the intention has been to achieve a form of development that is appropriate in massing, height, layout and a high quality of design in order to maximise the beneficial effects of the proposed development on potentially affected receptors.</p>
2.7	<p>Computer models were used during the design process to illustrate how different iterations of the illustrative designs, parameter plans and design codes would affect views. This information was used to make early assessments on the heritage, townscape and visual effects and thereby inform modifications to the design. These modifications are considered as enhancement and mitigation measures of potentially harmful or adverse effects of the proposed design, as explained later in this chapter under the heading 'Mitigation and enhancement through design'.</p>
2.8	<p>The process of consultation with WCC also enabled the final proposals to be optimized, in terms of its design quality and associated heritage, townscape and visual effects, prior to the final assessment being undertaken.</p>
	Distinctions between heritage, townscape and visual assessments
2.9	<p>Assessment of effects on above-ground built heritage considers the potential effects of the proposed development on the significance of both designated and non-designated heritage assets. Designated heritage assets may include World Heritage Sites, scheduled monuments, listed buildings, registered parks and gardens and conservation areas, amongst others. These assets are referred to as 'built heritage receptors' in this HTVIA. Statutory policy on designated heritage assets is derived from the Planning (Listed Buildings and Conservation Areas) Act, 1990, and set out in detail in the National Planning Policy Framework (NPPF), 2012. Paragraph 189 of the NPPF states that '<i>in determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance.</i>'. Paragraph 193 goes on to state that '<i>when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.</i>'</p>

2.0 METHODOLOGY OF ASSESSMENT (CONTD.)

- 2.10

In assessing the likely townscape effects of the proposed development, the aim is to identify how and to what degree it would affect the elements that make up the townscape, its aesthetic and perceptual aspects and its distinctive character. These elements may include urban grain, building heights, scale, permeability, legibility, sense of place, or other architectural or urban design characteristics. These townscape elements are referred to as 'townscape receptors' in this HTVIA. Where applicable, they are assessed in relation to character areas identified within the townscape near the site.
- 2.11

Visual assessment considers the changes in visual amenity resulting from the proposed development as seen from a specific viewpoint. It is concerned with the effect on the viewer of changes in the view. The people experiencing views are known, therefore, as 'visual receptors' in this HTVIA.
- 2.12

The methodology for assessing built heritage, townscape and visual effects varies in response to their different characteristics and different statutory policy requirements relating to them. It also recognises, however, that in reality both built heritage assets and the townscape are generally experienced by people in a visual way. The Accurate Visual Representations (AVRs) included in chapter 9 of this report are used principally in the assessment of visual effects and the visual amenity of people, but they are also of value as representative views illustrating the effects of the proposed development on the setting of heritage assets and the townscape, considered in chapters 7 and 8 respectively. For this reason, when an assessment of the effects of the proposed development on built heritage and the townscape made in chapters 7 and 8 can be illustrated by one or more of the AVRs in chapter 9, a cross-reference is made for the benefit of the reader.
- Establishing the baseline conditions
- 2.13

Desktop and archival research and site visits have been carried out to establish:

i.

The developmental history of the site and its surroundings;

ii.

The planning context;

iii.

The location, settings and significance of designated and non-designated heritage assets near the site;

iv.

The general townscape character including topography, urban grain, building height, scale, uses, permeability, legibility and landscape features;

v.

Viewpoint positions from where the proposed development would be visible; and

vi.

The availability of studies already undertaken by other institutions or bodies which help determine the baseline conditions. For example, urban character appraisals or historical landscape characterisation studies.

- 2.14

The outcome of this research is set out as the baseline conditions presented in the different chapters of this HTVIA. In all assessments, therefore, there is an 'as currently existing' condition against which the effects of the proposed development are assessed. The relevant baseline for each assessment is described in the introduction to the respective chapter.
- 2.15

The Ebury Bridge Estate Meanwhile Use development constitutes a temporary community space, café and workspace/retail units, with associated landscaping and temporary structures, at the site of the demolished Edgson House. The application was approved by WCC in June 2019 (reference: 19/05038/COFUL), and the development is currently under construction and expected to be in use for a period of five years, until Phase 3 of the proposed development commences. Six buildings of the Estate will be demolished as part of the Prior Approval application (planning ref: 19/06951/APAD). This is considered as part of the future baseline in 2021 for the assessments in this report.
- 2.16

In the 2028 future baseline, Chelsea Barracks scheme is likely to be completed and operational. The Cundy Street Quarter scheme, if given planning approval, is also likely to be under-construction or completed. The 'cumulative' photographs in chapter 9 indicate the likely future baseline if the other committed schemes (in orange and yellow wirelines) are completed.
- Identifying potential heritage and townscape receptors
- 2.17

The criteria for the selection of heritage and townscape receptors (as presented in chapters 7 and 8 respectively) are based primarily on the professional judgement of the assessor. It has been informed by site visits, map analysis and interpolations from AVRs in order to identify potential receptors and whether or not they might be affected by the proposed development, depending on their sensitivity and their location in relation to the site. This formed part of the information submitted during the EIA scoping process.

Assessing the effects on the significance of heritage receptors

- 2.18

The methodology for the assessment of potential effects on designated and non-designated heritage assets takes into account national, regional and local planning policy and guidance, in particular that relating to conservation areas, listed buildings and non-designated heritage assets.
- 2.19

Heritage assets are defined in the NPPF (2012) as being "a building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest". The term 'heritage asset' covers designated and non-designated heritage assets, including local listings as identified by the local planning authority. Designated heritage assets include "a World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation".

- 2.20

According to policy and guidance, the statutory tests for the assessment of effects on heritage assets require the assessor to establish whether the significance of heritage assets is better revealed/enhanced or harmed as a result of new development.
- 2.21

There are two ways in which new development can affect the significance of heritage assets:

i.

By direct changes to the fabric of heritage assets, i.e. if the proposed development includes the demolition or alteration of listed buildings, demolition within or changes to the character and appearance of conservation areas, development within registered parks and gardens or demolition or alterations to locally listed buildings of merit; and

ii.

By changes to the setting of designated heritage assets located in the vicinity of the development site.
- 2.22

In this case, there are no direct changes to the fabric of any heritage assets so only paragraph (ii) applies as the proposed development would affect the settings of heritage assets in WCC and neighbouring Royal Borough of Kensington and Chelsea (RBKC) and thereby potentially affect their significance.
- 2.23

In the NPPF, the setting of heritage assets is defined as: *The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.* HE's Good Practice Advice Note 3: *The Setting of Heritage Assets (2nd Edition, 2017)*, provides further guidance, stating that 'Setting is not itself a heritage asset, nor a heritage designation, although land comprising a setting may itself be designated. Its importance lies in what it contributes to the significance of the heritage asset or to the ability to appreciate that significance.' The guidance clarifies that 'setting is different from general amenity. Views out from heritage assets that neither contribute to significance nor allow appreciation of significance are a matter of amenity rather than of setting.'

Effects on designated heritage receptors

- 2.24

The effects on the significance of designated heritage assets can range between enhancement and harm and are rated according to the following criteria, where the proposed development can:

•

'Better reveal its significance' or 'enhance its significance';

•

Cause no harm to the significance of the heritage asset, hence 'no effect on its significance';

•

Cause 'less than substantial harm' to the significance of the heritage asset; or

•

Cause 'substantial harm' or 'loss of significance' of the heritage asset.

2.0 METHODOLOGY OF ASSESSMENT (CONTD.)

- 2.25
- With the exception of 'no effect', all the abovementioned effects on designated heritage assets are considered significant effects in ES terms. The reader should note that, since the statutory and policy tests for the assessment of effects on heritage receptors are different to the tests for townscape and visual receptors, the ratings used to describe these effects are also different. The ratings for townscape and visual effects are described under 'Assessing the effects on townscape and visual receptors' from paragraph 2.34.
- 2.26
- According to the NPPF (2019), "*Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial harm to or loss of grade II listed buildings, or grade II registered parks or gardens, should be exceptional, whilst assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional*" (paragraph 194). In paragraph 195, it states that: "*Where a proposed development will lead to substantial harm to (or total loss of significance) of a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:*

a) the nature of the heritage asset prevents all reasonable uses of the site; and

b) no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and

c) conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and

d) the harm or loss is outweighed by the benefit of bringing the site back into use.

In paragraph 196, it states: "*Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.*"

2.27

Section 72 of the Planning (Listed Buildings and Conservation Areas) Act (1990) places a statutory duty on any new development to pay special attention to the desirability of preserving or enhancing the character or appearance of conservation areas. Section 66, states that: "*In considering whether to grant planning permission for development that affects a listed building or its setting, the local planning authority must have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.*"

2.28

Based on policy and guidance, in particular Historic England's *Historic Environment Good Practice Advice in Planning, Note 3: The Setting of Heritage Assets* (Second Edition, 2017), the following four steps are used in the consultancy's methodology to determine the potential effects of the proposed development on the significance of heritage assets. These steps do not exactly match those in Historic England's guidance, but broadly follow the same logical thought process. In particular, Step 4 of Historic England's
- document, namely 'Explore ways to maximise enhancement and avoid or minimise harm' is not treated separately in our assessments of effects on the significance of heritage assets, as it is already addressed in an iterative manner through the design process, where all possible enhancement and mitigation measures are integrated into the submitted design.
- Step 1: Selecting heritage receptors
- 2.29

Selection is undertaken on the basis that heritage receptors are those heritage assets likely to be affected by the proposed development.
- Step 2: Determining the significance of heritage receptors
- 2.30

The significance of heritage receptors is established by using the stepped approach provided in the newly adopted HE Advice Note 12: Statement of Heritage Significance for assessing the significance of a heritage asset. The steps include: understanding the form and history of a heritage asset; an analysis of the surviving fabric; and an analysis of the setting where there are changes being proposed to it. The special interest of a heritage asset is classified into archaeological interest, architectural and artistic interest, and historic interest.
- Step 3: Establishing the contribution of the setting to the significance
- 2.31

The assessor then establishes *whether*, and *to what degree*, the setting of the heritage receptor also contributes to its significance, namely to the special architectural or historic interest (in the case of listed buildings); special architectural or historic interest, the character or appearance (in the case of conservation areas); or outstanding universal value (in the case of World Heritage Sites).
- Step 4A: Assessing the effects of development on the fabric of heritage receptors
- 2.32

When development affects the fabric of a heritage receptor, such as a listed building or conservation area, through demolition, alteration, or addition, the effect on the asset's significance is considered and rated in terms of its potential harm, loss or benefit to the significance of the heritage asset, according to the ratings presented earlier in this chapter. In this case, no designated heritage assets are directly affected and therefore this step is not relevant.
- Step 4B: Assessing the effects of development on the setting of heritage receptors
- 2.33

When development does not affect the fabric of a heritage receptor, but does change its setting, this may have an effect on the significance of the heritage asset. This is also considered and rated where relevant in accordance with the ratings presented earlier in this chapter.
- Effects on non-designated heritage receptors**
- 2.34

Non-designated heritage assets include built heritage of some historical, architectural or townscape value, though not of sufficient interest to merit designation as a statutory listed building or conservation area. Due regard has also been taken of the WCC's identified non-designated heritage assets, namely, 'unlisted buildings of merit' which are considered to make a positive contribution to the character and appearance of conservation areas, and RBKC's 'positive contributors'. Those that are considered relevant to the project are assessed in chapter 7.
- 2.35

The assessment of effects on non-designated heritage assets follows paragraph 197 of the NPPF, which requires a balanced judgement to be made when weighing applications that affect non-designated heritage assets, having regard to the scale of any harm or loss to the significance of the heritage asset. The effects on the significance of non-designated heritage assets can range between enhancement and harm or loss and are rated according to the following criteria, where the proposed development can:
- **'Better reveal its significance' or 'enhance its significance';**
 - Cause no harm to the significance of the non-designated heritage asset, hence **'no effect on its significance';**
 - Cause **'harm'** or **'loss'** to the non-designated heritage asset, to be taken into account in making a balanced judgement.
- 2.36

With the exception of 'no effect', all the above-mentioned effects on non-designated heritage assets are considered significant effects in ES terms. In accordance with paragraph 189 of the NPPF, the level of detail in the assessment is proportionate to the importance of the asset and allows the effects on non-designated heritage assets to be considered as part of making a balanced judgement overall.
- Assessing the effects on townscape and visual receptors**
- 2.37

The methodology for the assessment of effects on townscape and visual receptors is different to that used to assess the effects on built heritage receptors. It considers effects on the townscape resource as a whole and on visual receptors, i.e. people experiencing views.
- Distinctions between the assessment of effects of detailed and outline components**
- 2.38

The proposed development will be built in phases, with Phase 1 submitted as detailed components and Phases 2 and 3 submitted as outline components. Both detailed and outline components of the proposed development are assessed in this HTVIA. The detailed components of the application seek full approval for scale, layout, appearance, access and landscaping. The outline components are submitted as parameter plans and design codes, with all matters reserved for future consideration.
-
- 5
- JULY 2020

2.0 METHODOLOGY OF ASSESSMENT (CONTD.)

2.39	For the detailed components of the application the assessor is able to consider a complete design, including detailed architectural drawings and rendered, photorealistic AVRs. In contrast, the outline components of the application are, by definition, not developed in detail and the assessor is only able to consider the parameter plans, represented as wirelines in AVRs, and illustrative designs included in the architects' design codes. The illustrative designs represent one possible architectural solution and indicate how potential adverse effects could be mitigated through implementation of the design codes at the reserved matters stage. Greater interpolation about the quality of the design is required and more variables must be considered by the assessor than in the assessments of the detailed components of the application.			
2.40	Whether the assessor is referring to the detailed components of the application or the outline components of the application is clearly set out in the assessment text in chapters 7, 8 and 9 of this HTVIA. The information drawn on to make the assessment is referred to where relevant.			
	Effects on townscape receptors			
2.41	The purpose of the townscape assessment, undertaken in chapter 8 of this HTVIA, is to establish whether the effects of the proposed development on the townscape as an environmental resource are significant. The approach taken is in accordance with the GLVIA (2013) and considers how the proposed development will affect the key components of the townscape, its perceptual and aesthetic qualities and its distinctive character.			
	<u>Establishing baseline conditions</u>			
2.42	To undertake the assessment, the baseline conditions are first established. This includes identifying areas of distinct townscape character in proximity to the application site, which have the potential to be significantly affected by the proposed development. These townscape character areas are mapped and key characteristics are described and illustrated, using photography where appropriate. Key characteristics may include:			
	<ul style="list-style-type: none"> The context or setting of the urban area or site; The topography; The grain of built form and its relationship to historic patterns of development; The layout and scale of buildings, including architectural qualities, period and materials; Patterns of land use, past and present; Contributions made by vegetation, green space and water bodies; Contributions made by open space and the public realm; and Access and connectivity through and across the area. 			
2.43	Townscape character areas and their key characteristics may be identified by the consultancy through field survey but may also have been identified and illustrated by other bodies producing urban character appraisals. Where there are conservation areas in proximity to the application site, their appraisals may also be relevant to understanding the key characteristics of the townscape.			
	<u>Identification of townscape receptors and the assessment process</u>			
2.44	The key characteristics of the townscape within character areas that are likely to be affected by the proposed development are identified as townscape receptors. It is the effects on these townscape receptors, within identified character areas, that are assessed in chapter 8. Examples of townscape receptors might be:			
	<ul style="list-style-type: none"> A particular scale or height of development that is characteristic and of value; Particular spatial layouts, patterns of development or urban grain; Particular relationships between open or green spaces, water bodies or topography; Particular features, such as skylines or permeability through the area, that are of importance; The overall character or quality/condition of a particular street or series of spaces; and Notable aesthetic, perceptual or experiential qualities. 			
2.45	The interactions between the proposed development and the townscape receptors identified are assessed by combining judgements about the sensitivity of the townscape receptor and the magnitude of change it would experience as a result of the proposed development. This is done in accordance with the table illustrated at figure 2.1, giving rise to effects that can be rated as 'major', 'moderate', 'minor', 'negligible' or 'no change' as explained later under the heading 'Establishing the significance of effects'.			
2.46	This rating is then combined with a qualitative assessment of the effects, whether 'beneficial', 'neutral' or 'adverse', as explained in later paragraphs. The assessments may refer, where relevant, to the townscape character areas identified in the baseline.			
	Effects on visual receptors			
2.47	The assessments of effects on visual amenity presented in chapter 9 are focused on the likely effects of changes to townscape views on visual receptors, i.e. people experiencing townscape views.			
	<u>Identifying viewpoint positions for visual receptors</u>			
2.48	Site visits, supported by map analysis and the use of computer models allow for the identification of publicly accessible viewpoint positions from which the proposed development would potentially be visible, as presented in chapter 9. Though digital means are used in the view studies, the choice of views is only made once the site has been visited. Considerations for selected views include, amongst other factors: the likely maximum visibility of the proposal; tree cover; traffic sign positions; hierarchy of viewpoint (e.g. public or semi-public access); the significance of the place; and ability for surveyors to safely place equipment without obstructing the public realm. Views are generally restricted to street level (i.e. 1.6m above ground), as this is from where townscapes are mostly appreciated. Exceptions are high level public viewing galleries, particularly if historic, such as St. Paul's Golden Gallery.			
				In this case, there are no such positions identified. The most appropriate viewpositions are chosen for formal assessment in consultation with the local planning authority. The consultation is undertaken in accordance with the formal requirements for the request for a Scoping Opinion under Regulation 13 of the EIA Regulations.
2.49	The consultancy considered whether the use of a Zone of Theoretical Visibility (ZTV) analysis would be useful in informing the visual impact assessment. Areas of visibility determined by a ZTV analysis are called 'theoretical' because there may be visual obstructions in the townscape or landscape, such as buildings and trees, which may be not included in the data used for analysis but in reality would screen the visibility of the proposed development. The potential limitations of using a ZTV analysis are noted in the GLVIA (3 rd edition, 2013) and Historic England's 'Note 3: The Setting of Heritage Assets' (second edition, 2017), although it is acknowledged that technological advancements have recently improved the accuracy of ZTV analysis. The true accuracy of visual impact can only be proven, however, using fully verified AVRs. In this case, it was considered that a site-based selection of viewpoints was more appropriate owing to the large number of trees surrounding highly graded heritage assets. The selection of viewpoints was carried out over two site visits with the WCC Conservation Officer.			
2.50	The agreed viewpoints represent a spread of close, medium and long distance, where particular topographical conditions allow longer views towards the site. These include views from all directions, which illustrate the urban relationships likely to arise between the proposed development and its surroundings, including heritage assets and other important elements of townscape. The viewpoints represent a range of publicly accessible spaces from which viewers would experience the proposed development.			
2.51	Each viewpoint and view from it represents the 'maximum exposure' of the proposed development as well as its 'maximum conjunction' with sensitive elements in the built environment.			
	<u>The assessment process</u>			
2.52	Accurate Visual Representations (AVRs) of the proposed development were constructed from the agreed viewpoints. The AVRs were produced by incorporating a computer model of the proposed development accurately into surveyed photographs of the local area, in accordance with Miller Hare's methodology (see Appendix 1) and as set out in the GLA's London View Management Framework SPG.			
2.53	Where pertinent, cumulative effects owing to interaction between the proposed development and other relevant proposals, as agreed with WCC have also been assessed. Where appropriate, seasonal change and night-time effects have also been taken into account.			
2.54	The AVRs have been used in this HTVIA as a tool to illustrate how the proposed development would appear when built (in 'existence') and significance ratings (see figure 2.1) have been used to describe the overall visual effects arising. The consultancy visited the site and its surroundings with the final AVRs in order to assess the potential residual effects.			

2.0 METHODOLOGY OF ASSESSMENT (CONTD.)

- 2.55 The assessments of visual effects in chapter 9 are based on the comparison of an 'existing' photograph and a 'proposed' AVR. The assessments are structured under the following elements:
- i. *Existing*: a description of the existing view, which seeks to evaluate its townscape qualities and visual amenity observed;
 - ii. *Sensitivity of the view*: this considers both, the townscape value of the view and the susceptibility of people experiencing it;
 - iii. *Proposed*: a description of the design quality and mitigation achieved through the design process;
 - iv. *Magnitude of change*: a quantitative assessment of the magnitude of change in the view, owing to the proposed development;
 - v. *Residual effect*: a combined assessment of the sensitivity of the view and the magnitude of change, which gives rise to an overall effect; and an assessment of the qualitative aspects of the design to determine if the likely residual effect is of a 'beneficial', 'neutral or balanced' or 'adverse' nature; and
 - vi. *Cumulative effect*: where applicable, an assessment of the potential cumulative effects arising in combination with other development proposals, using all the previous elements of assessment to come to a cumulative effect.

Establishing the sensitivity of townscape and visual receptors

- 2.56 Understanding the sensitivity of townscape and visual receptors potentially affected by new development is an important part of the assessment. As mentioned above, establishing the sensitivity of receptors involves combining judgments about: (i) the value of the townscape receptor or the view; and (ii) the susceptibility of the receptor to change.

Townscape receptors

- 2.57 Where possible, distinct character areas of townscape are considered, in accordance with GLVIA best practice. Townscape character areas are not a statutory designation but arise out of historical patterns of development. They are not necessarily sensitive, though in each case their potential sensitivity has been considered by combining judgements of the value attached to their townscape and their susceptibility to the type of change or development proposed. The value of the townscape receptor could be identified by a range of criteria such as condition, scenic quality, rarity, representativeness/ recreational value, perceptual qualities and associations. The susceptibility to change is the ability of the townscape receptor to accommodate the proposed development without undue consequences for the maintenance of the baseline condition.

Visual receptors (people)

- 2.58 Chapter 9, which considers AVRs of the proposed development from 26 representative view positions, in summer, winter and night-time conditions, enables assessment of the effects on people and their visual amenity. The sensitivity of visual receptors has been considered by combining judgements of the value attached to a particular view and the receptor's susceptibility to change in the view. It is acknowledged that people may have different responses to the appearance of the proposed development, depending on their circumstances and personal aesthetic preferences. Local residents are likely to have a different response than, for example, those working in the area or passing through as tourists. The viewpoints were chosen to address this factor by including a spread of viewpoints that different viewers would experience across the study area. Some of the viewpoints are located on important thoroughfares, while some are on minor streets where local residents are more likely to be the principal receptors. Others are from more specific viewing places such as from within the grounds of the Royal Hospital Chelsea in neighbouring RBKC.
- 2.59 The assessment of the effects of the proposed development on visual amenity is made with full awareness of these different standpoints and particular categories of visual receptors (i.e. people) are referred to where it is appropriate.
- 2.60 When heritage assets or their settings are visible in views, the approach taken to identifying sensitivity in views and to considering the effects of new development on townscape receptors is also supported by Historic England's (HE) publications, including 'Seeing the History in the View' (2011) and 'Historic Environment Good Practice Advice in Planning, Note 3: The Setting of Heritage Assets' (second edition, Dec 2017). The former includes 'Table 1: Value/Importance of individual heritage assets identified within the view', which identifies those heritage assets of high importance/ value to "*normally be a World Heritage Site, grade I or II* listed building, scheduled monument, grade I or II* historic park and garden or historic battlefield which is a central focus of the view and whose significance is well represented in the view*"; those heritage assets of medium importance/ value are identified to "*normally be a grade II listed building, grade II historic park and garden, conservation area, locally listed building or other locally identified heritage resource which is a central focus of the view and whose significance is well represented in the view*"; while those heritage assets of low importance/value "*may be a grade II listed building, grade II historic park and garden, conservation area, locally listed building or other locally identified heritage resource which does not form a main focus of the view but whose significance is still well represented in the view*".

- 2.61 In this HTVIA, the sensitivity of receptors (whether for townscape or visual effects) is described as 'high', 'moderate' or 'low'.

Establishing the magnitude of change

- 2.62 In EIA terms, the magnitude of change for both townscape and visual impact assessment is generally considered to be a combination of (i) the size and scale of the potential impact; (ii) the geographical extent of the area affected; and (iii) the duration of the impact of the proposed development in operation and its reversibility. These are quantitative factors which can generally be measured with some certainty. The assessment takes all these factors into account. In considering new development in urban contexts, the duration of the impact is generally considered to be permanent and non-reversible.
- 2.63 The magnitude of change in relation to visual receptors, in particular, is considered through assessing wireline (outline) or rendered (photorealistic) AVRs which indicate the proposed development's physical scale and visibility. The magnitude of change is largely a quantitative, objective measure of the impact of the proposed development as shown in the AVRs.
- 2.64 In this HTVIA, the magnitude of change (whether for townscape or visual receptors) is described as 'large', 'medium' or 'small'.

Establishing the significance of effects

- 2.65 The significance of townscape and visual effects is established by combining judgements about the sensitivity of the receptors affected with judgements about the magnitude of the change, in order to identify the potential effect. Thereafter, the mitigation and/or enhancement achieved through design is considered, giving rise to a residual, or overall effect.
- 2.66 The significance of townscape and visual effects is rated on a scale of 'major', 'moderate', 'minor', 'negligible' or 'no change', as follows:

Major effects

- 2.67 Major townscape and visual effects are those produced by a combination of either (i) high receptor sensitivity and a large magnitude of change; or (ii) moderate receptor sensitivity and large magnitude of change; or (iii) high receptor sensitivity and a medium magnitude of change, owing to the proposed development.

- 2.68 For the purposes of this HTVIA, major effects (whether adverse, neutral or balanced, or beneficial) are considered significant and are therefore material in planning terms.

Moderate effects

- 2.69 Moderate townscape and visual effects are generally those produced by a combination of either (i) high receptor sensitivity and a small magnitude of change; or (ii) moderate receptor sensitivity and a medium magnitude of change; or (iii) low receptor sensitivity and a large magnitude of change, owing to the proposed development.

2.0 METHODOLOGY OF ASSESSMENT (CONTD.)

2.70 For the purposes of this HTVIA, moderate effects (whether adverse, neutral or balanced, or beneficial) are considered significant and therefore material in planning terms.

Minor effects

2.71 Minor townscape and visual effects are generally those produced by a combination of either, (i) moderate receptor sensitivity and a small magnitude of change; or (ii) low receptor sensitivity and a medium magnitude of change, owing to the proposed development.

2.72 For the purposes of this HTVIA, minor effects (whether adverse, neutral or balanced, or beneficial) are not considered significant.

Negligible effects

2.73 Negligible townscape or visual effects are generally those produced by a combination of low receptor sensitivity and a small magnitude of change, owing to the proposed development. In some cases the combination of low sensitivity of receptor and small magnitude of change are such that the effects are so minor as to be negligible. If the effects are negligible, it is not normally possible to identify whether they are beneficial, neutral or balanced, or adverse.

No change

2.74 'No change' in terms of townscape or visual effects refers to those cases where it is not possible to identify any effects on receptors owing to the proposed development. This may occur when receptors are located at considerable distance from the proposed development, such that it does not have any effect on their setting or is completely invisible owing to obscuration by surrounding buildings or vegetation.

2.75 The following table at figure 2.1 summarises how judgements about receptor sensitivity and magnitude of change are combined to establish the significance of potential townscape and visual effects.

2.76 In exceptional cases the assessor may make judgements which are not in accordance with the above table. For example, the assessor may consider that effects are major, even when the sensitivity of the receptor is low. Such cases are usually owing to the magnitude of the change being exceptionally large in the context within which it is experienced. Vice-versa, small magnitudes of change can also give rise to major (and therefore significant) effects when townscape or visual receptors are exceptionally sensitive. Where such exceptional professional judgements are made, they are explained in the assessment text.

		SENSITIVITY OF THE RECEPTOR		
		High	Medium	Low
MAGNITUDE OF CHANGE	Large	Major	Major	Moderate
	Medium	Major	Moderate	Minor
	Small	Moderate	Minor	Negligible
	Nil	No-change	No-change	No-change

Fig. 2.1: Table of significance criteria, combining judgements about sensitivity of the receptor and magnitude of change to determine the significance of the potential effect. Effects in yellow are considered significant and therefore material in planning terms. This table does not apply to effects on heritage receptors, which are assessed differently, as explained in paragraphs 2.21 and 2.22.

Establishing the qualitative nature of effects

2.77 Once the significance of the potential effect has been established, the assessor must consider to what extent mitigation and enhancement (as detailed later in this chapter) has been achieved through design and whether the qualitative nature of the overall, or residual, effect is 'beneficial', 'neutral or balanced' or 'adverse'.

Beneficial effects

2.78 Beneficial townscape and visual effects occur when the proposed development would give rise to an improvement in townscape or view quality and the visual amenity of the viewer owing to:

- Enhancement of the townscape quality;
- Enhancement or reinforcement of the key characteristics of the townscape character areas;
- And/or the introduction of features or elements of high design quality, which enhance the existing character and visual enjoyment.

Neutral or balanced effects

2.79 Neutral or balanced townscape and visual effects occur when:

- Beneficial and adverse effects are finely balanced; or
- The qualitative aspects of the proposed development are not discernible (for example, when views are too distant for the architectural quality of the proposal, or lack thereof, to be seen).

Adverse effects

2.80 Adverse townscape and visual effects occur when the proposed development would give rise to deterioration in townscape or view quality and the visual amenity of the viewer owing to:

- Harm to the townscape quality;
- Harm to the key characteristics of townscape character areas, if applicable; and/or
- The introduction of features or elements of poor design quality, which detract from the existing character and harm visual enjoyment.

Overall significance ratings

2.81 The townscape and visual effects of the proposed development are given a rating which refers to both, the significance of the potential effect and whether it is beneficial, neutral or balanced, or adverse, after mitigation and/or enhancement through design have been taken into account. These effects are referred to as 'overall' or 'residual' effects. The overall significance ratings for townscape and visual effects, therefore, can be:

- **Major and beneficial;**
- **Moderate and beneficial;**
- **Minor and beneficial;**
- **Major and neutral/balanced;**
- **Moderate and neutral/balanced;**
- **Minor and neutral/balanced;**
- **Major and adverse;**
- **Moderate and adverse;**
- **Minor and adverse;**
- **Negligible; or**
- **No change.**

2.82 The overall significance ratings should not be converted into statistics, because it is crucial that the qualitative written assessment of each effect is taken into account by decision makers. This approach is supported by Historic England who state in 'Note 3: The Setting of Heritage Assets' (second edition, 2017), that scoring systems have a role to play in EIA but "technical analyses of this type should be seen primarily as material supporting a clearly expressed and non-technical narrative argument that sets out 'what matters and why' in terms of the heritage significance and setting of the assets affected, together with the effects of the development upon them".

2.83 Judgements about the significance of effects are made as transparently as possible so the reasoning can be traced and examined by others. It is not possible to make these qualitative or perceptual measurements wholly scientifically; rather they depend on professional judgement, as the GLVIA makes clear. The commentary used to express the judgement uses words and phrases to qualify the nature of change and effect on human perception. The intention has been to use these qualifiers consistently and in accordance with general English usage; the reader is encouraged to read and understand them in the context of the wider narrative about each effect.

2.0 METHODOLOGY OF ASSESSMENT (CONTD.)

Cumulative Effects		
2.84	In addition to an assessment of the heritage, townscape and visual effects of the proposed development in isolation, this HTVIA also considers the effects of the proposed development when assessed in combination with other cumulative developments. For the purposes of this HTVIA, cumulative developments include committed schemes i.e. development currently under construction and developments with planning consent; and emerging schemes, i.e. developments submitted for planning permission. The cumulative developments considered in the overall ES were agreed with WCC in advance through the EIA scoping process and are presented in Appendix A5 of Volume 1 of the ES. Of the full list of cumulative developments, those relevant to the assessments in this HTVIA are listed in chapter 4.	
2.85	The significance ratings given for cumulative effects assume that the schemes that are under construction, consented and submitted for planning will together already have a cumulative effect. The proposed development is considered a new, additional element in this cumulative scenario, and its contribution to the cumulative effect is assessed. In cases where the proposed development has an effect when considered in isolation but does not act cumulatively with committed or emerging development, the significance rating will be indicated as ‘no change’ for townscape receptors and ‘no cumulative effect’ on significance for heritage receptors. For visual effects, this applies when none of the cumulative schemes are seen in combination with the proposed development, resulting in ‘no change’ to the cumulative effect of already committed schemes.	
2.86	Where the cumulative effect is very different to that of the proposed development in isolation, the individual contribution of the proposed development to the cumulative effect will be made clear in the assessment text.	
Demolition and construction effects		
2.87	Demolition and construction effects are usually temporary, short-term and reversible. They would typically be adverse in terms of townscape and visual receptors and harmful to the setting of heritage receptors, as the proposed development is erected behind scaffolding and with the visible use of heavy machinery. Though temporary, construction effects could also be potentially significant, especially for people (visual receptors) who live or work in the area of the site. The assessments of effects on heritage, townscape and visual receptors likely to arise during demolition and construction are presented in chapter 6.	
Mitigation and enhancement through design		
2.88	The normal process of design development allows potentially harmful effects on the setting of heritage assets and adverse effects on the townscape or	visual amenity to be reduced as far as possible or eliminated. In proposing a substantial object in the townscape, it is incumbent on the design team to propose a design which will be a delight to see from all directions. This is part of the normal iterative design process and the skill of the designer ensures that mitigation need not be ‘added on’ later. Hence, for the purpose of this HTVIA, the mitigation is considered to be embedded in the design.
2.89	Many urban development projects provide an opportunity to enhance the existing townscape through sensitive and high quality design. This is because the existing townscape is itself a layering of built form which has developed over time, providing an engaging and often unique character that, despite its existing qualities, can often be added to in a beneficial way. In addition, there is a requirement in the planning system for new development to preserve or enhance the setting and character and appearance of heritage assets and therefore there has been an intention to design enhancement into the proposed development from the outset. The degree of enhancement achieved through high quality design, both in the detailed components and in the outline components, through the parameter plans and the design codes, is an important factor in determining the overall residual effect of the proposed development. A description of the design of the proposed development can be found in chapter 5 of this document. It includes reference to both its detailed and outline components.	
2.90	Given that the proposed development has been designed with the purpose of enhancing its urban environment and mitigating its potential effects on the townscape, it is unlikely that any further or ‘supplementary mitigation’ will need to be considered. If considered, however, it would be clearly stated in the assessments and in the conclusions of the assessment chapters (6 to 9).	
Assumptions and limitations		
2.91	The methodology for assessing townscape, visual and heritage effects in this HTVIA includes some assumptions and has limitations:	
	i.	The baseline conditions have been established through site visits and reference to publically accessible documentation relating to the site and its surroundings;
	ii.	The assessments have been carried out on-site and in a real life sense. The experience on the ground, however, can only be illustrated through photographs, AVRs, maps and plans. For this reason, readers of this document are encouraged to visit the site and surrounding area with this HTVIA in hand;
	iii.	The views included in chapter 9 of the HTVIA do not cover every possible view of the proposed development, but are rather a broad spread of representative views from publically accessible places or from points where there are particular conjunctions of heritage, townscape or visual sensitivity;
	iv.	The assessments have been based on the architects’ planning application drawings, Design and Access Statement, design codes and parameter plans, as well as AVRs produced by visualisation specialists Miller Hare. The photorealistic AVRs included in chapter 9 are a useful tool for assessment, but there is a degree of professional judgment made by the visualisation specialists in the artistic representation of materials and the effects of weather conditions, daylight and distance; and
	v.	Assumptions have been made in the HTVIA about the susceptibility of particular groups of people to visual changes in the urban environment and the types of people at particular viewpoints. These assumptions have been based on professional judgment but inevitably have limitations because in reality the responses of individuals are varied and not all can be covered in the assessment.
Professional standpoint of the author		
2.92	Assessments in this HTVIA are made from a professional point of view and from a particular standpoint. The standpoint is that of a townscape and heritage consultant employed by the applicant to qualitatively assess and advise on the design as it was being developed by the architects and following feedback from consultees. The HTVIA presents, therefore, the results of the townscape and heritage consultant’s independent professional advice. In accordance with guidance, however, the heritage, townscape and visual assessments are undertaken on an independent and transparent basis and weigh up both the positive and negative effects of the proposed development.	
2.93	Naturally, for the more subjective aspects of the assessment to be of substance the assessor must have the necessary skills. Citydesigner is a consultancy of experienced professionals from the areas of architecture, urban design and heritage, all trained in townscape and architectural assessments by its founder, Richard Coleman, who has had a long career in design assessments since 1985.	
Photography in AVR and assessment		
2.94	Photographs and photomontages are a useful way to replicate the experience of the human being when standing at a particular viewpoint, but they cannot fully convey the visual effect of a new development in the townscape. For this reason it is recommended that readers of this document and decision makers visit each viewpoint to fully understand the effects illustrated by each AVR. It is understood, however, that not everyone is able to do this, and for those readers the AVRs remain an essential tool. The AVR can be held up in front of the viewer and used to replace the view in accurate terms, while the associated commentaries describe the effects likely to be experienced.	

2.0 METHODOLOGY OF ASSESSMENT (CONTD.)

- 2.95 In line with the Visual Representation of Development Proposals Technical guidance Note (2019) all AVRs in this report fall under the category of 'type 4' visualisations which have the highest level of locational accuracy and conform to the standards set out in the guidance with the exception of using a 50mm lens throughout due to the nature of the urban townscape, appropriate exceptions on lens sizes are set out in Appendix 1 of the guidance. This is further explained in paragraph 2.96 below.
- 2.96 For an easy reading of the assessment commentaries, the AVRs provided in this document are laid out next to the assessment text and are not bled to the full size of the page. To support decision makers, we can provide, on request, proposed and cumulative AVRs bled to the edge of the page, which can be comfortably held up at the viewpoint to allow the effect to be understood within the real context.
- 2.97 In the current GLVIA (2013) and the Visual Representation of Development Proposals Technical guidance Note (2019) it is accepted that the field of view and image size of photographs and photomontages should be selected to give a reasonably realistic view of how the townscape will appear when the image is held at a comfortable viewing distance from the eye (usually between 500mm and 550mm). Good practice for urban townscape photomontage usually gives rise to a lens with a field of view of between 68 and 73 degrees so that sufficient context can be included to make the assessment meaningful. The field of view may be reduced to as little as 40 degrees in the case of particularly long distance views. The visualisation specialist's methodology in this case is included at Appendix I of this document.
- 2.98 It is often said that a photograph makes the subject look further away. This is true only in regard to a cursory comparison. If the photograph is held at the correct distance to the eye, it will replicate the view. The eye will tend to zoom in on the subject and is able to appreciate much greater detail than is normally possible with a photograph. In certain circumstances, where this is important to illustrate, a zoomed photograph can be included in the assessment.

Using an original copy of this document

- 2.99 The AVRs in this HTVIA originate from high resolution photographs. It is important to use a high resolution digital copy so that the detail can be fully understood. For this reason, the 'Contents' page of top-quality copy versions includes a Citydesigner hologram which guarantees the highest resolution. Photocopies or downloaded versions may not depict such a high level of definition.
- 2.100 At the time of writing this report, Covid-19 restrictions are in place, and high quality printed copies with holograms will not be available; however, the file size of a high resolution digital copy will be indicated on the 'Contents' page to enable readers to identify whether they have a top-quality digital version of the report.

3.0 HISTORIC DEVELOPMENT OF THE SITE

3.1 This chapter provides an overview of the history of the site (marked in red) and its surroundings. Evidence was obtained historical plans, maps, photographs and archival records. The main written sources of this study are: Ebury Bridge Estate Heritage Study by HTA and the City of Westminster dated 30 November 2011. Further details have been sourced from publications including: The Buildings of England, Westminster, 2003 and the City of Westminster's Belgravia Conservation Area Consultation Draft dated 23 October 2013.

General History of the Area

3.2 The following series of maps and images illustrate the development of the area from the 18th century to today.

3.3 The site is located west of Pimlico, in the parish of St George Hanover Square. The area of marshy land between the Rivers Tyburn and Westbourne became the manor of Eia from which the name Ebury is derived. The area was prone to flooding and as a consequence fertile and, by the 17th century, renowned for its market gardens.

3.4 Chelsea Waterworks Company began digging a canal in 1723 near the confluence of the River Westbourne with the Thames after being granted permission by Sir Thomas Grosvenor (figure 3.2). On completion, the river water fed a basin that in turn supplied water to the nearby parks and residences. A wooden bridge called Chelsea Bridge was built at the site of Ebury Bridge. The canal soon became a visitor attraction for its treelined calm waters and in the reign of George I a new visitor attraction known as Jenny's Whim was built near the bridge. Before reaching the wooden Ebury Bridge over the northern end of the Chelsea reservoir, the mid-18th century traveller to Chelsea would have encountered at least four pubs, and Jenny's Whim was the best-remembered garden and drinking-house in the area. The bridge known as the Wooden Chelsea Bridge also became known as Jenny's Whim Bridge (figure 3.1).

3.5 By 1823 the lease of the Chelsea Waterworks Company had expired and by 1825 there were lock gates and a large basin at what is now Victoria Station. It was renamed Grosvenor Canal. On its banks from the Thames to the basin were coal, stone, and timber wharves, warehouses and factories. From 1827, they were served by Commercial Road, later renamed Ebury Bridge Road.

3.6 In 1825, Thomas Cubitt bought various leases to develop the southern part of the Grosvenor Estate, occupied until then by orchards and the cottages of the gardeners. To the west of Cubitt's main development, the old wooden Ebury Bridge was replaced with a brick bridge between 1847 & 1850.

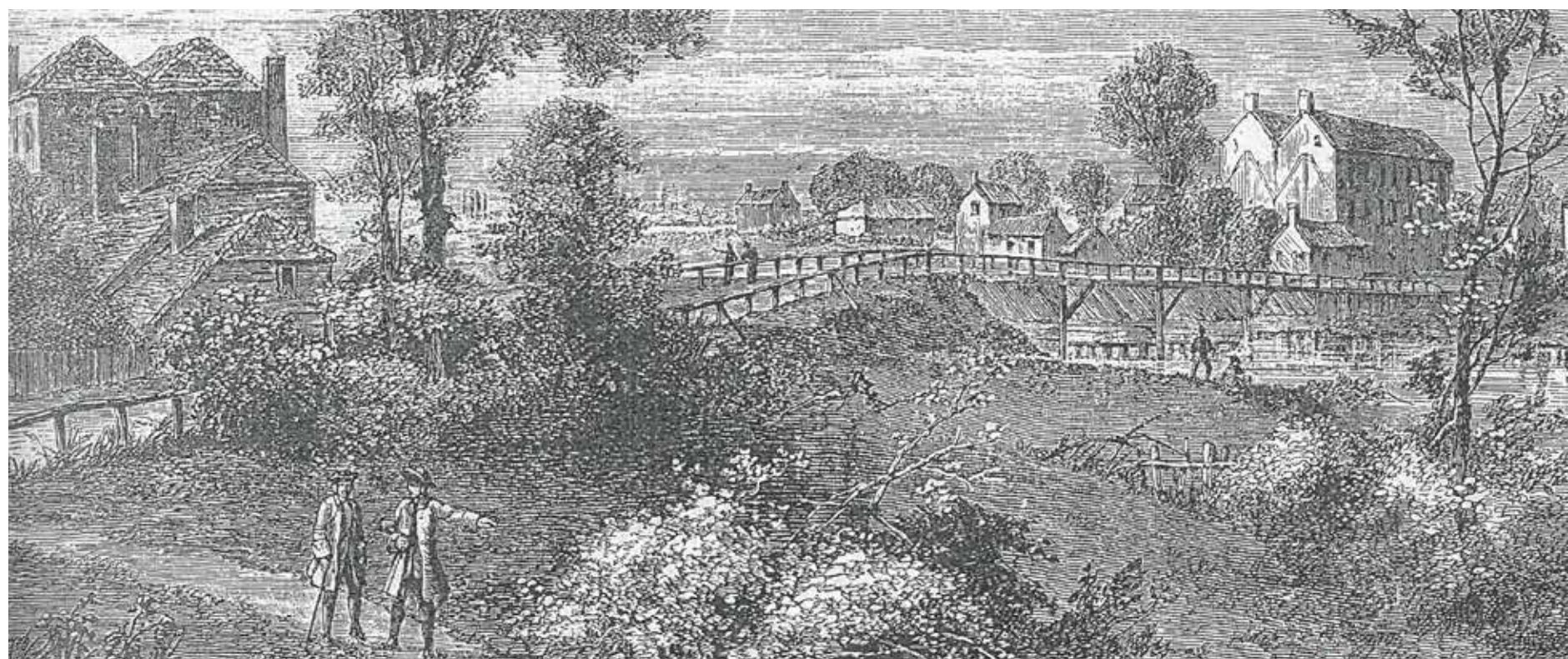


Fig. 3.1: 1750 The Wooden Bridge, known originally as Chelsea Bridge, on the site of modern Ebury Bridge (Westminster and Pimlico Past Historical Publications).

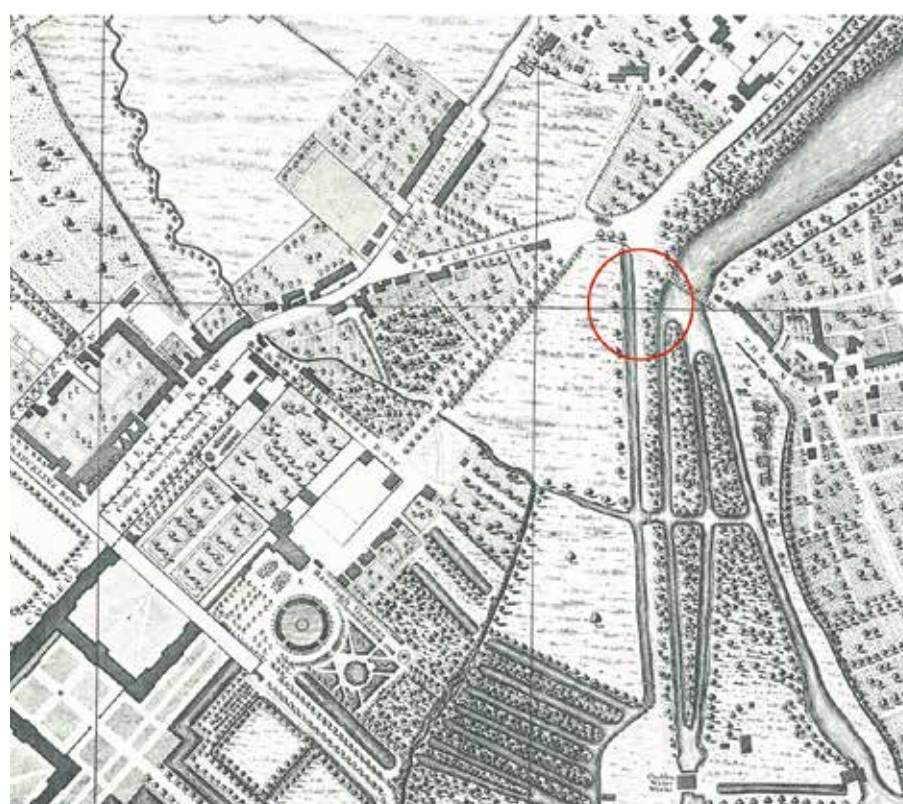


Fig. 3.2: 1746 Map showing the old Chelsea Bridge, later known as Ebury Bridge, and the Chelsea Waterworks (John Rocque's Map).

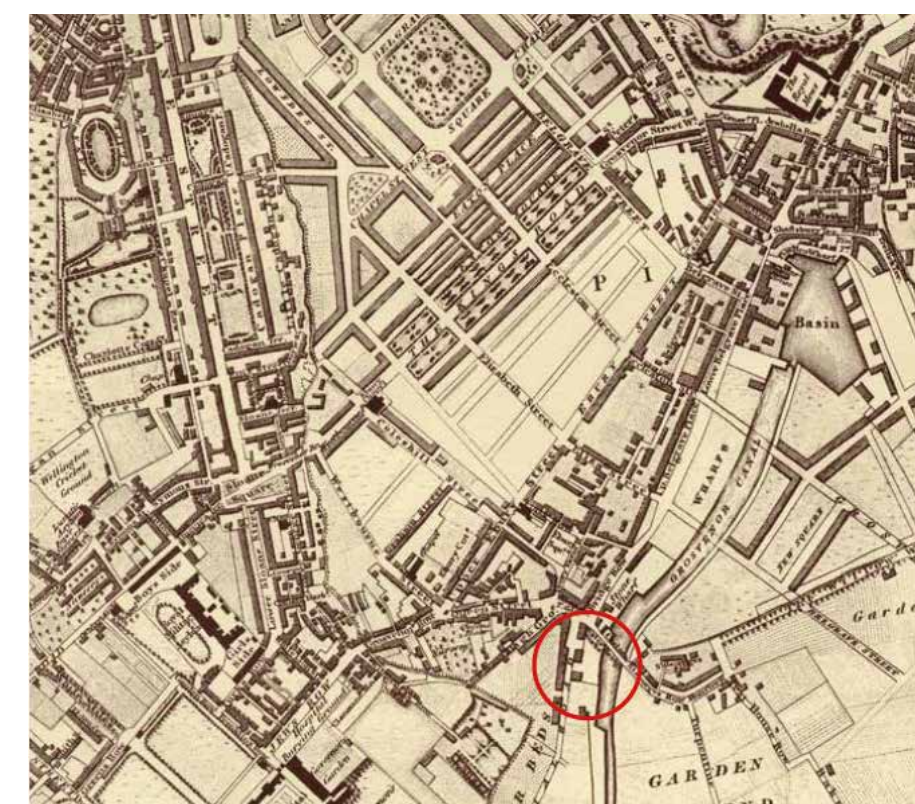


Fig. 3.3: 1827 Greenwoods Map showing beginnings of development in Belgravia (Conservation Area Audit Belgravia, City of Westminster).

3.0 HISTORIC DEVELOPMENT OF THE SITE (CONTD.)

- 3.7

Most of the development in this part of Pimlico took place between 1850 and 1880 (figures 3.4 and 3.5). By 1858 much of Belgravia and Pimlico was fully developed and the canal was no longer busy with construction traffic. In August an Act of Parliament was passed for Victoria Station to be built on the large basin at the head of the canal with tracks running alongside to a new bridge across the river, the Grosvenor Bridge (later called the Victoria Railway Bridge), the first to carry a railway across the Thames. Part of the plans for the railway involved refurbishment and widening the existing Ebury Bridge over the railway lines to be maintained by the railway company. By 1860, Victoria Station was opened.
- 3.8

The 1870s saw increasing industrial activity along Commercial Road supported by the canal. In 1886 the Vestry of St George Hanover Square acquired the leasehold of part of the land abutting the Grosvenor Canal for a depot for the barging away of house and street refuse. It subsequently became the City Council and acquired the freehold of the canal and adjoining lands in 1906. Commercial Road was renamed as Ebury Bridge Road in March 1916.



Fig. 3.4: 1869 Ordnance Survey (The Godfrey Edition).

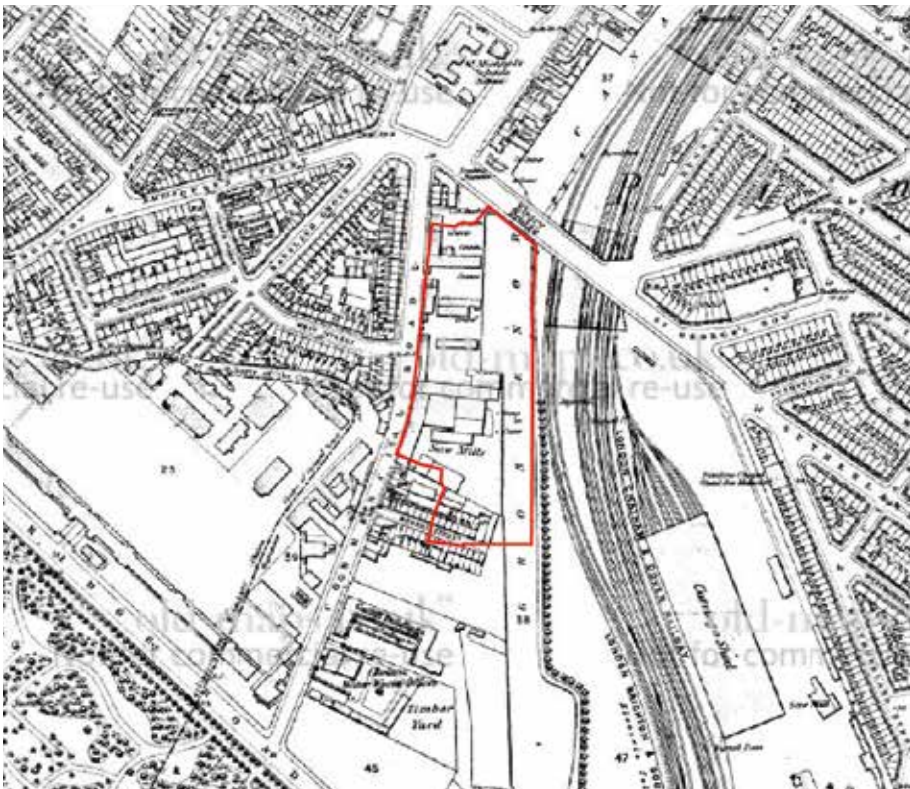


Fig. 3.5: 1875-78 Ordnance Survey (Old Maps).



Fig. 3.6: 1894 Ordnance Survey (The Godfrey Edition).

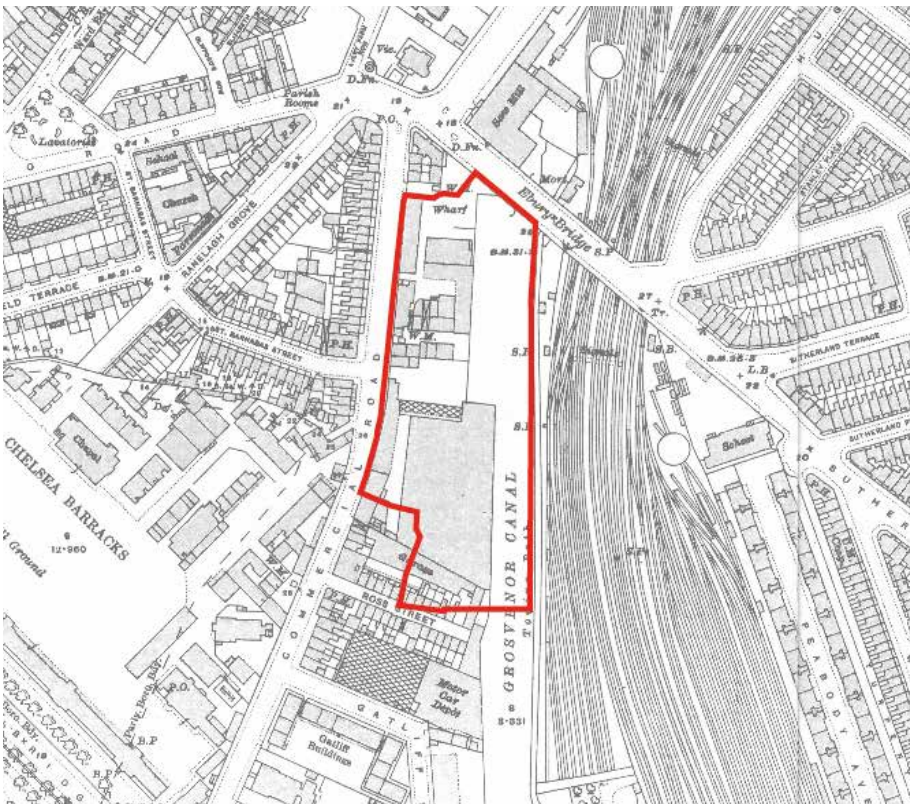


Fig. 3.7: 1913 Ordnance Survey (The Godfrey Edition).

3.0 HISTORIC DEVELOPMENT OF THE SITE (CONTD.)

Development of Ebury Bridge Estate ("the Estate")

- 3.9
- The Ebury Bridge Estate was built by Westminster City Council on land recovered from the Grosvenor Canal and its wharves. It was developed in three main phases. The northern eight blocks were designed by Ashley and Newman (1929-31) in neo-Georgian style, laid out in two parallel ranges to the west and four radiating blocks to the east, each block on a symmetrical shallow H plan of five storeys, in red brick with a basement storey in red and grey brick, attic storey in buff brick and tile roofs. The estate was later extended to the south with the addition of three blocks of circa 1934-6 by A J Thomas, in grey brick with red dressings: Hillersden, Doneraile and Cheylesmore. Edgson House, facing the street, is a single 10-storey block by Riches and Blythin added in 1953-5.

- 3.10
- A decision was taken by Westminster Council in 1927 to improve the facilities for the various council departments located at the depot and reclaim some land from the canal for building. To the design and under the supervision of the engineer G J Griffiths the canal was reconstructed and partly infilled for other uses in the late 1920s. The Thames flooded Pimlico in 1928 and brought to attention the poor standard of housing in some parts of the area and the recently reclaimed land became the site for improved quality social housing and was called the Ebury Bridge Estate. Building work commenced on the new estate to the design of the architects Ashley & Newman in 1929 and was completed in 1931. The estate comprised nine five-storey blocks and included a 'maternity & welfare centre' and a 'tuberculosis dispensary' at the junction with Pimlico Road.

- 3.11
- In 1933 the council condemned as 'unsanitary' the late 19th century houses on Ross Street and Ross Place, south of the estate, demolishing them and adjoining properties also in its ownership and rehousing the residents in the new Ebury Bridge Estate. The council had plans to redecorate the first blocks completed, namely Bridge, Pimlico, Mercer and Dalton Houses, as well as improve the garden area between the blocks and provide play equipment.

- 3.12
- By 1934 an extension scheme had been proposed to comprise all the land between the original estate and Gatliff Road including the Council's Central Depot and 41-43 Ebury Bridge Road which was then occupied by the Council's Highways department (figure 3.11).

- 3.13
- Building began to the design of A J Thomas which comprised three U-shaped blocks enclosing an open courtyard and two straight blocks. The top two floors were built as maisonettes. Only three of these blocks, Cheylesmore, Doneraile and Hillersdon Houses, were built by the summer of 1938 when WWII led to the rest of the scheme being suspended.

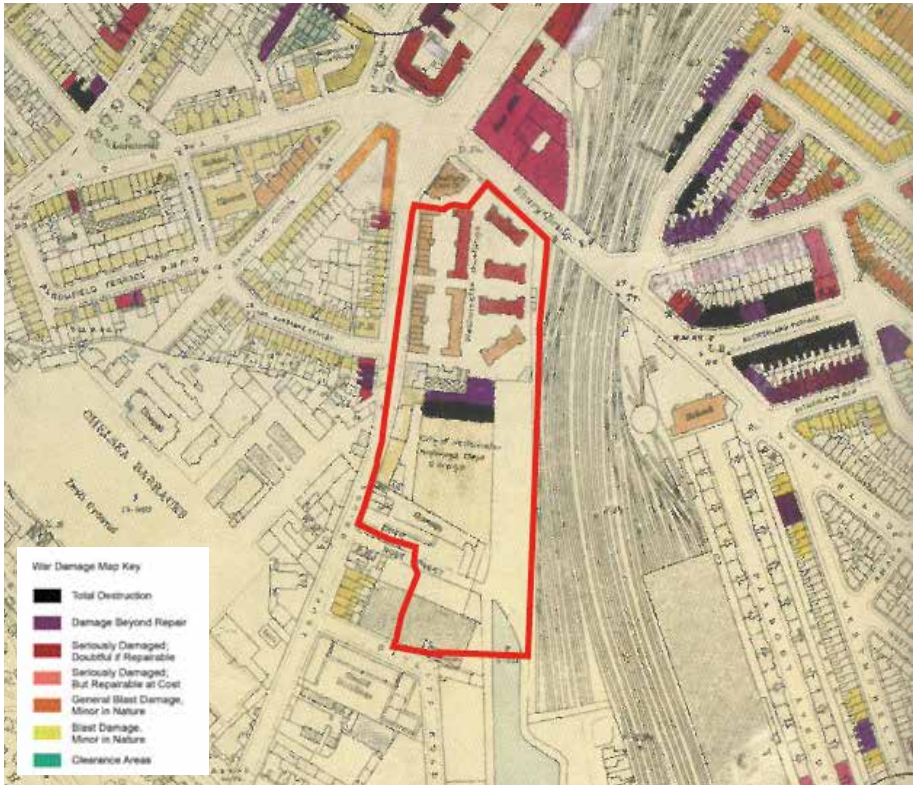


Fig. 3.8: 1939-1945 Bomb Damage Map (The London Topographical Society).

- 3.14
- In the years of WWII Pimlico suffered a great deal of damage from air raids (figure 3.8). At the Ebury Bridge Housing Estate, Rye, Buckmill, Victoria and Dalton Houses suffered general blast damage while Westbourne, Bridge, Pimlico and Mercer suffered more severe damage but were deemed repairable at some cost. In 1943 the council decided not to continue with the remaining two blocks of flats of the extension but in their place built a day nursery, social centre, tenant's workshop and flats for caretakers with the remainder to be gardens and playgrounds.

- 3.15
- In 1953, the architects Riches and Blythin presented drawings and a small model for a block of 56 flats over ground plus nine storeys, later named Edgson House. The council decided on the provision of forty 1-room flats to meet the need of the large proportion of single persons on the waiting list for accommodation at the time and to allow the transfer of tenants from larger flats on the Ebury Bridge Estate and thereby release the larger flats for families on the waiting list (figure 3.12).

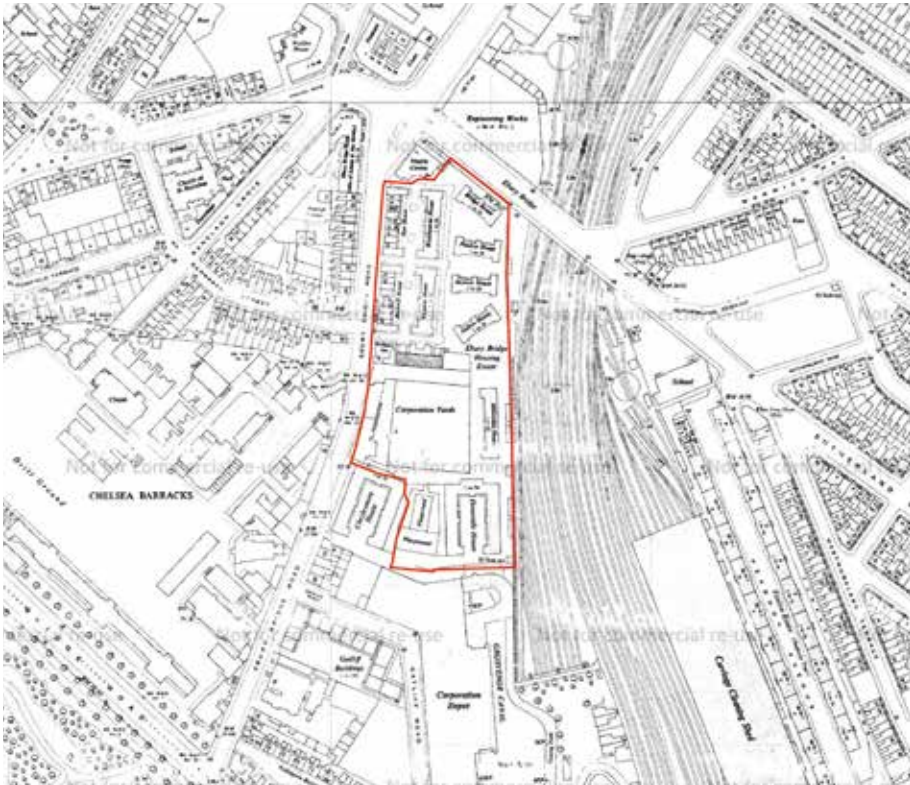


Fig. 3.9: 1950-51 Ordnance Survey (Old Maps).

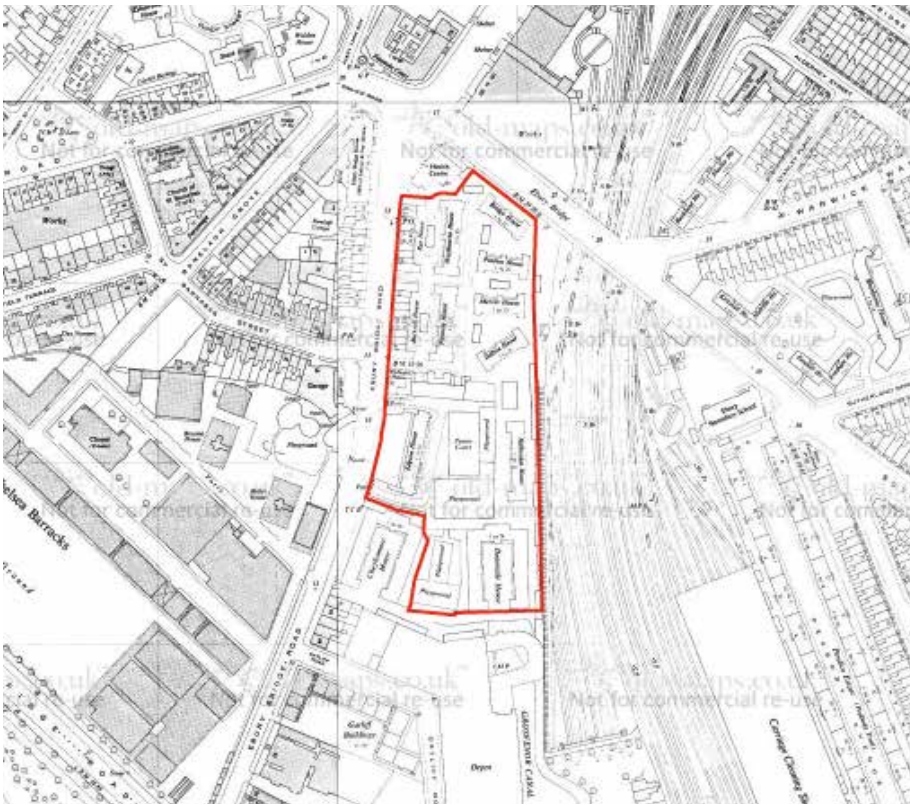


Fig. 3.10: 1954-65 Ordnance Survey (Old Maps).

3.0 HISTORIC DEVELOPMENT OF THE SITE (CONTD.)

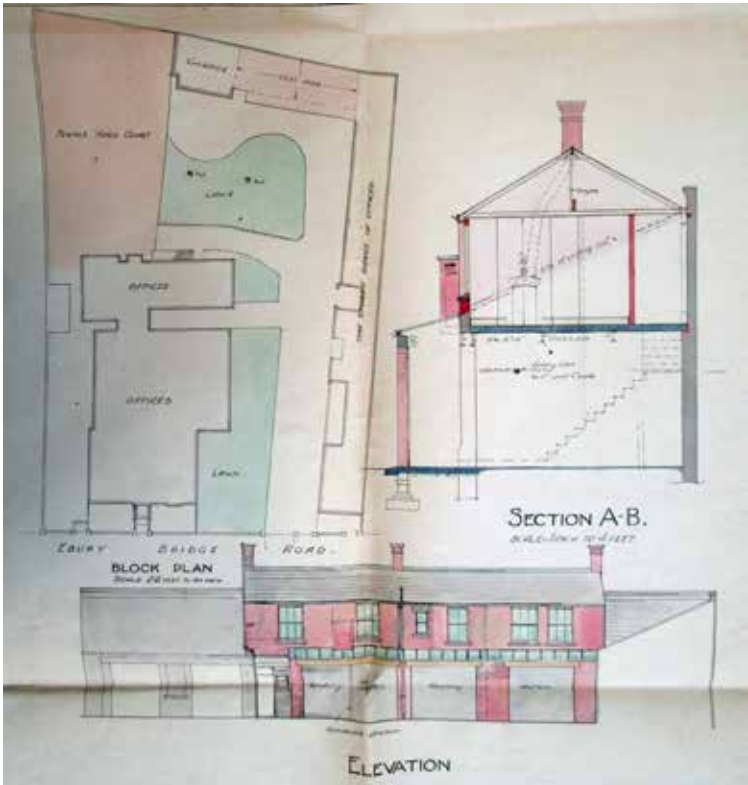


Fig. 3.11: 1924 Drainage applications and plans of the original building at 41 Ebury Bridge Road, subsequently replaced by Edgson House in 1955 (Westminster Catalogue).

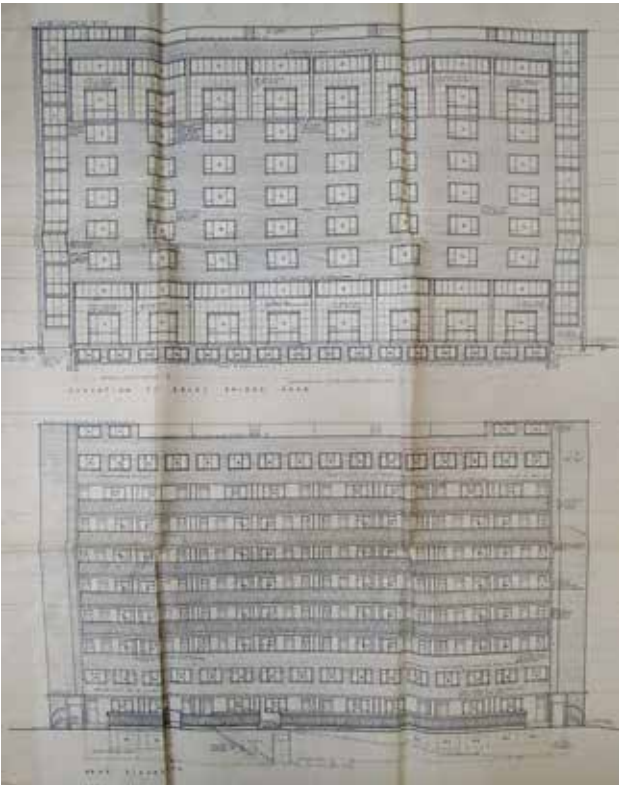


Fig. 3.12: 1954 Drainage applications and plans at 41-43 Ebury Bridge Road for Edgson House (Westminster Catalogue).

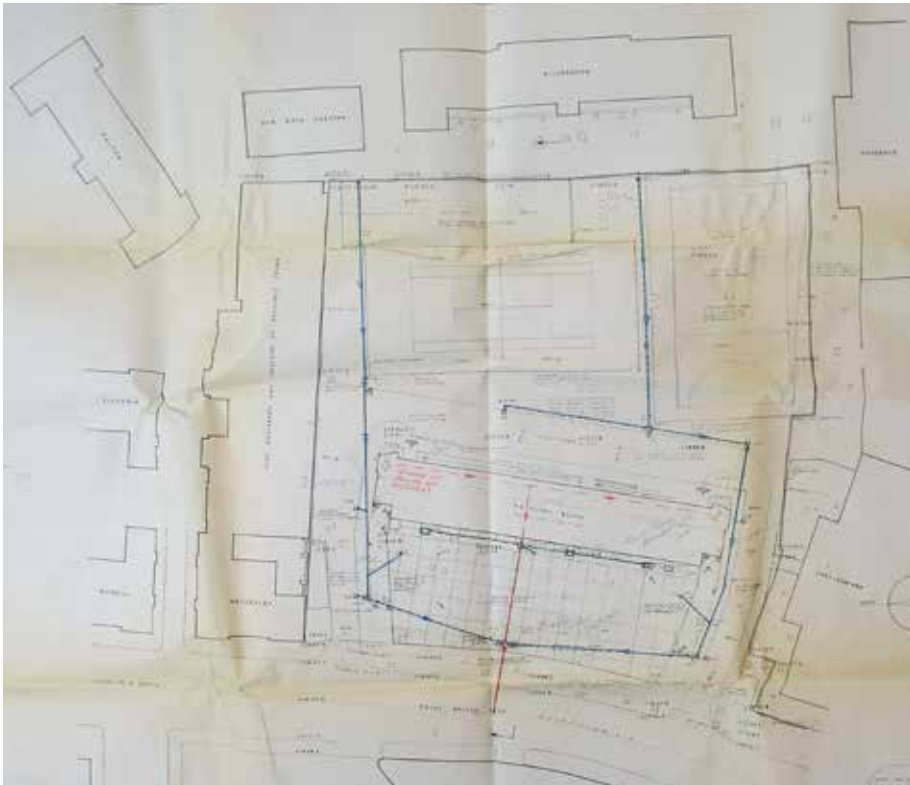


Fig. 3.13: 1955 Drainage applications and plans at 41-43 Ebury Bridge Road showing new proposed block Edgson House and play facilities (Westminster Catalogue).

- 3.16 The need for additional play facilities in the Estate and the Extension, as it was known, prompted the revised proposal to provide a one-way service road entering at the north end of the site running behind the block providing a delivery lay-by and emerging at the south end, and behind the block providing hard surface play facilities, specifically two cricket practice-net pitches, a tennis court and a netball court. Provision was also made for trees, shrubs and garden seats (figure 3.13).
- 3.17 During the construction of Edgson House, the area of land between the roadway and the new block was to be left open for the use of the public but not formally added to the public way and the boundary between land and public footway indicated "in a suitable manner". Paved areas throughout the estate were intended for play and the extension part was fenced for football and cricket. The Tenant's Social Centre in the basement of Edgson included a large club room with kitchen, committee room WCs, wireless and TV services.
- 3.18 The names of the estate and blocks come from historical or topographical associations with the locality with seven named after former members of the council. In 1955 the project then known as 41-43 Ebury Bridge Road was changed to Edgson House after Alderman W. Stanley Edgson who was mayor from 1941-42 and who by his will established a trust fund for the benefit of the youth of Westminster in keeping with the naming convention on the Estate.



Fig. 3.14: Doneraile, Hillersdon and Edgson House, from the west (Collage).



Fig. 3.15: 1956 Photograph of the original Ebury Bridge Estate to the right and the later Edgson House to the left. (Collage).

3.0 HISTORIC DEVELOPMENT OF THE SITE (CONTD.)

	BLOCK	YEAR BUILT
Original Estate	Rye House (Block A)	1931
	Buckmill House (Block B)	1931
	Westbourne House (Block C)	1931
	Victoria House (Block D)	1931
	Bridge House (Block E)	1930
	Pimlico House (Block F)	1930
	Mercer House (Block G)	1930
	Dalton House (Block H)	1930
	Wellesley House (Block J)	1930
Extension	Cheylesmore	1938
	Doneraile	1938
	Hilliersdon	1938
	Edgson House	1955
	Wainwright House	1980s

- 3.19

More than twenty years after the completion of Edgson House as the last part of the extension to the Ebury Bridge Estate on the 18th June 1979, plans were drawn up for the refurbishment of the Ebury Bridge Estate. These drawings are shown in figure 3.20 and figure 3.21, which includes landscape plans. In the 1980s, Wainwright House was built attached to the rear of Wellesley House.
- 3.20

In A planning application (ref. 14/01295/COFUL) was approved on 07/03/16 for demolition of eight existing buildings and replacement with four new buildings of up to 14 stories and providing 271 flats. This permission was not implemented and has subsequently lapsed.
- 3.21

A planning application (ref. 18/08372/COFUL) was approved on 07/01/19 for: *Demolition of Edgson House; back-filling of basement, regrading of site and laying out of portacabins for use for a temporary period of up to three years for a variety of social and community uses.* This is currently being implemented.



Fig. 3.16: 1957 Photograph of Edgson House and Cheylesmore along Ebury Bridge Road (Westminster Catalogue).



Fig. 3.17: 1957 Photograph of Rye House and Buckmill House along Ebury Bridge Road (Westminster Catalogue).



Fig. 3.18: 1957 Photograph of Edgson and Cheylesmore House along Ebury Bridge Road (Westminster Catalogue).



Fig. 3.19: 1959 Photograph of Ebury Bridge and Ebury Bridge Estate in the background, showing the blocks of the original estate to the right and part of the extension to the left (Westminster Catalogue).

3.0 HISTORIC DEVELOPMENT OF THE SITE (CONTD.)

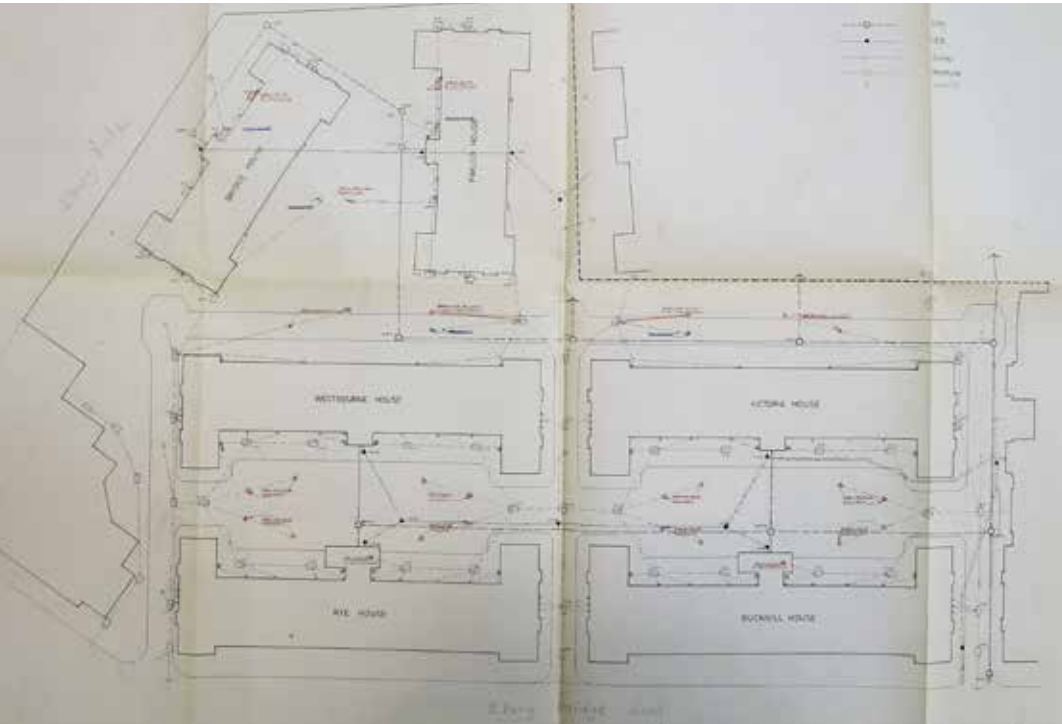


Fig. 3.20: 1981 Ebury Bridge Estate Drainage applications and plans (Westminster Catalogue).

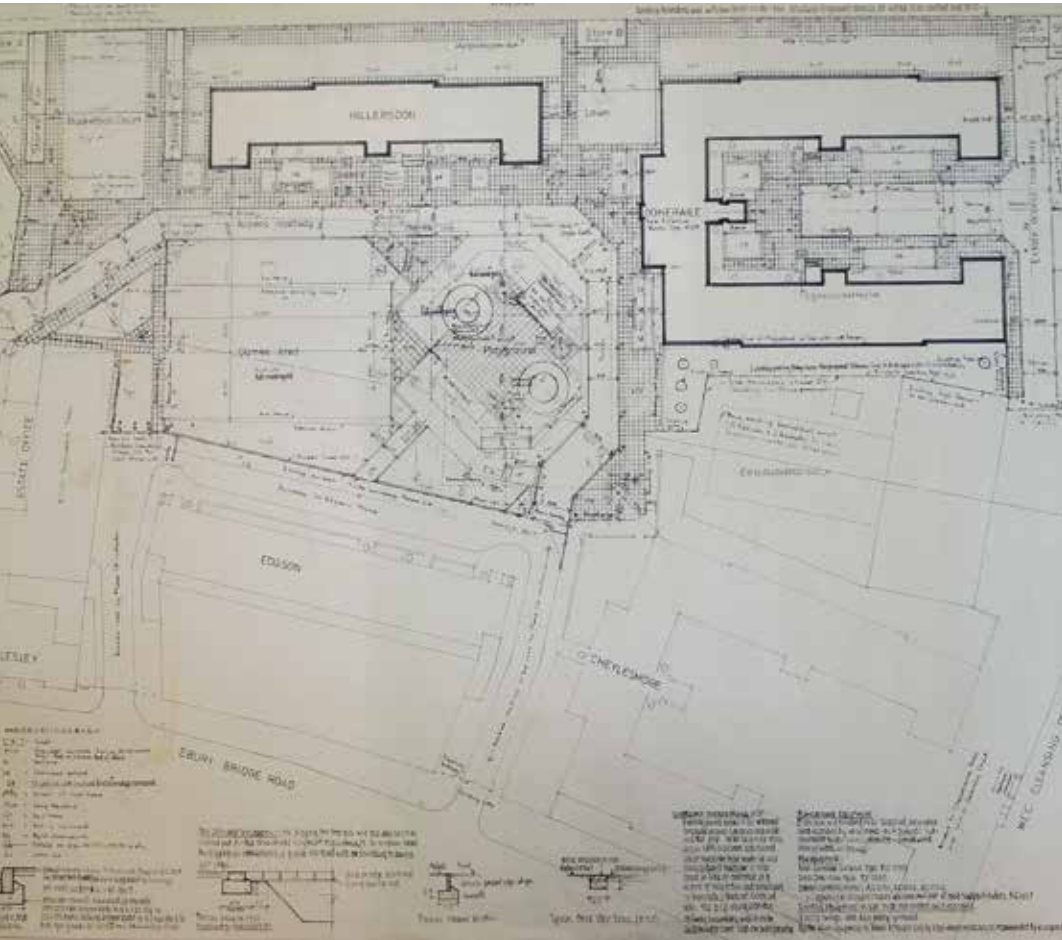


Fig. 3.21: 1983 Ebury Bridge Estate Landscape Plan (Westminster Catalogue).

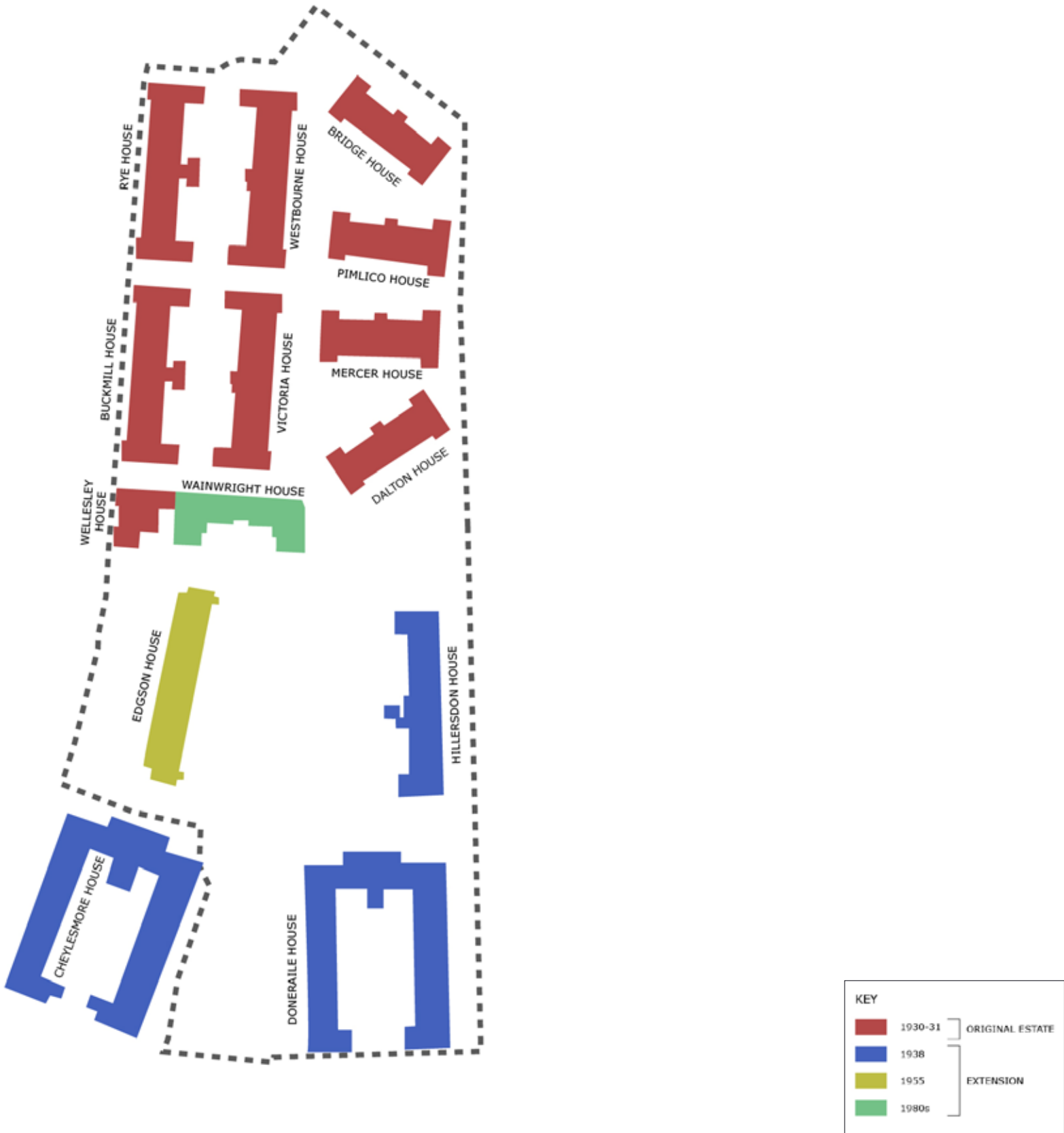


Fig. 3.22: Ebury Bridge Estate block plan showing dates of construction. The buildings were designed by Ashley & Newman (1930-31), A J Thomas (1938) and Riches and Blythin (1955).

4.0 THE SITE AND CURRENT CONTEXT

- 4.1 This chapter presents a photographic survey of the existing buildings on site (external) and their surrounding context.
- 4.2 The Estate's original northern eight blocks were designed for public and private housing to rehouse nearby residents of poor quality Victorian housing. Laid out in two parallel ranges to the west and four radiating blocks to the east, each block is on a symmetrical shallow H-plan of five storeys, in red brick with a basement storey in red and grey brick, attic storey in buff brick and tile roofs. Typical of their type, they are set out with tall forward outer bays and a central stair bay beneath hipped roofs, the flats reached by external galleries with steel balustrades. The rear elevations are articulated by small full-height plain canted bays. Pairs of tall brick stacks are expressed externally as a shallow projection on the end elevations and rise through the roof.
- 4.3 The later extension in 1938 with three new blocks, namely Hillersdon, Donaraile and Cheylesmore, were built in grey brick and red brick dressings.
- 4.4 Edgson House was built in 1955. In contrast to the earlier buildings, it is the only building on the Estate with a significant setback from Ebury Bridge Road. Wainwright House was the last to be built on the Estate, in the 1980s, attached to the Wellesley House.
- 4.5 There are no listed buildings on the site. The existing buildings on the site were assessed for listing in 2012, but concluded not to have 'the special architectural and historic interest to merit listing' by Historic England's (then English Heritage) designation department.

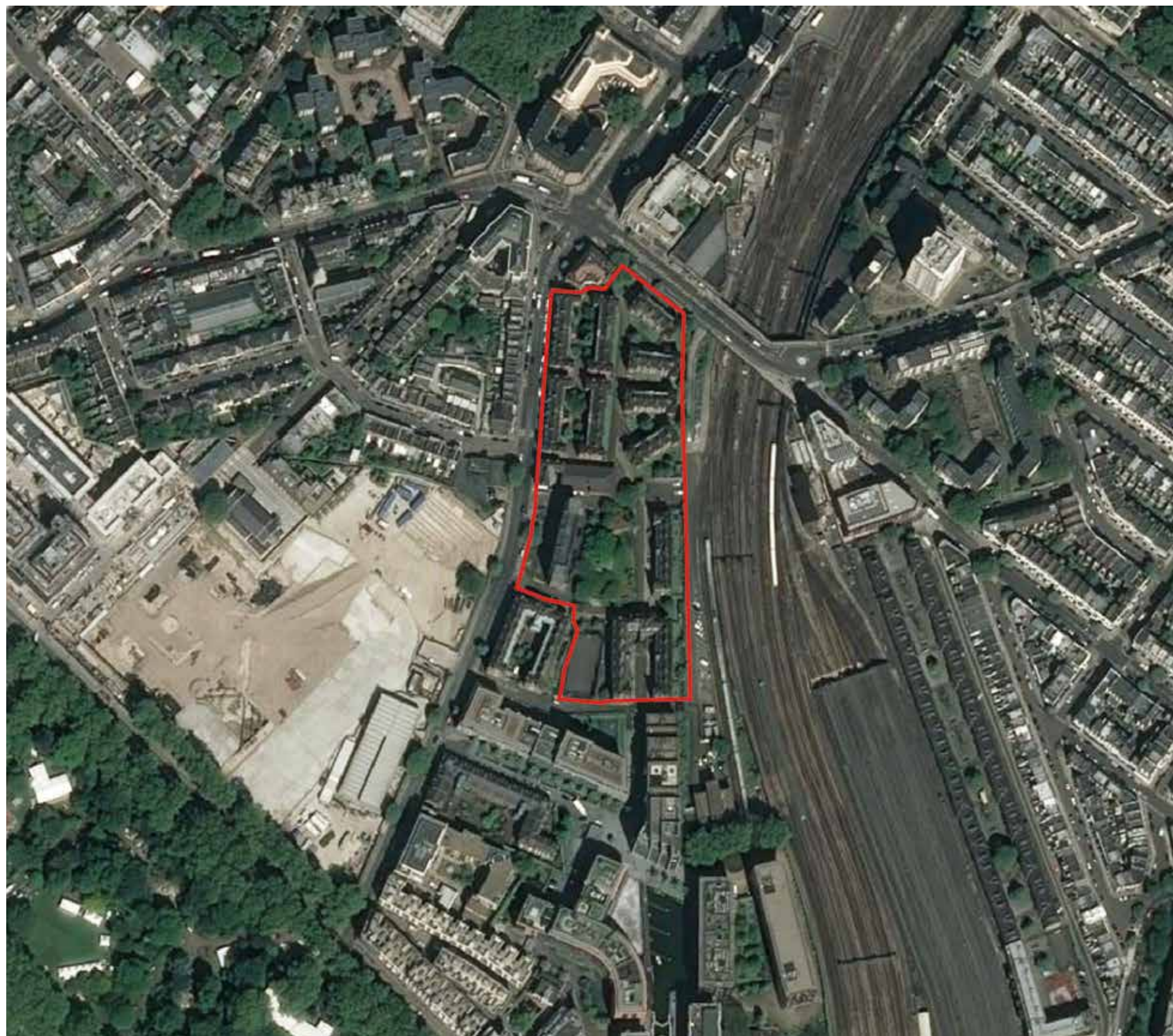


Fig. 4.1: Aerial view showing the buildings on site and its surrounding context. It is flanked by railway lines to its east, the Chelsea Barracks development site to its west and the Grosvenor Waterside development to its south. To its northwest lies part of the historic Belgravia Conservation Area, and to its immediate north, the large scale 20th century buildings along Buckingham Palace Road (Bing Maps).

4.0 THE SITE AND CURRENT CONTEXT (CONTD.)

4.6 The Listing Inspector's concluded:

"Listing of all building types is increasingly selective after 1840, only the best and most intact examples will merit designation. The concept of public housing evolved from philanthropic housing of the mid C19, the Coleshill Building, Ebury Street, Westminster (1871, listed Grade II) being a notable example of the Borough's early commitment to social housing. For pre-1939 housing, the criteria for designation consider early dates, completeness, rarity, and exemplars of early town planning. Local authority housing of this period was built and survives in large numbers nationally and very few examples have been listed as in general for reasons of economy, they tend to repeat plan forms and architectural treatment, usually in the neo-Georgian manner that had been established in previous decades. In this case the eight northern blocks, developed in the late 1920s, are little altered but fall short of the listing criteria for these reasons:

- Architectural interest: the use of repeated neo-Georgian formula that by 1929 was not new;
- Plan form: 5 storey blocks with gallery access was a widely applied earlier model for social housing;
- Town planning: later extension lacked homogeneity of style and opportunity for landscaping that marks larger planned developments;
- Later development: the additional 1930s blocks were built to a similar tried and tested plan, and the single 1950s block, with replaced windows, did not contribute to interest in the eight northern blocks.

4.7 Photographs of the existing buildings, the communal spaces and the immediate surrounding context are presented on the following pages.

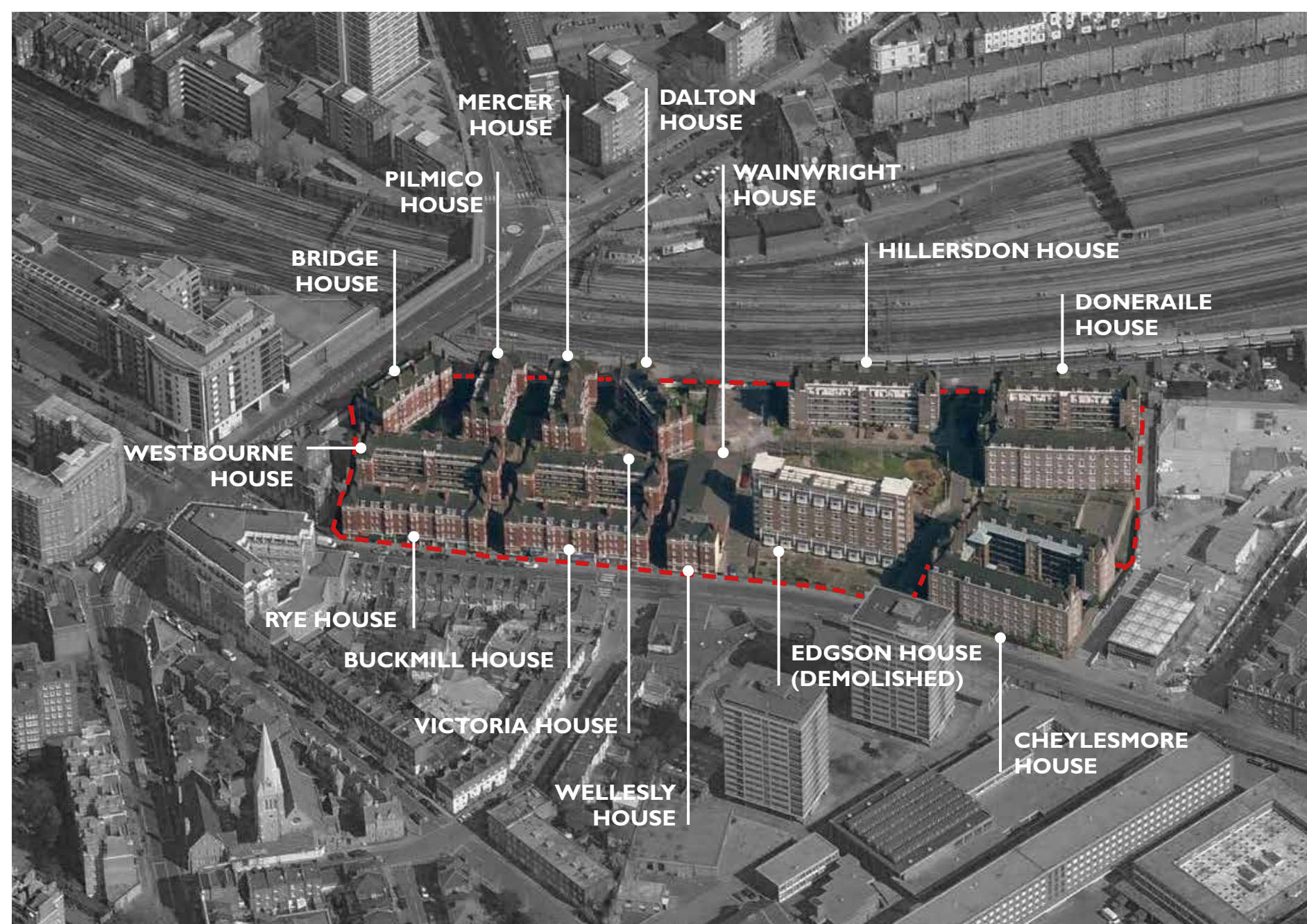


Fig. 4.2: Aerial view identifying the buildings of Ebury Bridge Estate. Cheylesmore House is not within the proposed development site boundary (outlined in red).

4.0 THE SITE AND CURRENT CONTEXT (CONTD.)

THE ESTATE AND SURROUNDING AREA



Fig. 4.3: Southern part of the site, with buildings to the south that form its townscape context (left).



Fig. 4.4: The existing eastern blocks of the original estate. Edgson House, now demolished, can be seen to the left of these blocks.



Fig. 4.5: Ebury Bridge Estate and the railway from Ebury Bridge, looking south.



Fig. 4.6: Ebury Bridge Estate and the railway, with Doneraile and Hillersdon Houses to the right.



Fig. 4.7: Looking south along Ebury Bridge Road, with the original estate buildings to the left and the buildings within the Belgravia Conservation Area to the right.



Fig. 4.8: View from the junction of Ebury Bridge Road and Pimlico Road. The site buildings are seen to the right, along Ebury Bridge Road. The 11 storey Ebury Bridge Place building by Sheppard Robson for Taylor Wimpey can be seen to the left.

4.0 THE SITE AND CURRENT CONTEXT (CONTD.)
THE ESTATE AND SURROUNDING AREA



Fig. 4.9: Ebury Bridge Estate along Ebury Bridge Road, looking south.



Fig. 4.10: Buckmill House facade in Ebury Bridge Road.



Fig. 4.11: Buckmill House, Wellesly House and Edgson House, now demolished, along Ebury Bridge Road.



Fig. 4.12: Estate access from Ebury Bridge Road (Buckmill House to the left and Wellesley House to the right).



Fig. 4.13: Ebury Bridge Road, looking north (Estate to the right).



Fig. 4.14: The Estate after Edgson House demolition, seen from Ebury Bridge Road, looking north.

4.0 THE SITE AND CURRENT CONTEXT (CONTD.)
THE ESTATE AND SURROUNDING AREA



Fig. 4.15: The Estate after Edgson House demolition, seen from Ebury Bridge Road, looking south.



Fig. 4.16: Ebury Bridge Estate to the left and Chelsea Barracks construction site to the right in Ebury Bridge Road, looking north. The spire of the Grade I listed St Barnabas Church can be seen to the left.



Fig. 4.17: Photograph of the Chelsea Barracks construction site to the right, opposite the southern blocks of the Estate.



Fig. 4.18: Looking north-east across Chelsea Bridge Road and the construction site of Chelsea Barracks. The Estate buildings can be seen in the background to the right. The Grade II listed Guard's Chapel and the clock tower of the Grade II National Audit Office can be seen to the left.

4.0 THE SITE AND CURRENT CONTEXT (CONTD.)

EBURY BRIDGE ESTATE BUILDINGS



Fig. 4.19: Rye House.



Fig. 4.20: Buckmill House.



Fig. 4.21: Westbourne House, facade facing Rye House.



Fig. 4.22: Westbourne House, rear facade. facing Bridge House.



Fig. 4.23: Victoria House.



Fig. 4.24: Bridge House.

4.0 THE SITE AND CURRENT CONTEXT (CONTD.)

EBURY BRIDGE ESTATE BUILDINGS



Fig. 4.25: Pimlico House.



Fig. 4.26: Mercer House.



Fig. 4.27: Dalton House.



Fig. 4.28: Wainwright House and Wellesley House.



Fig. 4.29: Wellesley House, facade facing Ebury Bridge Road.



Fig. 4.30: Hillersdon House.

4.0 THE SITE AND CURRENT CONTEXT (CONTD.)
EBURY BRIDGE ESTATE BUILDINGS



Fig. 4.31: Doneraile House.



Fig. 4.32: Cheylesmore House.

EBURY BRIDGE ESTATE COMMUNAL AREAS



Fig. 4.33: Central pathway and green spaces providing access to Buckmill House (to the left) and Victoria House (to the right).



Fig. 4.35: Pathway inside the Estate leading to Ebury Bridge Road (Wainwright House to the left and Victoria House to the right).



Fig. 4.34: Access to Ebury Bridge Estate from Ebury Bridge Road (Westbourne House to the left and Victoria House to the right).



Fig. 4.36: Outdoor sitting area and car park. Hillersdon House is visible in the background.

4.0 THE SITE AND CURRENT CONTEXT (CONTD.)
EBURY BRIDGE ESTATE COMMUNAL AREAS



Fig. 4.37: Access to the Estate facing Ebury Bridge Road (Victoria House to the left and Westbourne House to the right).



Fig. 4.38: Pathway between community garden and playground to the left, and Hillersdon House to the right.



Fig. 4.39: View of Doneraile House in the back, Hillersdon House to the left, and Community garden and playground to the right.



Fig. 4.40: Pathway and outdoors sitting area between Dalton House (to the right) and Wainwright House (to the left). Victoria House is in the background.



Fig. 4.41: Community garden and playground to the rear of Edsgon House.



Fig. 4.42: Sports Pitch between Doneraile and Cheylesmore Houses.

4.0 THE SITE AND CURRENT CONTEXT (CONTD.)

Policy Context related to the Site

4.8 The updated Regulation 19 version of WCC’s Draft City Plan 2019 - 2040 has three specific policies related to the site, which is named the Ebury Bridge Estate Housing Renewal Area:

Policy 6 requires the redevelopment of the site to provide approximately 750 new high-quality homes; improved connections to the wider area with improved public realm and green infrastructure; innovative and high-quality design to optimise the use of the land

Policy 42 sets out the requirements with regard to Building Heights in the borough. Paragraph D. of the policy sets out the requirements for tall buildings which should be ‘*proportionate to the role, function and importance of the location in terms of height, scale, massing and form; achieve exceptional architectural quality and innovative and sustainable building design from all viewpoints and directions; and create an attractive and legible streetscape that takes account of the use of the public realm for a variety of uses and includes active uses at ground floor level; and enhance the character and distinctiveness of an area without negatively affecting valued townscapes and landscapes, or detracting from important landmarks, heritage assets key views and other historic skylines and their settings.*

Policy 43 deals with building heights in housing renewal areas. In relation to development of the Ebury Bridge Estate, new buildings are required to ‘*respect the setting and views from the surrounding Georgian and Victorian terraces within the adjacent conservation areas; have the tallest element towards the northern end of the area marking Ebury Bridge and the crossing of the railway line, with building heights stepping down from this location.*

The policy refers to the Westminster Building Height Study (2019). This study identified scope for taller buildings on the Ebury Bridge Estate, however this policy does not specifically state appropriate heights for the renewal estates as this ‘*may preclude innovative design solutions necessary to facilitate the public benefits that a comprehensive estate-wide development can deliver*’. The policy however expects new buildings to be of an appropriate scale for their local context and compliance with the clauses of Policy 42.

The emerging context and baseline

4.9 This baseline is generally taken to mean the environmental conditions that are prevalent at the time of the assessment i.e. May 2020. The temporary Meanwhile Uses buildings, currently under construction on the site is considered to be part of the future baseline.

4.10 A number of development schemes have received planning consent in WCC, RBKC or London Borough of Wandsworth (LBW), but have yet to be constructed/completed, and schemes that have been submitted but have not been decided yet. The committed and emerging schemes to be included in the ES for assessment of cumulative effects was agreed with WCC as part of the EIA scoping process and are shown on the adjacent map.

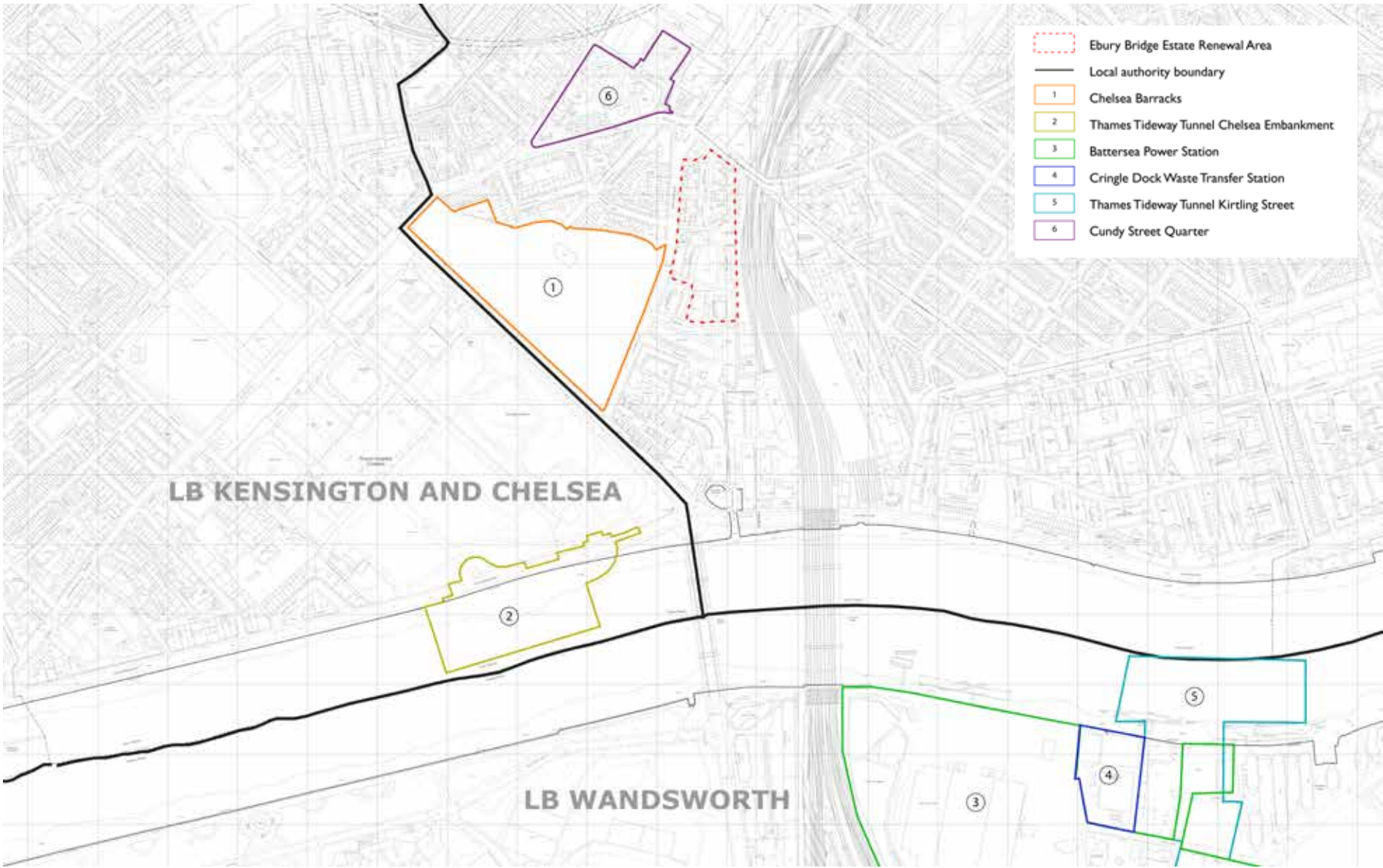


Fig. 4.43: Map showing the location of cumulative schemes to be assessed in this HTVIA as part of the emerging context. The site is marked in red.

4.11 The below list sets out the major schemes currently coming forward within a material distance of the site boundary and is shown on the map in figure 4.43.

They include the following schemes:

- (1) Chelsea Barracks;
- (2) Thames Tideway Tunnel Chelsea Embankment;
- (3) Battersea Power Station;

- (4) Cringle Dock Waste Transfer;
- (5) Thames Tideway Tunnel Kirtling Street;
- (6) Cundy Street Quarter.

4.12 Of the above list, only the relevant committed developments that would have an impact in conjunction with the proposed development are considered as part of the assessments, namely the Chelsea Barracks scheme and Cundy Street Quarter scheme.

5.0 DESIGN QUALITY

5.1 This chapter set out an assessment of the design quality of the proposed development, the effects of which are assessed in chapters 7, 8 and 9 for heritage, townscape and visual receptors, respectively. It should be read in conjunction with the Design and Access Statement and Design Codes produced by the architects, which also form part of the planning application. These documents describe in detail the design thinking and approach to the overall masterplan. It is not repeated in this chapter, but merely draws out the most important attributes of the proposed development that result in a high quality scheme. The architectural quality of the design is also depicted in the AVRs and the illustrative material in chapter 9.

5.2 The brief to the architect was to redevelop the site with a higher quality sustainable housing, with more sunlit landscaped spaces and with high quality contemporary architecture, which minimised harm to the settings of townscape views and heritage assets. The appointed architects Astudio developed the design approach working closely with the client, the wider design team and with this consultancy. The approach was continually refined in response to feedback from WCC planners, statutory consultees and other stakeholders.

5.3 The architects have devised a masterplan which, at its centre adopts a diagonal grid of high built forms and interlinked open spaces. The grid is then turned to acknowledge the site boundaries, in the case of Ebury Bridge Road, with lower blocks, appropriately scaled to that street. On the railway side the higher blocks rise in height towards the north and drop again at the northern most block. They present a bold scale of intensified verticality of multiple arises i.e. vertical setbacks, to the vast open space of the railway lines.

5.4 The architecture of the inner 'zone' is one of expressed horizontal solid balconies with curved corners. A special feature of these balconies is the way the solid balcony edges reduce in height as they rise up the buildings. This introduces a sense of lightness at the top and of weight towards the base. It is a worthy attribute. The secondary surface is a combination of glass, solid surfaces and glazed ceramic, the colour of which varies from building to building ranging through natural seasonal plant colours.

5.5 As the balconied elements to the west 'turn' to face Ebury Bridge Road they transform into patterned brickwork with expressed floor slabs which in turn elegantly become balconies in curvilinear form. These elements act as a transition to the smaller scale listed terrace and the Belgravia Conservation Area. They also respond to the scale of the existing buildings to be demolished.

5.6 The architecture of the railway elevations also includes brickwork and a contrasting slab representation. This gives rise to a vibrant expression of the horizontal set against an even stronger visual expression of the vertical through the series of recessed vertical setbacks. These will be appreciated by train travellers and in views from Grosvenor Road looking north west, from Warwick Way where it crosses the railway and from certain streets in Pimlico Conservation Area.

5.7 The central landscape and ground floor uses are richly provided to create a worthy visual and useable amenity which the public can also enjoy.

5.8 In conclusion, much about the design of this scheme embodies highly sophisticated approaches and a thoroughly thought-through contextual relationship with its sometimes sensitive context. It is in the view of this consultancy, a design which, if realised, will be a proud addition to Westminster stock of buildings with architectural prowess.

5.9 It is indeed a design of architectural excellence which it would be a pleasure to see, even in conjunction with surrounding heritage assets.



Fig. 5.1: 3D view showing the massing and layout of the masterplan, with each 'zone' addressing the specific character of its context with interweaving public realm connecting the blocks.

5.0 DESIGN QUALITY (CONTD.)
PHASE I DETAILED APPLICATION



Fig. 5.2: Ground floor detailed landscape plan of Phase I (Buildings 7 and 8).



Fig. 5.3: Typical floor plans of the detailed application, showing the intended uses of Buildings 7 and 8.

- | Residential uses | Ancillary |
|--|--|
| ■ Residential apartments | ■ Management Hub |
| ■ Entrances / lobbies / circulation | ■ Refuse and cycle stores |
| ■ Ancillary residential | ■ Storage |
| | ■ Plant |
| | ■ Car parking |

5.0 DESIGN QUALITY (CONTD.)

PHASE I DETAILED APPLICATION



Fig. 5.4: South West elevation of Buildings 7 and 8.



Fig. 5.6: North East elevation of Buildings 7 and 8.



Fig. 5.8: Drawings showing details of lower levels of Buildings 7 and 8, with ceramic cladding and balcony details.



Fig. 5.5: South East elevation of Buildings 7 and 8.



Fig. 5.7: North West elevation of Buildings 7 and 8.



Fig. 5.9: Drawings showing details of upper levels of Buildings 7 and 8.

5.0 DESIGN QUALITY (CONTD.)
THE WIDER MASTERPLAN



Fig. 5.10: Landscaping plan showing the enhanced permeability through the site and the generosity of the public realm, with retail and community uses that will enliven them.



Fig. 5.11: Ground floor, typical floor (lower) and typical floor (upper), respectively. The plans show the activation of the ground level with retail and community spaces facing the public realm, and residential uses above.

- Residential uses:**
- Residential apartments
 - Lobbies / stores / circulation
 - Estate management hub
- Non-residential uses:**
- Retail
 - Enterprise / workspace
 - Community / fitness / nursery
 - plant / ancillary uses

5.0 DESIGN QUALITY (CONTD.)

THE WIDER MASTERPLAN



Fig. 5.13: Sectional elevation through the site showing the specific responses to massing through the site, with the lower building along Ebory Bridge Road stepping up incrementally to the tall buildings facing the railway lines.



Fig. 5.14: A dusk-time illustrative view of the Ebory Bridge Road buildings showing the sculptural quality of the facades establishing a coherent rhythm along the street. It creates an appropriate setting to the Grade II listed row of terraces opposite.



Fig. 5.12: Illustrations of the public space and connections on the southern part of the site. The top image shows the public realm near the Southern Gateway with a new connection and views to the south. The bottom image shows the generously landscaped public space; the existing Cheylsemore House is seen to the left.



Fig. 5.15: Illustrative view across the railway lines from the east, showing the deeply modelled and richly detailed facades, and the architectural language creating a coherent rhythm alongside the railway lines. The gaps between the building allow glimpses of the landscaped public realm and buildings beyond.

5.0 DESIGN QUALITY (CONTD.)

Assessment against policy and guidance relating to design

- 5.10 The commentary above sets out in detail the qualities of the design. It is considered that the proposed development is in accordance with paragraph 127 of the NPPF in that it is based on a grid of interlinked, landscaped spaces that would function well and add to the quality of the area over the lifetime of the development. It would be visually attractive by way of high quality contemporary architecture, well-considered layout and effective landscaping. The proposed development is sympathetic to local character and history through use of materials and appropriate scale, while being innovative in its architectural approach and achieving suitable densities within this large site. A strong sense of place would be established through the masterplan with building 'zones' that respond to their specific contexts. The potential of the site would be optimised as a result of the proposed development. A high standard of amenity will be created with generous internal landscaped spaces and ground floor uses that the public can enjoy. The new connections to the surrounding context, linking to a generous central public realm will improve the permeability of the area.
- 5.11 The proposed development is also in accordance with London Plan policy on urban design, public realm and townscape (policies 7.4, 7.5 and 7.6) in that it has been designed with regard to the form, function and structure of the local townscape, and the pattern and grain of the existing spaces and streets. It is of the highest design quality and comprises details and materials that would complement the local architectural character. A rich, comprehensive landscaping plan has been designed for the amenity spaces throughout the site. As described in the design assessment, the scheme has been informed by and responds to its varied existing context. This includes the mixed character of the buildings along Buckingham Palace Road to the north, the new buildings of the Grosvenor Waterside buildings to the south, the Belgravia Conservation Area to the west and the large scale railway lines to the east. The proposed development is also consistent with London Plan policy 7.7 on tall building locations and design. The site is considered appropriate for tall buildings. The well-considered design of the proposed development would relate well to the form, proportion, composition, scale and character of surrounding buildings, and improve the urban grain and public realm (including landscape features), improve the legibility of an area by emphasising a point of civic significance where appropriate, and enhance the skyline and image of London incorporating the highest standards of architecture and materials, including the sustainable design and innovative construction practices, introducing ground floor activities that provide a positive relationship to the surrounding streets and new public realm, improving the permeability of the site and wider area, incorporating shared community areas. All of these aspects would make a significant contribution to local regeneration. The effects of this on heritage, townscape and local views are considered in chapters 7, 8 and 9 of this report. There are no strategic views affected.
- 5.12 The proposed development conforms with WCC's Policy DES3 in terms of design. It would not intrude upon any strategic view or upon the settings of World Heritage Sites. The effects on listed buildings, conservation areas and registered parks and gardens are considered in chapter 7. The proposed development would be congruous with the prevailing character of the area within which it is located, with the three 'zones' of the masterplan responding to the specific conditions along Ebury Bridge Road to the west, the central landscaped public realm and the railway to the east. The proposed development would contribute significantly to the regeneration of the area, and to the quality of the built fabric. The taller buildings act as identifiable landmarks that mark the new residential quarter and new landscaped public realm with community uses. The new gateways, at the north to Ebury Bridge, and to the south near Grosvenor Waterside, along with improved connections on the west significantly improve accessibility and local pedestrian movement. The landscape plans by Levitt Bernstein with soft and hard landscaping that enriches the public realm and provides high quality recreational spaces will be a noticeable improvement to the current condition. The updated Regulation 19 version of WCC's Draft City Plan 2019 – 2040 identifies the site as appropriate for tall buildings, as set out in chapter 4 of this report.
- 5.13 The proposed development would also satisfy WCC's strategic and local policies on design by incorporating exemplary standards of sustainable and inclusive urban design and architecture, by encouraging imaginative modern architecture; and by respecting Westminster's heritage and local distinctiveness to enrich its world-class city environment. The proposed development would provide higher quality sustainable housing, extending the life-time of the buildings through excellence in design quality. This chapter demonstrates how the masterplan; the 'zones' within the masterplan; the detailed components; and the public realm and landscaping satisfy WCC City Plan (2016) S28 Design and UDP (2007) DES 1 Principles of Urban Design. The proposed development also satisfies WCC's strategic policies on design quality in the new draft City Plan (2019-2040).

6.0 ASSESSMENT OF EFFECTS DURING DEMOLITION AND CONSTRUCTION

Introduction

- 6.1 The development site currently consists of 12 buildings in primarily residential use. Of these, Edgson House has been demolished (planning ref.18/08372/COFUL) and will be replaced by the permitted Ebury Bridge Estate Meanwhile Use development (planning ref.19/05038/COFUL), a temporary community space, café and workspace/retail units, with associated landscaping and temporary structures.
- 6.2 As set out in Section 3.4: Demolition and Construction of ES Volume I, the demolition and construction works for the proposed development will be phased. The demolition of Dalton House, Wainwright House, Wellesley House, Hillersdon House, Pimlico House and Mercer House has been approved under a Prior Approval Application in 2019 (planning ref: 19/06951/APAD). Phase 1 involves the construction of Buildings 7 and 8. Phases 2 and 3 would include the phased demolition of Rye House, Westbourne House, Buckmill House, Bridge House, Victoria House and Doneraile House, with Buildings 1, 2, 3, 4, 5, 6 and 9 replacing them (see fig 6.1). Like those units consented as part of the Prior Approval, the intention is to demolish these six blocks on a phased basis as required to allow for the seamless progression of the development with the ongoing decant of existing residents into new homes.
- 6.3 The phasing of the proposed development means that there will be periods when areas of the site will be operational, while other areas will be under construction. This chapter assesses the likely heritage, townscape and visual effects of the development during a representative intermediate year during the construction process, but it is acknowledged that the effects would change during the duration of the construction. The principal assessments in chapters 7, 8 and 9 of this HTVIA are based on the effects of all phases of the development when completed.

Potential effects of the proposed development

- 6.4 The normal activities involved during demolition and construction phases can have visual effects on the setting of nearby heritage assets and the quality of the surrounding townscape. These include:
- Transportation of heavy machinery and material to and from the site;
 - Ground excavation works, including excavation of basements and construction of foundations;
 - The erection of infrastructure needed for construction, including scaffolding, fixed tower cranes, mobile cranes, site lighting, temporary site offices and facilities, etc.; and
 - The construction of new buildings.
- 6.5 The demolition and construction effects would vary according to their temporary nature and some operations may have more perceptible effects than others. Unlike the 'existence effects' assessed in chapters 7, 8 and 9, which are considered to be permanent, the effects during the temporary demolition and construction phases are considered short-term, temporary and reversible. The assessments are therefore more generic and apply to groups of visual and townscape receptors, taking into account all elements of the townscape, including the setting of heritage assets, which are not assessed separately.

- 6.6 The significance of construction effects is related to the scale of the development being built and the assessor has therefore extrapolated from the AVRs in chapter 9, which show the development in existence, to judge the likely effects that will arise from the visibility of machinery, equipment, building cores and infrastructure during construction.
- 6.7 Visible demolition and construction practices in relation to the proposed development are considered to represent a relatively moderate addition to townscape views and would generally be seen in combination with existing buildings or other townscape features. The visual receptors (people) experiencing them are not likely to consider them incongruent or totally unfamiliar to the urban context. It is recognised that some receptors may even enjoy observing the demolition and construction process and the machinery used for it. Unlike completed buildings of high architectural quality, however, for EIA purposes demolition and construction effects are more likely to be of an adverse nature and can vary from *negligible* or *no-change*, to *minor*, *moderate*, and in some cases, *major* significance.
- 6.8 The effects are likely to vary according to the distance between the receptors and the site, with those receptors located closer to the site more exposed to a higher visibility of machinery and infrastructure (e.g. scaffolding around the lower buildings under construction) and likely to have a larger effect than those located at a greater distance (where the visibility is limited to the taller elements on site, owing to occlusion by other townscape elements). The following assessments are therefore organised according to receptors located at close, medium and long distances from the site. The assessments presented here are based on a worst-case scenario when demolition or construction activities are at their peak. The effects are applicable to heritage

receptors (e.g. the character and appearance of conservation areas and the setting of listed buildings, as identified in chapter 7), townscape receptors (e.g. character areas as identified in chapter 8) and visual receptors (as identified through townscape views in chapter 9).

- 6.9 In the case of heritage and townscape receptors, construction activity along with servicing, maintenance and associated traffic, would be seen in the context of other large-scale construction activity in the local area. Construction and associated activities would potentially affect the perception and appreciation of heritage assets in the area, but any affects would be short-term, temporary and reversible. They are considered in paragraphs 6.11 to 6.13 below.
- 6.10 The visual effects during construction will be experienced in phases. Phase 1 will involve the construction of Buildings 7 and 8 and will potentially affect residents who continue to stay in the blocks in future phases 2 and 3, local residents close to the east side of the site, and commuters on the trains into and from Victoria station. Phases 2 and 3 would potentially affect a wider range of residents, particularly those to the west, north and south of the site. The occupants of the completed Phase 1 buildings will also be potentially affected by the construction of the later phases. Long term residents are likely to be more sensitive to these changes and likely to experience an adverse effect while newer residents and visitors to the area (e.g. tourists, commuters) are less likely to be sensitive to the construction of a new buildings and may well welcome the experience of witnessing the transformation of the site. Given these different responses, the visual effects of the scheme when under construction are difficult to characterise accurately. The below assessments therefore set out a range of likely effects during demolition and construction based on proximity to the site.



Fig. 6.1: Map showing construction phasing plans of the development, respectively the existing condition pre-construction, Phase 1, Phase 2 and Phase 3.

6.0 ASSESSMENT OF EFFECTS DURING DEMOLITION AND CONSTRUCTION (CONTD.)

Close distance effects on heritage, townscape and visual receptors

- 6.11 In the absence of mitigation, the likely effect of demolition and construction-related practices on closer townscape views (eg. Views 22, 23 and 25, chapter 9), where most infrastructure would be visible, would be short-term, temporary, of a **moderate to major** significance and **adverse** in nature. This effect would also apply to heritage and townscape receptors located in close proximity to the site, including: settings of conservation areas such as Belgravia Conservation Area; and the settings of the Grade II listed Nos 20 to 42 Ebury Bridge Road (page 46, section 7B, chapter 7), amongst the nearby listed buildings, as well as some locally listed buildings of merit, such as the terraces in St Barnabas Street (page 77, section 7B, chapter 7); and townscape character areas A and B (chapter 8).

Medium distance effects on heritage, townscape and visual receptors

- 6.12 The likely effect on townscape views further from the site (e.g Views 21, 24 and 26, chapter 9), where cranes and the construction of some lower elements will be visible, would be short-term, temporary, of a **minor** significance and **adverse to neutral** in nature. This would also apply to heritage and townscape receptors located at a medium distance from the site, including: settings of conservation areas, such as Peabody and Pimlico Conservation Areas (section 7A); and potentially the setting of listed buildings, such as St Barnabas Church School (Grade II) and Church of St Barnabas (Grade I) and the Bloomfield Terrace buildings (Grade II) (pages 47-50, section 7B, chapter 7) as well as some locally listed buildings of merit (section 7D); and townscape character areas A, C, D and G (chapter 8).

Long distance effects on heritage, townscape and visual receptors

- 6.13 The likely effect on long views (e.g. Views 5, 11 and 15, chapter 9), where only tall cranes are likely to be visible, would be short-term, temporary, of a **negligible to minor** significance and **neutral** in nature. This would also apply to conservation areas such as Grosvenor Gardens and Royal Hospital Conservation Areas (section 7A); and potentially the setting of listed buildings such as the British Airways Terminal (Grade II), Victoria Coach Station (Grade II) and the Royal Hospital (Grade I) (pages 52, 55 and 68, section 7B, chapter 7), and registered parks and gardens such as the Royal Hospital Gardens (section 7C, chapter 7).

Mitigation

- 6.14 In accordance with industry best practice, the Applicant has developed a draft Construction Management Plan (CMP), setting out the standards and procedures to be adhered to during demolition and construction, in order to manage the associated short-term environmental effects. The mitigation of potential construction effects would follow industry best practice construction standards, such as the use of appropriate hoarding, including green hoarding where appropriate. Site and hoarding lighting would be designed to minimise light pollution on the surroundings of the site, using light sources of the minimum intensity required and ensuring that light is only used where needed.

- 6.15 The mitigation measures set out here are likely to have the greatest effect in the areas closer to the site, where hoarding would screen views of the construction activities related to the lower elements of the masterplan. If such mitigation measures are used, the potential effects of demolition and construction on heritage, townscape and visual receptors could be reduced from moderate to major and adverse to a **minor to moderate** and **adverse** significance.

7.0 ASSESSMENT OF EFFECTS ON HERITAGE RECEPTORS

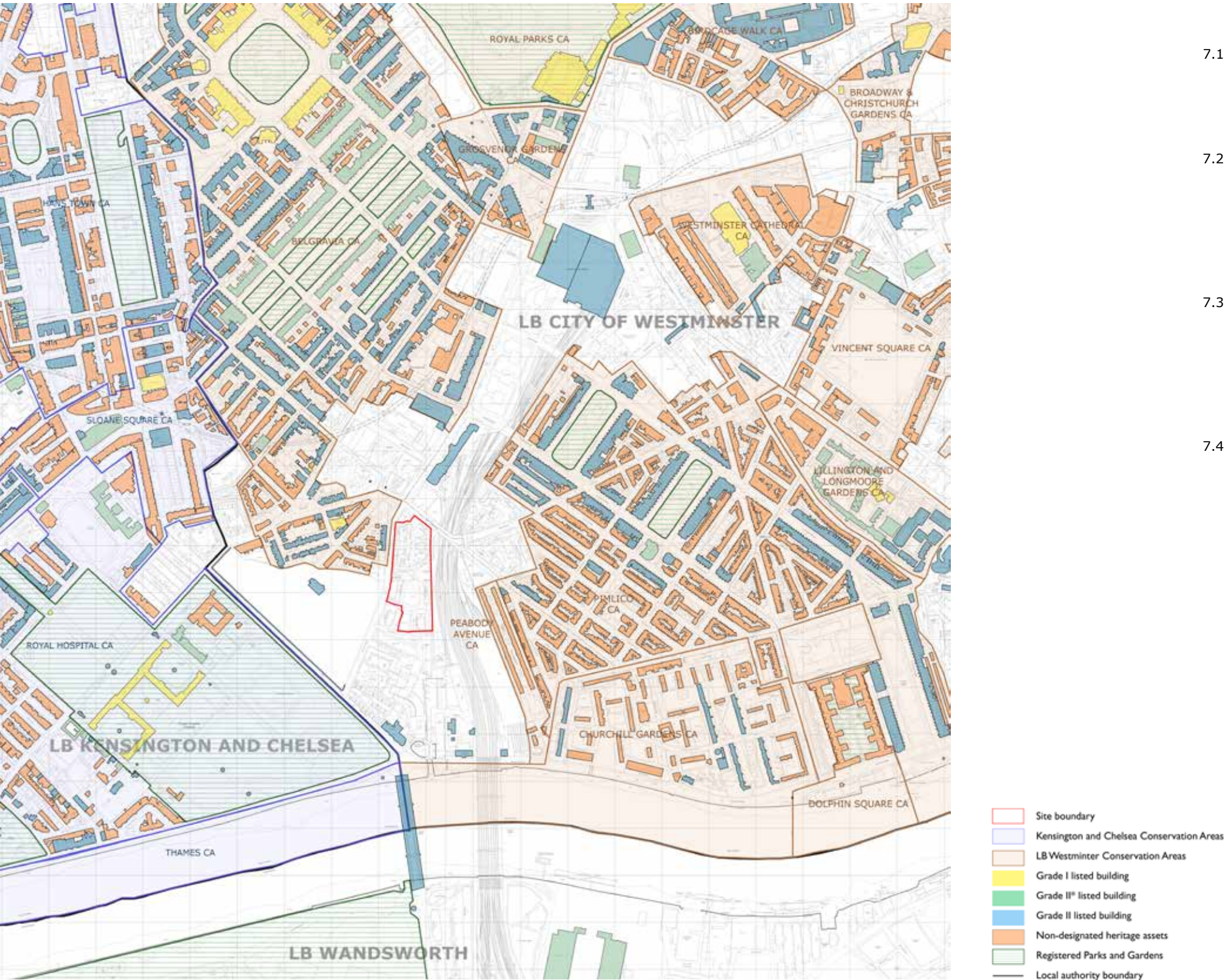


Fig. 7.1: Map showing heritage assets in relation to the development site (shown in red).

Introduction

- 7.1 This chapter considers the effects of the proposed development on designated and non-designated heritage assets. This includes conservation areas, listed buildings, registered parks and gardens and non-designated heritage assets.
- 7.2 The NPPF at paragraph 189 states that ‘In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets’ importance and no more than is sufficient to understand the potential impact of the proposal on their significance.’
- 7.3 There are no designated heritage assets on the site. The map at fig 7.1 identifies all the designated and non-designated heritage assets near the site. Research sources include relevant conservation area appraisals and audits, Historic England’s National Heritage List for England, Historic England’s Register of Parks and Gardens, the relevant local authority’s identification of non-designated heritage assets and online interactive map of designations.
- 7.4 The chapter is divided into three sections:
 - Section 7A deals with conservation areas
 - Section 7B deals with listed buildings
 - Section 7C deals with registered parks and gardens
 - Section 7D deals with non-designated heritage assets, namely unlisted buildings of merit identified by WCC, and positive contributors identified by RBKC.

7.0 ASSESSMENT OF EFFECTS ON HERITAGE RECEPTORS (CONTD.)

7A. CONSERVATION AREAS

Effects on conservation areas

7A.1 Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 places a statutory duty on local planning authorities when determining a planning application within a conservation area to 'pay special attention to the desirability of preserving or enhancing the character or appearance of conservation areas.'

7A.2 The NPPF (2019) requires that 'local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance.' In the case of conservation areas, their significance is primarily derived from their character and appearance.

Baseline

7A.3 Ebury Bridge Estate is not located in a Conservation Area. However, the site abuts the Belgravia Conservation Area on the west side of Ebury Bridge Road. The site is also surrounded by other conservation areas namely:

- 1) Belgravia Conservation Area (WCC)
- 2) Grosvenor Gardens Conservation Area (WCC)
- 3) Pimlico Conservation Area (WCC)
- 4) Peabody Avenue Conservation Area (WCC)
- 5) Royal Hospital Conservation Area (RBKC)

7A.4 The map at fig 7.2 shows these conservation areas in relation to the site, which is shown in red outline. The character and appearance of these conservation areas is set out in the respective Conservation Area Appraisals and Audits produced by WCC and RBKC. The key points within these documents which are relevant to the proposals have been summarised in this chapter.

- Site boundary
- Kensington and Chelsea Conservation Areas
- LB Westminster Conservation Areas

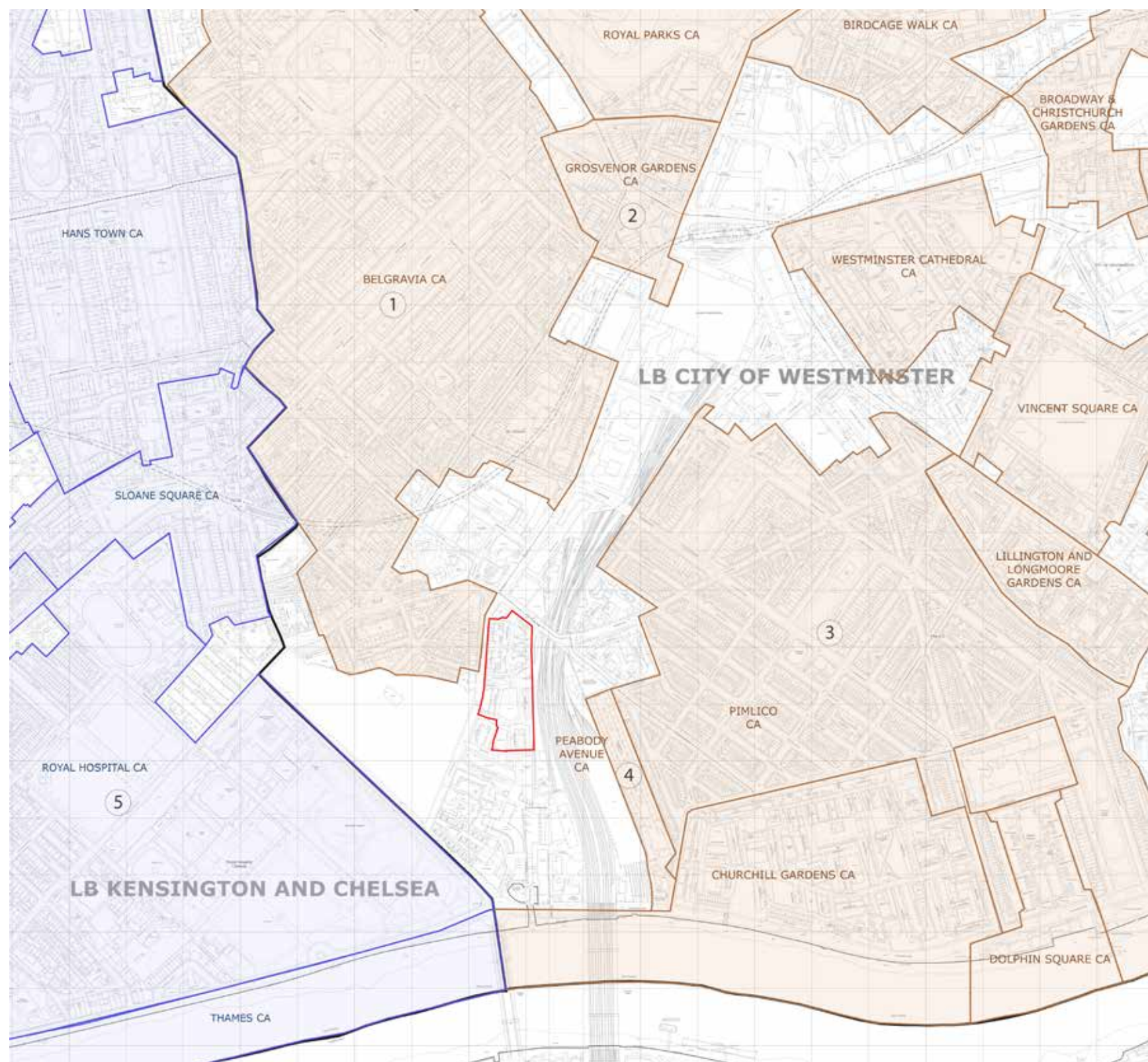


Fig. 7.2: Map showing conservation areas in relation to the development site (shown in red).

7.0 ASSESSMENT OF EFFECTS ON HERITAGE RECEPTORS (CONTD.)

7A. CONSERVATION AREAS

1) Belgravia Conservation Area (WCC)

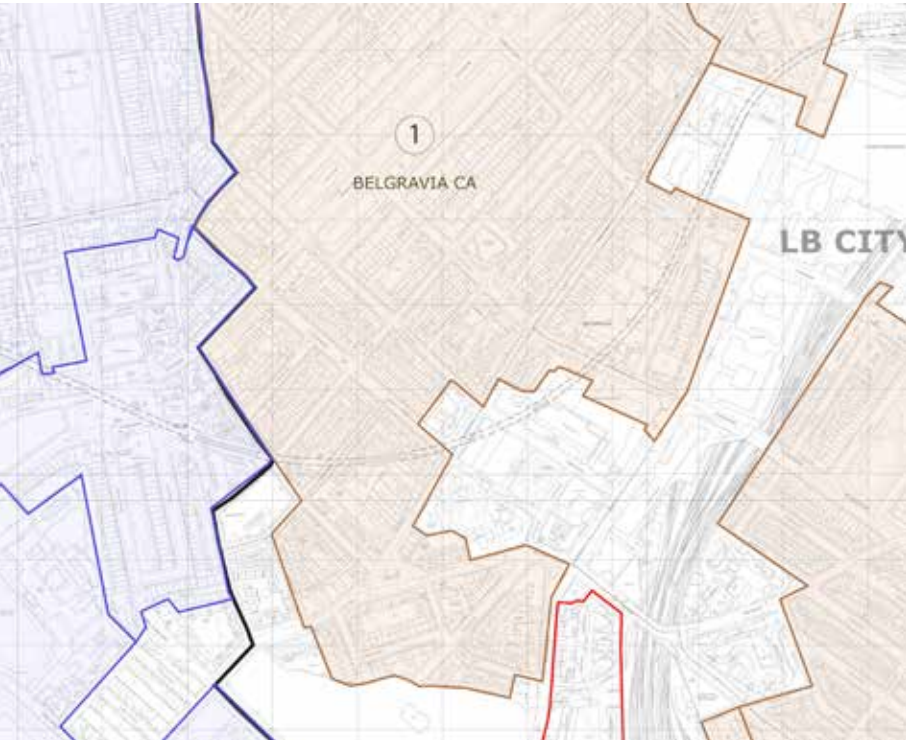


Fig. 7.3: Location map of Belgravia Conservation Area.

AVR cross reference: Views 2 to 5, 21 to 25.

- Location**
- 7A.5 Belgravia Conservation Area lies to the immediate west of the development site and is defined by Knightsbridge to the north, Grosvenor Place and Buckingham Palace Road to the east and south, and to the west are the Hans Town and Sloane Square Conservation Areas in RBKC.
- Designation**
- 7A.6 The conservation area was designated in 1967. It has a draft Conservation Area Audit dated October 2013.
- History**
- 7A.7 The area known as Belgravia originated from parts of the Manor of Ebury recorded in the Domesday Book as 'Eia' and later known as Eye, from which the name Eybury or Ebury derives. Until the mid-18th century the area remained rural with early developments confined to the fringes of the area. In 1761 George III purchased Buckingham House to the east of today's

conservation area which made the area desirable amongst the wealthy classes. By 1799 more development had taken place in the area and buildings had been built along Grosvenor Place overlooking the Queen's Gardens.

- 7A.8 In 1821 Thomas Cundy I was appointed by Lord Grosvenor to create a definite plan for the area, and in 1824 Thomas Cubitt was selected as a developer. He played an important role in the success of the area and was largely responsible for ensuring the quality of housing, roads, sewers, street lamps and other services. From 1826, development proceeded rapidly in the area particularly at Belgrave Square which was to be the most important and high value part of the development. By the mid-19th century the whole area of Belgravia had been completely developed. The area became a popular and wealthy residential area and was particularly favoured by the aristocracy and home to many famous residents, including politicians, actors and composers. In 1860-62, Victoria Station designed by Sir John Fowler, built on the canal basin of the Grosvenor Canal, was opened, becoming a very popular route into central London. In the Victorian period, little development took place except in the poorer areas to the south of the station towards Pimlico Road and Buckingham Palace Road.
- 7A.9 In the 20th century, areas near the northern fringe of the conservation area such as Knightsbridge and areas near Victoria Station experienced large-scale changes. Some of the notable buildings of this time were the Victoria Coach Station which was built in 1931 by Wallis, Gilbert and Partners, and the British Airways terminal offices in 1939 by A Lakeman. Both buildings are Grade II listed. The area suffered from bomb damage in the Second World War which led to some small scale infilling throughout the area. Many of these infill developments were in neo-Georgian or facsimile styles. In the latter half of the 20th century, many of the largest houses on the main squares were converted into professional institutes and embassies or subdivided into flats.

Significance of the conservation area and the contribution made by its setting to this significance:

- 7A.10 Belgravia, developed by Thomas Cubitt between 1825 and 1850, has a coherent and formal architectural character. The Belgravia Conservation Area has a predominantly residential character with a high degree of townscape uniformity. It is divided into six different character areas, of which the character areas abutting the site are described as 'mixed small retail and commercial area' and 'intimate scale housing and workers cottages'.
- 7A.11 The distinctive appearance of the conservation area derives from the combination of cream stucco terraces, spacious streets and the verdant garden squares on which these are set. The consistent use of materials and repetition of classical architectural detailing contribute to a high degree of townscape uniformity and coherence, particularly in the main body of the conservation area. Few public buildings or landmarks were included in the original layout. The fine grain of the townscape, including sizes of plots and building lines, establish the street pattern and density of development.



Fig. 7.4: Eaton Square, looking southwest onto Belgrave Place.



Fig. 7.5: Belgravia Conservation Area to the right side of Buckingham Palace Road.

7.0 ASSESSMENT OF EFFECTS ON HERITAGE RECEPTORS (CONTD.)

7A. CONSERVATION AREAS

- 7A.12 Closer to the site, the southeast portion of the conservation area has a different character and appearance. The area around Ebury Street and Pimlico Road, which predates the original planned Belgravia development, has a more mixed townscape character, with a variety of building styles, materials and detailing, and a more intimate scale of buildings and open spaces, such as around Orange Square. On the streets behind this, earlier terraces with simpler detailing are interspersed with larger houses on Bloomfield Terrace, late Victorian philanthropic housing and 20th-century infill buildings.
- 7A.13 The predominantly residential character of the conservation area allows a generally consistent building height and style and relatively few taller or landmark buildings. However, there are a number of buildings that due to their distinctive design and detail are more prominent within the townscape and as such have been identified as landmark buildings, namely Victoria Coach Station, Lanesborough Hotel, St Peter’s Church, St Michael’s Church, St Barnabas Church and St Paul’s Wilton Place.
- 7A.14 Of these, Victoria Coach Station and St Barnabas Church lie near the site. They are described in the Audit as below:
- *Victoria Coach Station (1931-2) forms a landmark by virtue of its distinctive Art Deco concrete construction, its streamlined horizontal lines, which forms a contrast to other buildings on Buckingham Palace Road and Elizabeth Street, and its corner tower. The tower is visible in long views down Elizabeth Street and along Buckingham Palace Road and, along with a tower opposite, forms a gateway to south Belgravia.*
 - *St Barnabas Church, St Barnabas Street is a Grade I listed ragstone church by Thomas Cundy Jnr. It forms part of an ensemble with the adjacent parsonage and school buildings. Its large five stage tower forms a local landmark, and is particularly visible from the south, where the terraced housing is of a small scale.*
- 7A.15 Belgravia Conservation Area Audit (Consultation Draft 2013) identifies Local Views within the conservation area. None of these are relevant to the site development.
- 7A.16 As it covers a large area, the setting of the conservation area is varied. This includes the Hans Town, and Sloane Square Conservation Areas, both in RBKC, to its west and the Royal Parks Conservation Area and Grosvenor Gardens Conservation Area to its north and north east. To its east and the south Victoria Station wall in Buckingham Palace Road, in its various parts, form a firm edge as far Elizabeth Bridge where the area recedes until beyond Warwick Way.
- 7A.17 Beyond Warwick Way, the development site lies within its eastern setting. The existing buildings on the site, being of a different age, architectural style and scale have a different character and appearance to the conservation

area; they are typical social housing buildings of their time with some architectural merit and are considered to be positive contributors to the setting of the conservation area; they do not however contribute nor detract from the significance of the conservation area.

Likely effect of the proposed development on the significance of the conservation area:

- 7A.18 The replacement of the existing buildings with the proposed development, phased over nine years, would result in an overall major change to the setting of this limited edge of the conservation area. Phase 1 involves the retention of the four northern blocks, part of the original Ebury Estate (Rye, Buckmill, Victoria and Westbourne), with Buildings 7 and 8 completed as part of the detailed application. Phases 2 and 3, part of the outline application, will replace the remaining buildings with proposed Buildings 1-6 and 9 (see Illustrative Verified Views 22, 23, 24 and 25).
- 7A.19 The replacement buildings have been sensitively designed in terms of height, scale, façade detail and materiality, with the brick buildings along Ebury Bridge Road, closest to the conservation area, designed with the upper two storeys set back. This maintains the street wall height at that of the existing Cheylesmore House at seven storeys. The buildings incrementally increase in height towards to the east, and away from the conservation area. The proposed masterplan with its generous public spaces and high architectural quality of the buildings, would result in a changed but a new high quality setting to the conservation area. The approved one to two storey ‘Meanwhile Uses’ buildings (ref. 19/05038/COFUL) are a temporary group of buildings with community uses that will be replaced by the buildings of Phase 3.
- 7A.20 The new setting would be experienced in views looking east, particularly along St Barnabas Street, which is perpendicular to the development site. The maintaining of the existing street wall datum in the buildings closest to the boundary of the conservation area, the stepping up of the buildings to the east, away from the conservation area, along with the richness introduced to the setting through the layering of buildings when seen in easterly views results in an enhancement to its setting. As the heritage significance of the conservation area lies in its historic value, character and appearance, this change would however have **no effect** on the significance of the conservation area or the ability to appreciate it.
- Likely cumulative effect of the proposed development in combination with other relevant consented schemes on the significance of the conservation area:**
- 7A.21 The under-construction Chelsea Barracks scheme and the recently submitted Cundy Street Quarter scheme will add new settings to the south and east of the conservation area respectively. The proposed development’s contribution to the cumulative changes would result in an enhancement to the setting as the proposed development introduces high-quality buildings and a coherent townscape, but this would have **no cumulative effect** on the significance of the conservation area or the ability to appreciate it.

7.0 ASSESSMENT OF EFFECTS ON HERITAGE RECEPTORS (CONTD.)

7A. CONSERVATION AREAS

2) Grosvenor Gardens Conservation Area (WCC)

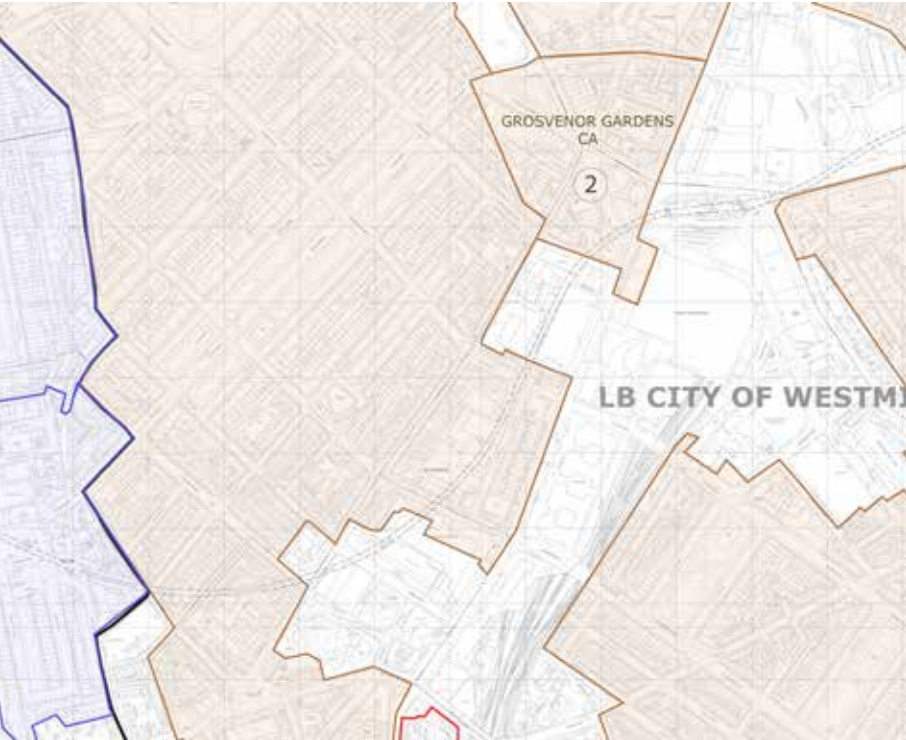


Fig. 7.6: Location map of Grosvenor Conservation Area.

AVR cross reference: View 1.

- Location**
- 7A.22 Grosvenor Gardens Conservation Area is defined by the Royal Parks and Belgravia Conservation Areas to the north and west, by Lower Belgrave Street to the south and by Buckingham Palace Road to the east.
- Designation**
- 7A.23 The conservation area was designated in 1970 and extended in 2006. It has an adopted Conservation Area Audit dated April 2006.
- History**
- 7A.24 This conservation area shares the same early history with its neighbouring conservation area Belgravia Conservation Area.

- 7A.25 By the mid-1700s the area currently known as Grosvenor Gardens was still undeveloped and unpopulated, although the beginnings of its current form and street pattern can be seen in historic maps. A few horticultural plots and small buildings occupied the site of the current Victoria Square.
- 7A.26 When Buckingham House became Royal residence in 1767, significant development took place in the area as it turned into an increasingly desirable place to live. The northern block of Grosvenor Gardens’ triangular shape emerged around that time, towards the end of the 18th century, staying very similar in form to the present day, although none of the buildings from this period survive.
- 7A.27 When several houses leases expired simultaneously in the mid-1860s, the Grosvenor Estate saw an opportunity for a large-scale redevelopment of the area. The surveyor to the Grosvenor Estate, Thomas Cundy III built Grosvenor Gardens as an extension to the Victoria Station complex, consolidating its triangular areas. The Conservation Area audit explains that “unlike Cubitt’s developments in Pimlico and Belgravia, in which a long lease was acquired by the house-builder from the landlords, in Grosvenor Gardens the landlords developed the land themselves, subsequently letting leases on individual houses”.
- 7A.28 In the mid-19th century, the Grosvenor Canal was opened by the Earl of Grosvenor running from the Thames up to the site of the current Victoria Station, on the site of an early 18th century tidal creek leased by the Chelsea Waterworks Company. The canal brought industrial and commercial activities into the area. In the late 19th century, the canal guided the alignment of new railway tracks and the location of Victoria Station. The development of the surrounding area was heavily influenced by both the canal and the railways.
- 7A.29 In the late 20th century the conservation area escaped the significant development that took place around Victoria Station.
- Significance of the conservation area and the contribution made by its setting to this significance:**
- 7A.30 Despite its small size, Grosvenor Gardens Conservation Area has a varied character and as set out in the Audit, it is subdivided into four different character areas: the Grosvenor Gardens intersection; the intimate spaces of the mews; the quiet enclave of Victoria Square; and the busy traffic routes of Buckingham Palace Road and Lower Grosvenor Place.
- 7A.31 One of the key elements of the conservation area is Thomas Cundy’s Grosvenor Gardens, north-west of Victoria Station. Due to its proximity to Victoria Station, the area has a high volume of traffic and noise throughout all day. Grosvenor Gardens is one of the main routes from Victoria to central London for cars, taxis, and buses. Other important routes that carry traffic towards the station are Lower Grosvenor Place and Buckingham Palace Road.



Fig. 7.7: Grosvenor Gardens, looking southeast.



Fig. 7.8: Grosvenor Gardens Conservation Area to the right, viewed from Buckingham Palace Road and Victoria Road.

7.0 ASSESSMENT OF EFFECTS ON HERITAGE RECEPTORS (CONTD.)

7A. CONSERVATION AREAS

Grand 19th and early 20th century buildings line the busy traffic routes. Many of the buildings to the south and east contain shops and flats, whereas buildings to the north and west accommodate offices.

- 7A.32 The areas behind the grand terraces and side streets are of a different, quieter character, more related to adjoining Belgravia. One notable example, Victoria Square forms a calm residential enclave of stuccoed terraces. The mews are of a more informal and intimate character.
- 7A.33 The Grosvenor Gardens Conservation Area Audit identifies Conservation Area views in the area; relevant views have been incorporated in the views presented in chapter 9.
- 7A.34 The setting of the conservation area to its west consists of the historic townscape of Belgravia and the to the north the Royal Parks Conservation Area. To its east and south is the townscape around Victoria Station, currently undergoing large scale changes.
- 7A.35 The development site lies beyond its wider setting to the south. Owing to their distance away, the existing buildings on site are not experienced as part of the setting of the conservation area.

Likely effect of the proposed development on the significance of the conservation area:

- 7A.36 The development site is currently not visible from the conservation area. The proposed development will introduce four tall buildings on the eastern section of the development site. Of these, Phase 1 of the development will be just visible above the northern wing of the Grade II listed National Audit Office (former British Airways Terminal) from the eastern edge of the conservation area (view 1 in chapter 9). Buildings 5 and 6 of Phase 2 will become visible to the left of the clock tower, adding to the layering of different architectural forms in the view.
- 7A.37 The visibility of these elements of the proposed development does not result in a change in its immediate setting and will have **no effect** on its significance or the ability to appreciate it.

Likely effect of the proposed development in combination with other relevant consented schemes on the significance of the conservation area:

- 7A.38 The other cumulative schemes will not be seen or experienced in conjunction with the proposed development from within the conservation area. There is therefore **no cumulative effect** to the significance of the conservation area or the ability to appreciate it.

3) Pimlico Conservation Area (WCC)

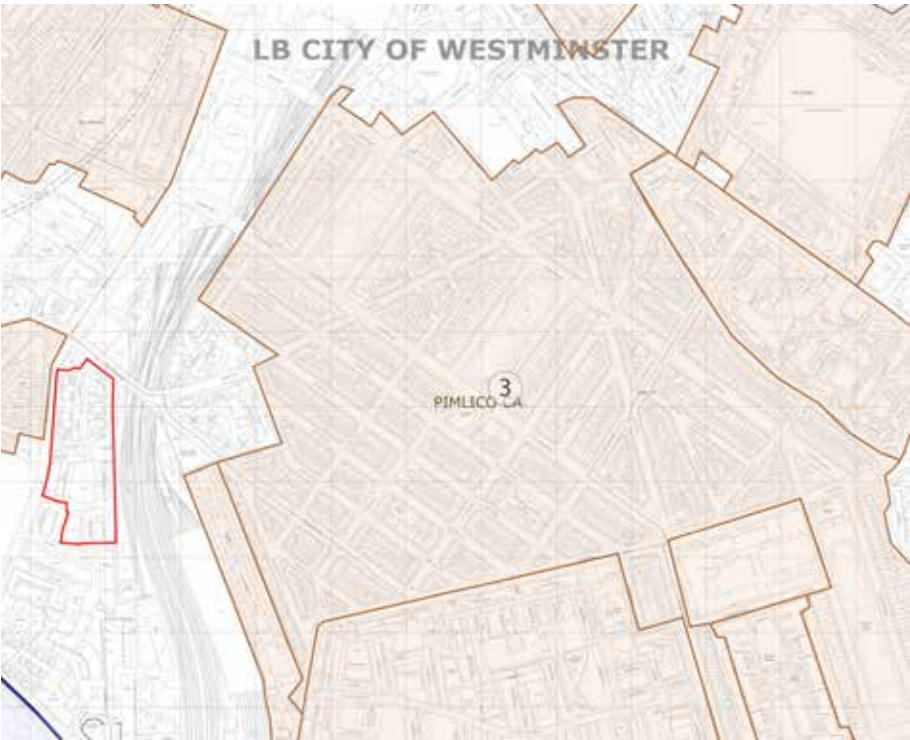


Fig. 7.9: Location map of Pimlico Conservation Area.

AVR cross reference: Views 6 to 11.

Location

- 7A.39 Pimlico Conservation Area is bounded by the Peabody Avenue Conservation Area to the west, the railway and Lillington and Longmoore Gardens Conservation Area to the north and east, and Churchill Gardens Conservation Area and Dolphin Square Conservation Area to its south. A small section of the conservation area extends south to the Thames as shown on the map at fig 7.2.

Designation

- 7A.40 The conservation area was designated in 1968, and extended in 1973, 1990 and 2006. It has an adopted Pimlico Conservation Area Audit dated April 2006.

History

- 7A.41 Until the 18th century the area known as Pimlico was the open ground known as 'Tothill Fields' and it was used since the middle ages for a range of purposes, including bull-baiting, bear gardens, duelling and, during the



Fig. 7.10: St George Drive terraces viewed from Warwick Way, looking northeast.

plague of 1665, for the burial of the dead. The area was sparsely inhabited until at least the 1740s due to the grounds being constantly waterlogged, a frequent problem for many Londoners before the Thames was embanked in the second half of the 19th century.

- 7A.42 In the mid-1830s the developer Thomas Cubitt took leases from The Duke of Westminster, the ground landlord. Cubitt acquired the land available to the south of the Grosvenor Canal by 1835 and started to develop the land, similar to his development in Belgravia, although Pimlico was designed for a less fashionable class of people. The area was developed with mid-19th century stucco-fronted terraces of classical design built around three squares and along grids of streets.
- 7A.43 The first to be developed were Warwick and Eccleston Squares, as well as Cambridge Street and St George's Drive, on the north and east of the conservation area. Secondary streets and the area to the south and west of Pimlico were not completed until the 1870s. In the late 19th century Pimlico was considered a deprived and dilapidated neighbourhood, due to its decline in fortunes. The area faced some redevelopment following the bombing during the Second World War, such as in Churchill Gardens, south of Lupus Street, and Lillington Gardens Estate along Vauxhall Bridge Road.
- 7A.44 Later in the 20th century, the demand for smaller homes led to internal subdivision of many properties.

7.0 ASSESSMENT OF EFFECTS ON HERITAGE RECEPTORS (CONTD.)

7A. CONSERVATION AREAS

Significance of the conservation area and the contribution made by its setting to this significance:

- 7A.45 Pimlico was planned by Thomas Cubitt and constructed over a relatively short period, from the 1830s to the 1870s. Although built by several developers, its rapid development to a single brief, gave Pimlico a very distinctive and coherent architectural character, with a layout of formal streets and squares, lined by terraces of houses in the classical style.
- 7A.46 Like Belgravia, Pimlico was designed as a primarily residential area with a generally consistent building height and style and hence there are few taller or landmark buildings; however, both of the churches within the conservation area, St Gabriel’s in Warwick Square and St Saviour’s in St George’s Square, have graceful and prominent spires, which are visible from many of the surrounding streets and are important landmarks for the whole area.
- 7A.47 The significance of the conservation area derives from the consistent streets of cream stucco terraced housing, parades of small shops and verdant squares, punctuated by the above-mentioned two ragstone Gothic revival churches, which results in a townscape of considerable historical and architectural value.
- 7A.48 Pimlico still largely retains its original character and remains overwhelmingly residential. Single family dwellings are the predominant housing type, although throughout the conservation area some properties have been subdivided into flats. The majority of mews properties in Pimlico have also been converted to residential accommodation. There are also a number of small hotels in the streets close to Victoria Station, with small businesses and shops forming important nodes of activity throughout the conservation area. There are substantial stretches of retail use in Lupus Street with shorter stretches in some of the adjoining streets. There is also a concentration of retail to the north of the conservation area around Warwick Way and a vibrant street market on Tachbrook Street.
- 7A.49 The Pimlico Conservation Area Audit identifies Local Views in the area; relevant views have been incorporated in the views presented in chapter 9.
- 7A.50 The setting of the conservation area is varied and primarily formed by the other conservation areas surrounding it, namely the Lillington and Longmoore Gardens Conservation Area to its east, Dolphin Square Conservation Area and Churchill Gardens Conservation to its south, and the Peabody Estate Conservation Area and the north-south railway lines into Victoria Station to its west. Although the townscape in this conservation area is largely architecturally homogenous, later taller buildings are already seen from most streets. Its western setting in particular has a number of mid-20th century residential buildings such as the 23-storey Glastonbury House, 11-storey Ebury Place and more recent buildings of the Grosvenor Waterside development



Fig. 7.11: Terraces in Hugh Street, looking north.



Fig. 7.12: Junction of Warwick Way and St George's Drive. The 23-storey Glastonbury House can be seen in the background.

- 7A.51 The development site lies in the wider setting of the conservation area, separated by the railway lines. The physical and visual separation means that the existing buildings on site are experienced as distant elements in the setting in views to the west; they neither contribute nor detract from the significance of the conservation area.

Likely effect of the proposed development on the significance of the conservation area:

- 7A.52 The character and appearance of the conservation area are unaffected as there is no change to the fabric of the conservation area itself. The tall buildings of the proposed development, alongside the railway lines, will however introduce new elements to the western setting of the conservation area. It will be visible in a number of westerly views such as along Warwick Way, Westmoreland Place and Sutherland Street. In the majority of views, where other tall buildings are already visible, the proposed development would add to the urban character of the setting with higher quality buildings than at present.
- 7A.53 In views looking north-west from Westmoreland Place (see View 11, chapter 9), Building 7 of the detailed application and Building 6 of the outline application will introduce new, contemporary elements into this particular

view which is currently of only historic buildings that are not statutorily listed but are 'unlisted buildings of merit'. The design of the buildings has been carefully considered to account for this visibility, and to ensure that the architectural language is sensitive to the foreground buildings. Their visibility in a historic view, however, does result in some harm to this view, and this part of the conservation area. As this does not affect the significance of other parts of the conservation area, there is considered to be **no effect** on the significance of the conservation area as a whole or the ability to appreciate it. The effect on the setting of the unlisted buildings of merit on Westmoreland Place are assessed separately at section 7D of this chapter.

Likely effect of the proposed development in combination with other relevant consented schemes on the significance of the conservation area:

- 7A.54 The Chelsea Barracks scheme will not be experienced in conjunction with the proposed development from within the conservation area, but the recently submitted Cundy Street Quarter may be seen in some views (such as View 10, chapter 9) along with the proposed development. The visibility of these schemes in the wider setting of the conservation area would however have **no cumulative effect** on the significance of the conservation area or the ability to appreciate it.

7.0 ASSESSMENT OF EFFECTS ON HERITAGE RECEPTORS (CONTD.)
7A. CONSERVATION AREAS

4) Peabody Avenue Conservation Area (WCC)

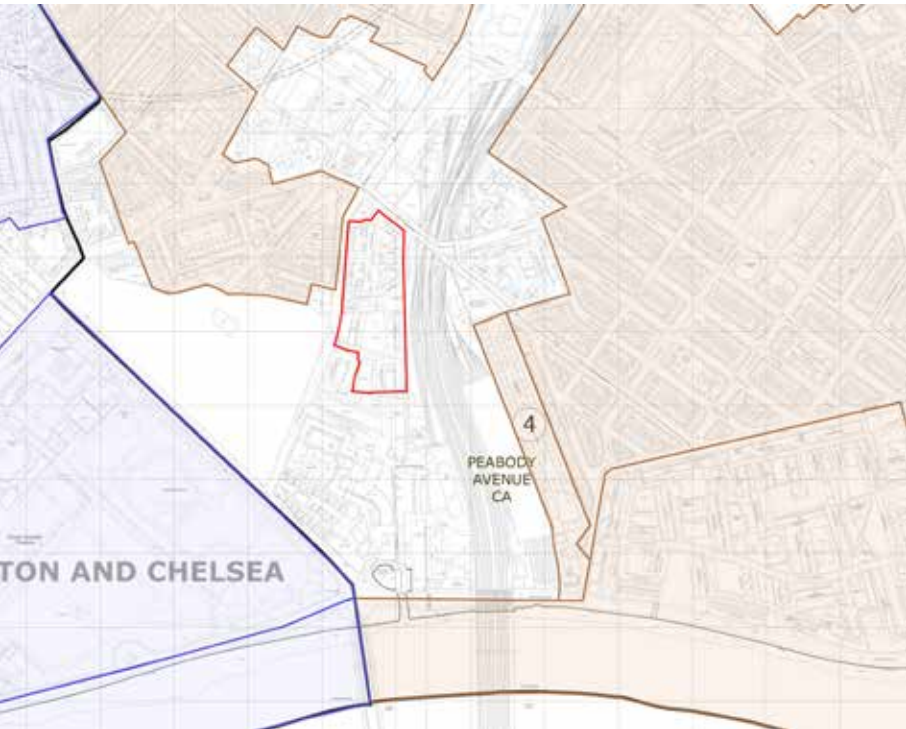


Fig. 7.13: Location map of Peabody Avenue Conservation Area.

AVR cross reference: No views.

- Location**
- 7A.55 Peabody Avenue Conservation Area is bounded by the railway to the west and Pimlico and Churchill Gardens Conservation Areas to the east and south.
- Designation**
- 7A.56 The conservation area was designated in 2000. It has an adopted Pimlico Conservation Area Audit dated July 2009.
- History**
- 7A.57 This conservation area shares the same early history with its neighbouring conservation area Pimlico Conservation Area.
- 7A.58 George Peabody, an American-born philanthropist, set up The Peabody Trust in 1862. Peabody was born in 1795 in Massachusetts, but lived in London most of his later life. In 1860s, he donated around £500,000 to a trust



Fig. 7.14: Peabody Avenue Estate.

- fund 'to help ameliorate the condition of the poor and needy of this great metropolis and to promote their comfort and happiness'. Although the Trust was not restricted to the provision of housing, the first Trustees decided to dedicate a considerable proportion of funds to the provision of 'cheap, cleanly, well drained and healthful dwellings for the poor.'
- 7A.59 The Trust's architect from 1862-1885, H.A. Darbishire, sought to establish a pattern for the Peabody housing that allowed it to be repeated at low cost across London. In 1874, the Peabody Trust acquired the site of Peabody Avenue from the London, Dover and Continental Railway Company, and the buildings were completed by the late 1870s.
- 7A.60 Due to its narrow and constrained area, the Estate does not have the standard Peabody courtyard design. Instead, the Estate was designed as one long avenue between facing tenements. The principal and dominant space is therefore Peabody Avenue, a long street, 16m wide and finished in tarmac, with pavements to either side. Whilst the avenue is relatively wide, the height and length of buildings to either side give the space an enclosed character and separate it from the surrounding streets. The buildings which make up the avenue are essentially Darbishire's standard tenement block arranged in two terraces (originally over 280m long). The block adjacent to Westmoreland Terrace is of four storeys and the block adjacent to the railway five storeys. Both have pitched and slated roofs.



Fig. 7.15: Buildings along the western edge of the Peabody Avenue Conservation Area seen from Ebury Bridge.

- 7A.61 The three villa tenements between the avenue and Grosvenor Road were added in the 1880s. They share a similarity of form with the avenue in that they are seven windows wide with a central bay of three windows wide but these are much more decorative than the original avenue buildings.
- 7A.62 Peabody Avenue suffered significant bomb damage during the Second World War resulting in the loss of four blocks to the south end of Peabody Avenue. Block Y was demolished and Block X was not repaired in line with the rest of the estate, and later in 1993 was declared unfit and vacated. These blocks, at the southern end of Peabody Avenue, were replaced around 2010 by new buildings designed by Haworth Tompkins, with the form, height and massing of the replacement blocks reinterpreting the retained Darbishire blocks in a modern and contextual manner.
- Significance of the conservation area and the contribution made by its setting to this significance:**
- 7A.63 Peabody Avenue Conservation Area is composed of blocks designed by the principal Peabody architect, Darbishire, and follows a clear Peabody style from the 1870-80s which contributes to its distinctive character and appearance. Its significance lies in the historic and architectural value of the buildings, reflecting Victorian philanthropy and the architectural style of 19th century social housing.

7.0 ASSESSMENT OF EFFECTS ON HERITAGE RECEPTORS (CONTD.)

7A. CONSERVATION AREAS

- 7A.64

The setting of the conservation area is that of the north-south railway lines into Victoria station to the west, and the Pimlico Conservation Area to the east. The latter is a positive contributor to its setting.
- 7A.65

The development site lies to the west, on the opposite side of the railway line. There is a visual connection between to the two housing developments, with the open character of the intervening railway line allowing for views from the conservation area towards the site. As two distinctive and historic social housing developments, but with differing aesthetics and origins, they provide a snapshot of how approaches to social housing evolved between the mid-19th to mid-20th centuries in this part of Westminster. The separation from the conservation area, both physically and visually, however means that the existing buildings neither contribute to nor detract from the significance of the conservation area.
- 7A.66

Likely effect of the proposed development on the significance of the conservation area:
- 7A.67

The proposed development introduces new high quality tall buildings, separated from the conservation area by the railway lines and rail infrastructure. The introduction of new buildings that will continue to be used for social housing, maintains the historic relationship between the conservation area and the development site. The high quality of the replacement buildings and the coherence of the masterplan will enhance views to the west from the conservation area. This change to its wider setting will however have **no effect** on the significance of the conservation area or the ability to appreciate it.
- Likely effect of the proposed development in combination with other relevant consented schemes on the significance of the conservation area:**
- 7A.68

The other cumulative schemes will not be experienced in conjunction with the proposed development from within the conservation area. There is therefore **no cumulative effect** to the significance of the conservation area or the ability to appreciate it.

5) Royal Hospital Conservation Area (RBKC)

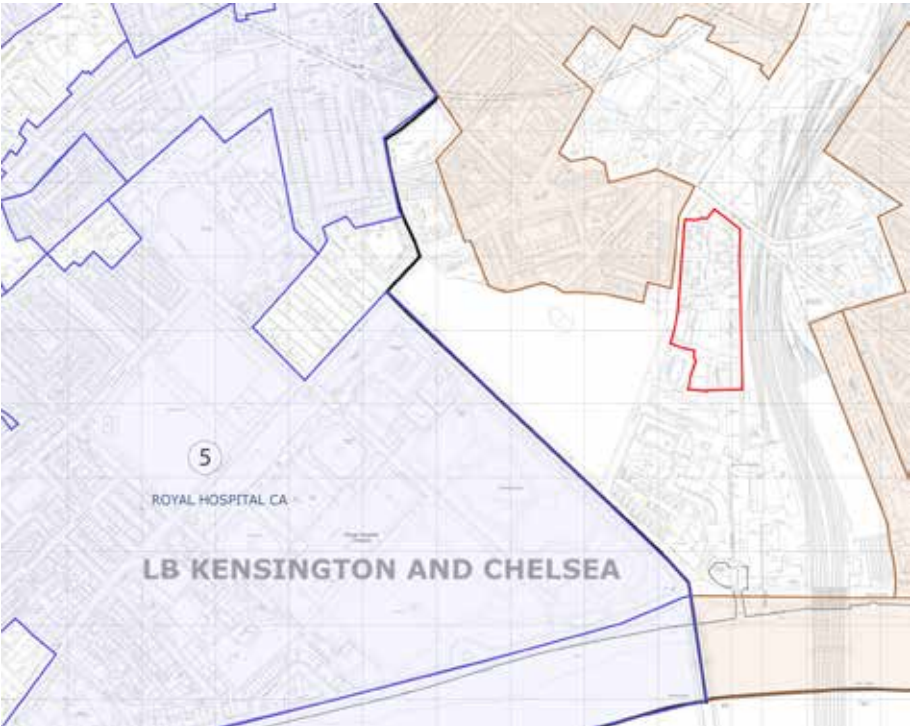


Fig. 7.16: Location map of Royal Hospital Conservation Area.

AVR cross reference: Views 13 and 15 to 20.

Location

- 7A.69

Royal Hospital Conservation Area lies within RBKC. Its boundary is defined by the Chelsea Bridge Road and the Sloane Square to the east, by King's Road to the north, by Flood Street and Cheyne Conservation Area to the west, and the Thames Conservation Area to the south.

Designation

- 7A.70

The conservation area was designated in 1969, and extended in 1971, 1975, 1984, 1989, 1994 and 2008. It has an adopted Royal Hospital Conservation Area Appraisal dated March 2016.

History

- 7A.71

Over 500 years ago the area around the Royal Hospital was a stretch of wind-swept fields and water meadows. The pebble shelf or "Chesilsey" on the strand of the Thames gave this rural parish its name.



Fig. 7.17: The Royal Hospital, seen from inside its garden.

- 7A.72

In the 16th century, when Sir Thomas More built his house upstream from the area now occupied by the Royal Hospital, Chelsea began to attract development. Although Chelsea was still seen as being in the heart of the country, the area would progressively be seen as a convenient location for out-of-town houses for the gentry and nobility.
- 7A.73

In the 17th century, the area surrounding the Royal Hospital was widely occupied by market gardens supplying areas near London. Noble houses started to appear among these fruit gardens. At the end of the century some terraced houses were built in Royal Hospital Road (formerly known as Paradise Row). They were the first examples of terraced housing in the area that would ultimately transform it.
- 7A.74

The centrepiece of the conservation area, the Royal Hospital was designed by Sir Christopher Wren and built in 1682-170 to provide shelter for old and disabled soldiers. The idea was inspired by the construction of a Royal Hospital to shelter old soldiers of the Irish Army in Dublin. Later additions were made by Sir John Soane and others architects to the buildings.
- 7A.75

Most of the development in the area happened in the mid-19th century when the pace of development accelerated, as in many other parts of London. By the 20th century, most of the Royal Hospital area had been developed. Most of the later changes have largely been architecturally coherent with the character of the area, although in a few cases it involved some loss of fine historic buildings.

7.0 ASSESSMENT OF EFFECTS ON HERITAGE RECEPTORS (CONTD.)

7A. CONSERVATION AREAS



Fig. 7.18: Wellington Square.

Significance of the conservation area and the contribution made by its setting to this significance:

- 7A.76 The Royal Hospital Conservation Area is primarily a quiet and verdant residential area. The heart of the conservation area is the Royal Hospital itself which, with its extensive grounds including Ranelagh Gardens and Burton Court, stretches from the King’s Road to the Embankment. The other significant group of buildings are found within the grounds of the Duke of York’s Headquarters positioned to the north east of Burton’s Court. Notwithstanding these large complexes of buildings, the residential streets to the north and west are made up of more modest terraced housing and buildings that form attractive and characterful streets of Georgian and Victorian character. These range from formal terrace compositions such as Wellington Square, Royal Avenue and Cheltenham Terrace to individual houses such as the artist’s studios found in Tite Street and the earliest surviving detached houses in Swan Walk.
- 7A.77 Some streets contain more varied buildings due to sporadic redevelopment over the years, such as Flood Street and Cheyne Place, resulting in a less formal appearance. The majority of buildings are of a limited palette of materials of yellow/red stock brick, stucco and stone with vertically sliding timber sash windows. Examples of these can be found in Royal Avenue,

Redburn Street and St. Leonard’s Terrace giving these streets townscape coherence. In addition to the predominantly residential character of the area the northern boundary formed by the King’s Road has a commercial character with a variety of shops that provide active frontages.

- 7A.78 The conservation area is also characterised by the large number of mature street trees and the trees and verdant planting of Ranelagh Gardens, Burton’s Court, the grounds of the Duke of York’s Headquarters, Tedworth Square and The Chelsea Physic Garden as well as the front and rear gardens of residential properties. These provide visual amenity not only to residents but also to the public helping to soften the architecture and create a picturesque streetscape.
- 7A.79 The significance of the conservation area arises from its high historic value and architectural value from the high quality built environment, with the Royal Hospital, an internationally-known complex of buildings, sitting at its heart. The surrounding residential streets form a rich group of houses illustrating the 18th and 19th centuries and housing developments of the 1930s and 1950s within generous mature green spaces.
- 7A.80 The Royal Hospital Conservation Area Audit identifies Views of Townscape Merit in the area; relevant views have been incorporated into the assessment at chapter 9.
- 7A.81 The setting of the conservation area is that of other conservation areas in RBKC namely Sloane Square and Chelsea Conservation Areas to the north, Cheyne Conservation Area to the west and Thames Conservation Area to the south, which contribute to its setting. To its immediate east is the under construction Chelsea Barracks development, which when complete will be a neutral element within its setting.
- 7A.82 The development site lies within its wider setting to the east, separated by the Chelsea Barracks development site; the existing buildings are not experienced as part of the setting and do not contribute to or detract from the significance of the conservation area.

Likely effect of the proposed development on the significance of the conservation area:

- 7A.83 The proposed development would alter the wider setting of the conservation area, beyond the Chelsea Barracks site. The tops of some of the taller buildings on the eastern part of the site may be just visible above the Chelsea Barracks development from some positions within the conservation area, but filtered by trees, both in summer and winter. The heritage significance of the conservation area which lies principally in its history, character and appearance would not be affected by the partial, distant visibility of some of the proposed buildings’ upper storeys; therefore this change in the wider setting will have **no effect** on the significance of the conservation area or the ability to appreciate it. The settings of the Royal Hospital listed buildings and Registered Gardens are considered separately in sections 7B and 7C.

Likely effect of the proposed development in combination with other relevant consented schemes on the significance of the conservation area:

- 7A.84 The proposed development will be experienced with the consented Chelsea Barracks in some north-easterly views, with the latter in the foreground. These are only glimpsed, sporadic views through trees, either in full leaf in the summer when the visibility is only where the treeline dips, or filtered through dense branches in the winter. The minor visibility of these changes to their wider setting would not however affect the significance of the conservation area or the ability to appreciate it; there is therefore **no cumulative effect** on significance.

7.0 ASSESSMENT OF EFFECTS ON HERITAGE RECEPTORS (CONTD.)

7B. LISTED BUILDINGS

Introduction		
7B.1	This section takes into consideration the Planning (Listed Buildings and Conservation Area) Act 1990 Section 66. This states that in considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority must have <i>special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.</i>	
7B.2	The plan at fig. 7.19 identifies the listed buildings near the development site and their listing status at Grade I, II* or II. Of these, a number of listed buildings have been chosen, based on their proximity to the site, to be assessed for the effect of the proposals on their settings. Some of the listed buildings have been grouped together where relevant, for instance, if they share the same setting or together form a distinct part of the townscape.	
7B.3	The significance/special interest of each of the selected listed buildings described in this chapter are based on HE's listed buildings descriptions. The full text of HE's listed buildings descriptions are included in Appendix 2 of this report for reference, and further information such as reasons for designation can be found on the Historic England website at: https://historicengland.org.uk/listing/the-list/ .	
Listed Buildings:		
Group A		
1)	Guards' Chapel at former Chelsea Barracks (Grade II)	
2)	Railings to former Chelsea Barracks (Grade II)	
3)	Nos. 20 to 42 (even) Ebury Bridge Road including garden railings (Grade II)	
Group B		
4)	Nos. 22-31, Bloomfield Terrace (Grade II)	
5)	33, Bloomfield Terrace (Grade II)	
6)	Nos 35 And 36, Bloomfield Terrace (Grade II)	
7)	Nos. 37-39, Bloomfield Terrace (Grade II)	
8)	Nos. 40-45, Bloomfield Terrace (Grade II)	
9)	Nos. 1-12, Bloomfield Terrace (Grade II)	
10)	Nos. 14-18, Bloomfield Terrace (Grade II)	
Group C		
11)	Pimlico (St Barnabas) War Memorial (Grade II)	
12)	St Barnabas Parsonage and Gateway to North (Grade II)	
13)	Church of St Barnabas (Grade I)	
14)	St Barnabas Church School (Grade II)	
Group D		
15)	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 (Grade II)	43) Nos. 29-49, St George's Drive (Grade II)
16)	Public House, 37 Pimlico Road (Grade II)	44) No. 38A, St George's Drive, Nos. 22-36, St George's Drive (Grade II)
17)	Nos. 1, 3, 5 to 22, 23, 25 And 27 To 44 Coleshill Flats (Grade II)	
18)	British Airways Terminal (Grade II)	
Group E		
19)	Victoria Coach Station (Grade II)	
20)	St Michael's House, 2 Elizabeth Street (Grade II)	
21)	St Michaels Hall (Grade II)	
22)	Victoria Library (Grade II)	
23)	Nos. 126-158, Buckingham Palace Road (Grade II)	
24)	Nos. 92-98, Buckingham Palace Road (Grade II)	
Group F		
25)	Grosvenor Hotel (Grade II*)	
26)	Victoria Railway Station the former London, Chatham and Dover Railway Station including train shed (Grade II)	
27)	Victoria Railway Station: the former London Brighton And South Coast Railway Station and rear concourse (Grade II)	
Group G		
28)	Nos. 20-24, Belgrave Road (Grade II)	
29)	Nos. 1-3, Eccleston Square (Grade II)	
30)	Nos. 4-18, Eccleston Square (Grade II)	
31)	Nos. 19-26, Eccleston Square (Grade II)	
32)	Nos. 9-17, St George's Drive (Grade II)	
33)	Nos. 27-41, Eccleston Square (Grade II)	
34)	Nos. 53-74, Eccleston Square (Grade II)	
35)	Eccleston Hotel (Grade II)	
Group H		
36)	The Greyhound Public House (Grade II)	
37)	Nos. 15-43, Cambridge Street (Grade II)	
38)	Nos. 45-51, Cambridge Street (Grade II)	
39)	Nos. 16-44, Cambridge Street (Grade II)	
40)	Nos. 46 and 48, Cambridge Street, Nos. 119-125, Warwick Way (Grade II)	
41)	Nos. 3-33, Alderney Street (Grade II)	
Group I		
42)	No. 27, St George's Drive (Grade II)	
Group J		
45)	Nos. 51-61, St George's Drive (Grade II)	
46)	Nos. 26-29, Warwick Square (Grade II)	
47)	Nos. 30-32, Warwick Square (Grade II)	
48)	Church of St Gabriel (Grade II*)	
49)	No. 33, Warwick Square (Grade II)	
50)	Nos. 1-23, Warwick Square (Grade II)	
51)	Nos. 67-80, Warwick Square (Grade II)	
52)	Nos. 52-56, Belgrave Road (Grade II)	
53)	Nos. 50-66, Warwick Square (Grade II)	
54)	Nos. 45-48, Warwick Square (Grade II)	
Group K		
55)	No. 123A, Grosvenor Road (Grade II)	
56)	Western Pumping Station (Grade II)	
57)	Superintendents House at Western Pumping Station (Grade II)	
58)	Chimney to Western Pumping Station behind No. 124 Grosvenor Road (Grade II)	
59)	Auxiliary Pumping Station (Grade II)	
60)	Lister Institute of Preventative Medicine (Grade II)	
Group L		
61)	The Royal Hospital Main Hospital Buildings Seven Three Storey Connected Blocks (Grade I)	
62)	Lodge to Chelsea Gate, Royal Hospital (Grade II)	
63)	Lodge to London Gate, Royal Hospital (Grade II)	
64)	The Royal Hospital North East Range (Grade II*)	
65)	Gordon House (Hospital Quarters), Royal Hospital (Grade II)	
66)	Lodge at Creek Gate, Royal Hospital (Grade II)	
67)	Building to south of range west of Chelsea Gate Roadway Royal Hospital (Grade II*)	
68)	Lodge to south of centre block to south west side of College Court, Royal Hospital (Grade II)	
69)	Building to centre of south west side of College Court, Royal Hospital (Grade II*)	
70)	Second Lodge to south of Stable Yard, Royal Hospital (Grade II)	
71)	Lodge immediately south of Stable Yard, Royal Hospital (Grade II*)	
72)	Stable Yard, to west of Chelsea Gate Roadway, Royal Hospital (Grade II*)	

7.0 ASSESSMENT OF EFFECTS ON HERITAGE RECEPTORS (CONTD.)

7B. LISTED BUILDINGS

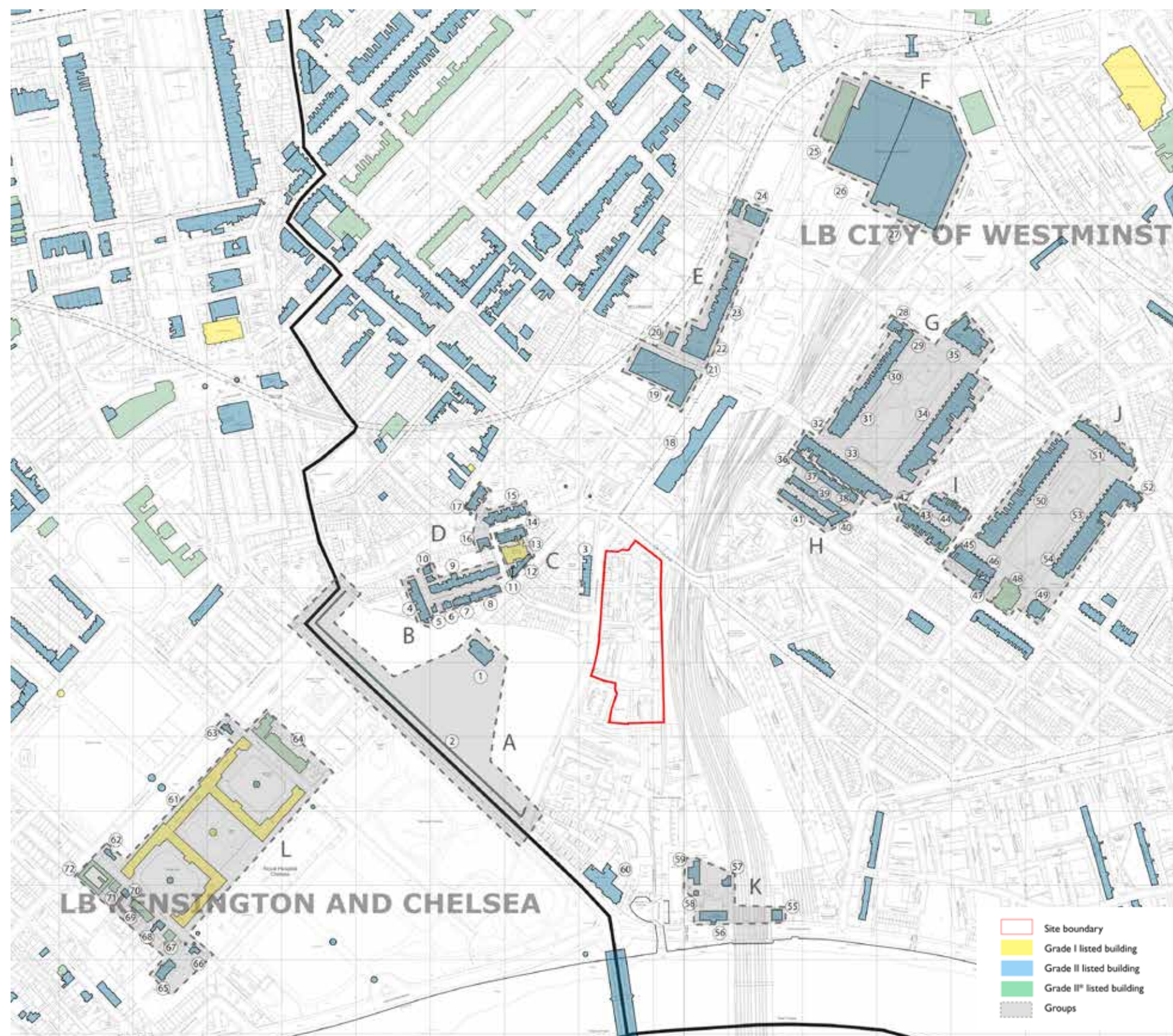


Fig. 7.19: Map indicating significant listed buildings near the site (marked in red).

7.0 ASSESSMENT OF EFFECTS ON HERITAGE RECEPTORS (CONTD.)
7B. LISTED BUILDINGS

- 7B.4 Group A consists of:
- 1) Guards’ Chapel at former Chelsea Barracks (Grade II)
 - 2) Railings to former Chelsea Barracks (Grade II)



Fig. 7.20: Location map of Group A.

AVR cross reference: View 14.



Fig. 7.21: Guards' Chapel at former Chelse Barracks.



Fig. 7.22: Railings to former Chelsea Barracks.

Significance of the listed buildings and the contribution made by their setting to their significance:

- 7B.5 The significance of the Guard’s Chapel lies in its historic value as the only surviving part of the original 1860s military complex. It also has architectural value as a good example of a 19th century barracks chapel, displaying hints of Romanesque-Byzantine architecture, and featuring unusual and elegantly designed memorial panels. It has communal value as a former chapel.
- 7B.6 The Grade II listed railings to the former Chelsea Barracks have special architectural interest for its impressive and virtually intact run of railings set on a granite plinth, whose original military function is clearly expressed through their design. Their historical value lies in being an important physical reminder of the military presence in Chelsea, as the boundary to a major London barracks, built following the establishment of the Barracks and Hospitals Commission in 1857.
- 7B.7 The buildings’ immediate southern and eastern setting are currently in transition as part of the Chelsea Barracks development, the site currently cleared with undergoing construction. The Guard’s Chapel will stand as the only historic building on the site. The building has a more historic northern setting occupied by the intimate terraced residential streets of Bloomfield Terrace, St Barnabas Street and Ranelagh Grove, which enclose the centrepiece of the Grade I listed Church of St Barnabas. These streets provide a characterful and cohesive piece of historic townscape, contributing to the appreciation of the significance of the Guard’s Chapel. The setting of the listed railings are that of the Royal Hospital complex and gardens to the south, and the new Chelsea barracks development to the north.
- 7B.8 The development site is positioned approximately 200m east of the Guard’s Chapel, with the intervening area currently cleared and soon to be developed as part of the Chelsea Barracks scheme. The currently open character of the intervening land allows views across the Chelsea Barracks site to the development site; however, the existing buildings do not contribute to or detract from the significance or appreciation of the listed building or railings.

Likely effect of the proposed development on their heritage significance:

- 7B.9 The proposed development, and the replacement of the existing buildings on site, would result in a big change to the wider setting of both the Guard’s Chapel and to the historic railings; however their separation from the proposed development by the Chelsea Barracks scheme when complete means that the change in setting would have **no effect** on their significance or the ability to appreciate it.

NOTE: Please see Appendix 2 for full listing description.

7.0 ASSESSMENT OF EFFECTS ON HERITAGE RECEPTORS (CONTD.)
7B. LISTED BUILDINGS

Likely cumulative effect of the proposed development in combination with other relevant consented schemes on their heritage significance:

7B.10 The under-construction Chelsea Barracks scheme would have a significant effect on the immediate setting of the listed building and railings. The proposed development beyond it would contribute to a cumulative change in their wider setting but this would have **no cumulative effect** on their significance or the ability to appreciate it.

3) Nos. 20 to 42 (even) Ebury Bridge Road including garden railings (Grade II)

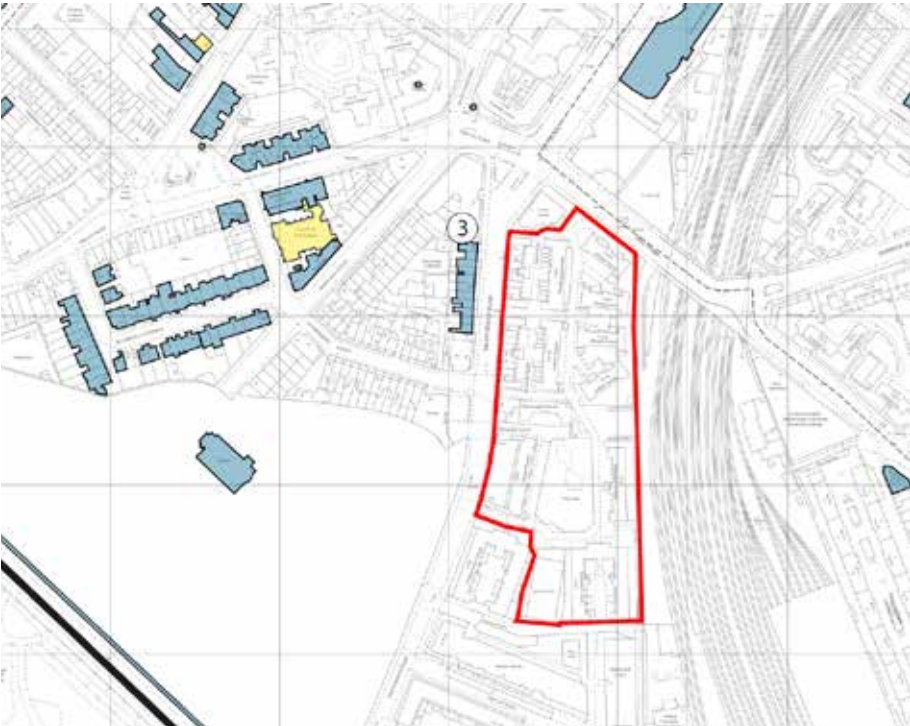


Fig. 7.23: Location map of Nos. 20 to 42 Ebury Bridge Road.

AVR cross reference: Views 5, 25 and 26.

NOTE: Please see Appendix 2 for full listing description.



Fig. 7.24: Nos. 20 to 42 Ebury Bridge Road, in front of Ebury Bridge Estate.

Significance of the listed buildings and the contribution made by their setting to their significance:

- 7B.11 These 19th century terraces form the eastern boundary of the Belgravia Conservation Area. Their significance lies in their historic value as a good example of late Georgian terraced housing that would have been occupied by the lower middle class in this part of London. They also have architectural value as a consistent row of Georgian terraces, all of stock brick construction of similar design, comprising a single window on each floor, roofs hidden behind a parapet and decoration limited to patterned fanlights over the door, a brick band above the first floor and wrought iron garden railings.
- 7B.12 The terraced residential streets of Bloomfield Terrace, St Barnabas Street and Ranelagh Grove, lie to the immediate west and south of the listed buildings, and contribute to their significance as terraced residences of similar domestic scale and similar materiality.
- 7B.13 The existing buildings on site lie to the immediate east of this row of listed buildings and are a distinctive element within their setting, together contributing to the townscape along Ebury Bridge Road. The early buildings of the original Estate have some architectural merit, albeit modest. Being of a different era, architectural style and scale, however, they neither contribute to nor detract from the significance of these listed buildings, or the appreciation of it.

7.0 ASSESSMENT OF EFFECTS ON HERITAGE RECEPTORS (CONTD.)

7B. LISTED BUILDINGS

Likely effect of the proposed development on their heritage significance:

- 7B.14 The replacement of the existing buildings with the proposed development, in phases, would result in an overall major change to the setting of the row of listed buildings. Phase 1 involves the retention of the four northern blocks closest to the listed buildings, part of the original Ebury Estate (Rye, Buckmill, Victoria and Westbourne), with Buildings 7 and 8 completed alongside the railway line, as part of the detailed application. Phases 2 and 3, part of the outline application, will replace the remaining buildings with proposed Buildings 1-6 and 9 (ref. Illustrative views 14, 22, 23, 24 and 25).
- 7B.15 The replacement buildings have been sensitively designed in terms of height, scale, façade detail and materiality, with the brick buildings along Ebury Bridge Road, closest to the listed building, designed with the upper two storeys set back. This maintains the street wall height set by the existing Cheylesmore House at seven storeys. The buildings increase in height towards to the east, and away from the listed buildings. The proposed masterplan with its generous public spaces and high architectural quality of the buildings, would result in a changed but new high quality eastern setting to the listed buildings. The one to two storey Meanwhile Uses buildings (ref.19/05038/COFUL) are a temporary group of buildings with community uses which will be replaced by the Phase 3 buildings.
- 7B.16 The listed buildings will be experienced along with the proposed development in views looking south and north along Ebury Bridge Road, and south along Buckingham Palace Road. The replacement buildings along Ebury Bridge Road, owing to their brick materiality that echoes the original buildings, along with added richness through ceramic cladding, and ribbon balconies that vary in depth as they rise up the building, the stepping up of the buildings from to the east, away from the smaller scale listed buildings all result in an enhancement to its setting. This change would **not affect** the significance of the listed buildings, which lies in their historic and architectural value, or the ability to appreciate it, but will enhance the setting.

Likely cumulative effect of the proposed development in combination with other relevant consented schemes on their heritage significance:

- 7B.17 The under-construction Chelsea Barracks scheme will create a new setting to the south of the listed buildings, and the recently submitted, but not yet determined, Cundy Street Quarter scheme will alter its wider setting to the north. The cumulative changes to the setting to the east, north and south would however have **no cumulative effect** on the significance of the listed buildings as the elements that contribute to their significance are not affected.

- 7B.18 Group B consists of:
- 4) Nos. 22-31, Bloomfield Terrace (Grade II)
 - 5) No. 33, Bloomfield Terrace (Grade II)
 - 6) Nos. 35 And 36, Bloomfield Terrace (Grade II)
 - 7) Nos. 37-39, Bloomfield Terrace (Grade II)
 - 8) Nos. 40-45, Bloomfield Terrace (Grade II)
 - 9) Nos. 1-12, Bloomfield Terrace (Grade II)
 - 10) Nos. 14-18, Bloomfield Terrace (Grade II)

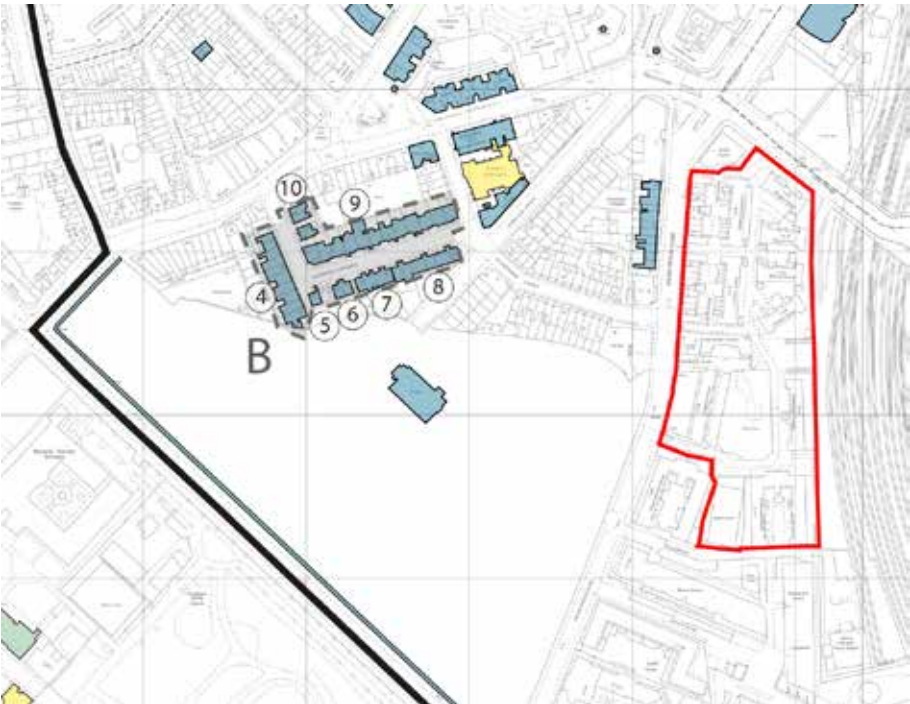


Fig. 7.25: Location map of Group B.

AVR cross reference: No views.

NOTE: Please see Appendix 2 for full listing description.



Fig. 7.26: Nos. 22-31, Bloomfield Terrace.



Fig. 7.27: No. 33, Bloomfield Terrace.

7.0 ASSESSMENT OF EFFECTS ON HERITAGE RECEPTORS (CONTD.)
7B. LISTED BUILDINGS



Fig. 7.28: Nos. 35 and 36, Bloomfield Terrace.



Fig. 7.29: Nos. 40-45, Bloomfield Terrace.



Fig. 7.30: Nos. 14-18, Bloomfield Terrace.



Fig. 7.31: Nos. 37-39, Bloomfield Terrace.



Fig. 7.32: Nos. 1-12, Bloomfield Terrace.

Significance of the listed buildings and the contribution made by their setting to their significance:

- 7B.19 The significance of this group of buildings, built c.1830, lies in their historic value as a distinctive piece of residential townscape from the 1830-40s, by the prolific estate builder John Newson, who also resided in one of the buildings in Bloomfield Terrace. The buildings also have high architectural value as a series of consistent residential rows with shallow pitched roofs and overhanging eaves, built in yellow stock brick, forming a coherent enclave. They are best appreciated at close quarters in street views.
- 7B.20 Each of the terraces contribute to each other's setting and significance as do the terraces that line the surrounding street network of Pimlico Road, St Barnabas Street and Ranelagh Grove, which vary in their architectural design but are of a similar domestic scale, character and materiality. The Grade I listed Church of St Barnabas, whose distinct tower appears above the roofscape of the Bloomfield Terrace properties and is a key local landmark to their immediate east contributes to the significance of this group of listed buildings, as does the Grade II listed parsonage building, which appears in views looking east along Bloomfield Terrace. Their southern setting is currently the cleared former Chelsea Barracks site, with the new scheme by Squire and Partners now under construction.

7.0 ASSESSMENT OF EFFECTS ON HERITAGE RECEPTORS (CONTD.)

7B. LISTED BUILDINGS

7B.21 The development site lies to the east of the group of listed buildings, separated by the small scale ‘unlisted buildings of merit’ of St Barnabas Street and form part of their wider setting. The early buildings of the original Estate have some architectural merit, albeit modest. Being of a different era, architectural style and scale, however, they neither contribute to nor detract from the significance of these buildings, or the appreciation of it.

Likely effect of the proposed development on their heritage significance:

7B.22 The proposed development would result in a major change to the eastern wider setting of these listed buildings, replacing the existing housing blocks with new buildings that have been carefully designed in terms of scale, architectural details and façade treatment, to be sensitive to their historic context. They will be visible in conjunction with the buildings in views when looking east, but this layering of historic and contemporary buildings is a common characteristic of an urban setting, adding richness to these views. The effect can be extrapolated from View 22, chapter 9 which is near the northern end of Bloomfield Terrace. The historic and architectural interest of these listed buildings and coherent townscape character created by them remains unaffected; there is therefore **no effect** on the significance of these listed buildings or the ability to appreciate it.

Likely cumulative effect of the proposed development in combination with other relevant consented schemes on their heritage significance:

7B.23 The immediate southern setting of this group of listed buildings is undergoing major change owing to the construction of the new Chelsea Barracks scheme, while the recently submitted, but not yet determined, Cundy Street Quarter scheme will alter its wider northern setting. The cumulative change to their overall setting would however have **no cumulative effect** on their significance or the ability to appreciate it.

- 7B.24 Group C consists of:
- 11) Pimlico (St Barnabas) War Memorial (Grade II)
 - 12) St Barnabas Parsonage and Gateway to North (Grade II)
 - 13) Church of St Barnabas (Grade I)
 - 14) St Barnabas Church School (Grade II)

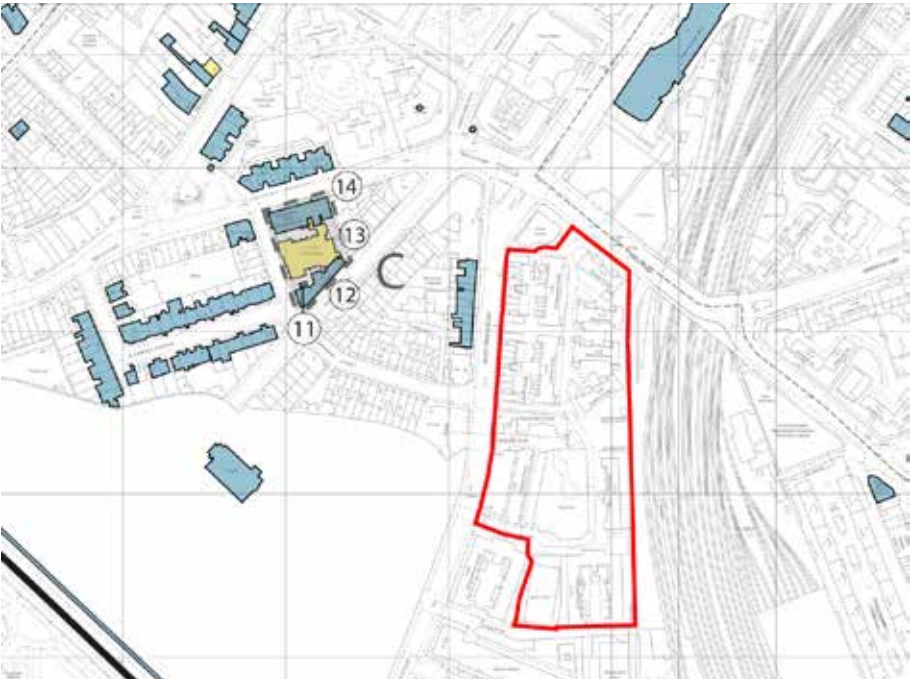


Fig. 7.33: Location map of Group C.

AVR cross reference: View 21.

NOTE: Please see Appendix 2 for full listing description.

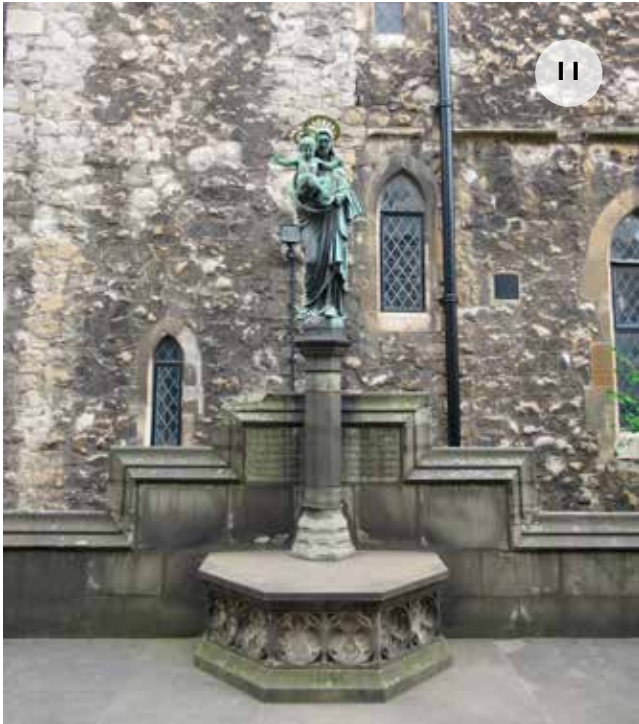


Fig. 7.34: Pimlico (St Barnabas) War Memorial.



Fig. 7.35: St Barnabas Parsonage and Gateway to North.

7.0 ASSESSMENT OF EFFECTS ON HERITAGE RECEPTORS (CONTD.)
7B. LISTED BUILDINGS

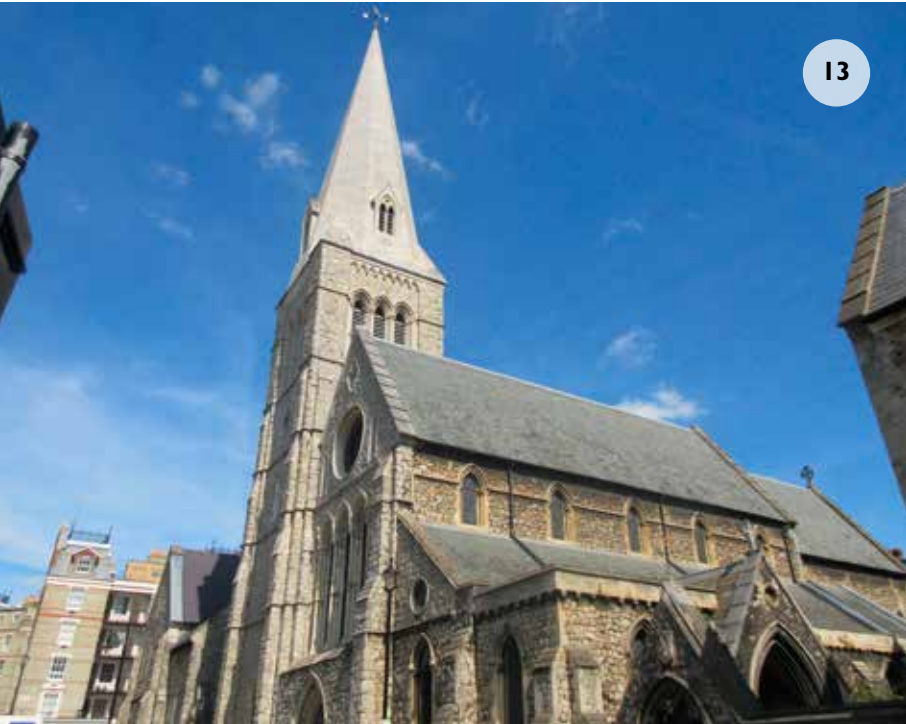


Fig. 7.36: Church of St Barnabas.



Fig. 7.37: St Barnabas Church School.

Significance of the listed buildings and the contribution made by their setting to their significance:

- 7B.25 Built in 1847-50 by Thomas Cundy Junior the significance of the Grade I listed St Barnabas Church lies in its very high historical and evidential value as the first church built in England where the ideals and beliefs of the Anglo-Catholic movement were embodied in its architecture and liturgy. This historic value extends to the associated parsonage and school buildings, which were constructed at the same time as part of the church, and which together with several other buildings built by the church in this area, including an orphanage and refuge for former prostitutes, were designed to function as a centre of social services to serve poor local population. The church, parsonage and school, all by the same architect, hold very high architectural value, displaying an early English Gothic style and a built fabric comprised primarily of ragstone with ashlar dressings. These three buildings also each hold communal value as buildings which served the local community. The war memorial holds value as a symbol of the tragic impact of world events on the local community.
- 7B.26 Each of the listed buildings, built around 1850, contributes to each other's setting and together form a distinctive ensemble. The listed buildings sit within a setting that is dominated to the south and east by streets of domestic scale properties providing a coherent and historic setting that contributes to the significance of the listed buildings and the appreciation of it. The listed group's northern setting comprises Pimlico Road, along which Orange Square and the Grade II listed Coleshill Flats and The Orange Public House, as part of a historic townscape, also contribute to the significance of the listed buildings.
- 7B.27 The development site lies to the east of the group of listed buildings, separated by intervening historic townscape and forming part of their wider setting. They neither contribute nor detract from the significance of the listed buildings or the ability to appreciate their significance.

Likely effect of the proposed development on their heritage significance:

- 7B.28 This group of historically linked listed buildings, with the Grade I listed church at its centre, is best appreciated in views looking north-east along Ranelagh Grove and St Barnabas Street. They are also seen in oblique views along Ebury Street and Pimlico Road and glimpsed views, filtered through trees, from Orange Square. The views to the west will not be affected; in the views looking south-east from Orange Square, in summer the proposed development would not be seen owing to the mature trees in full leaf, while in winter the upper four storeys of Buildings 5 and 6 of the proposed development will be seen in the backdrop of the Grade II listed school building, filtered by the branches (View 21). They will be background, secondary elements in the view, leaving the listed foreground church buildings and broach spire of the church dominating the view. The change in setting of these listed buildings will therefore have **no effect** on their significance or the ability to appreciate it.

Likely cumulative effect of the proposed development in combination with other relevant consented schemes on their heritage significance:

- 7B.29 The under-construction Chelsea Barracks scheme will introduce change to the southern wider setting of the listed buildings, when complete, but this would not be experienced in conjunction with the proposed development. The recently submitted, but not yet determined, Cundy Street Quarter scheme will be seen in winter views from Orange Square, in the background of the Colehill Flats, but would not affect the setting of this group of listed buildings in these views. The cumulative changes to the setting therefore would have **no cumulative effect** on their significance or the ability to appreciate it.

7.0 ASSESSMENT OF EFFECTS ON HERITAGE RECEPTORS (CONTD.)
7B. LISTED BUILDINGS

- 7B.30 Group D consists of:
- 15) 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 (Grade II)
 - 16) Public House, 37 Pimlico Road (Grade II)
 - 17) Nos. 1, 3, 5 to 22, 23, 25 And 27 to 44 Coleshill Flats (Grade II)

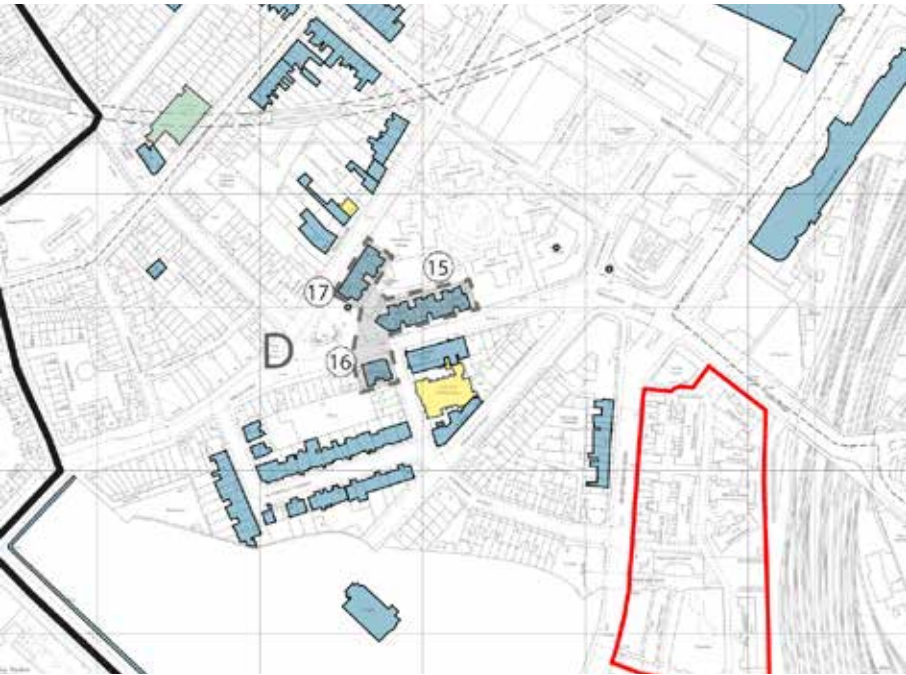


Fig. 7.38: Location map of Group D.

AVR cross reference: View 21.



Fig. 7.39: 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.



Fig. 7.41: Nos. 1, 3, 5 to 22, 23, 25 And 27 to 44 Coleshill Flats.



Fig. 7.40: Public House, 37 Pimlico House.

Significance of the listed buildings and the contribution made by their setting to their significance:

- 7B.31 The Coleshill Flats, built in 1870-1 by the Peabody Trust, derive their significance from their historic and architectural value as attractive examples of Victorian model dwellings for the working classes, featuring white brickwork with red brick banding, stucco dressings and distinctive French pavilion roofs with cast iron crestings and gabled dormers. The former public house at 37 Pimlico Road, dating from mid-19th century, derives its significance from its architectural value as a curved corner building built in the classical idiom, with an elaborate arched entrance set below a projecting balustraded balcony.
- 7B.32 Each of the listed buildings contribute to each other's setting, as do the Grade I listed St Barnabas Church and Grade II listed school, at the junction of St Barnabas Street and Pimlico Road. The mature trees of Orange Square, positioned to the immediate east of the group, contribute to their setting and the appreciation of their significance.
- 7B.33 The existing buildings on site are positioned to the south-east of the listed buildings and separated by intervening townscape; they neither contribute nor detract from the significance of the listed buildings or the appreciation of it.

NOTE: Please see Appendix 2 for full listing description.

7.0 ASSESSMENT OF EFFECTS ON HERITAGE RECEPTORS (CONTD.)
7B. LISTED BUILDINGS

Likely effect of the proposed development on their heritage significance:

7B.34 The proposed development will be seen along with the listed buildings in easterly views from Orange Square, but only in winter and filtered through the branches of the foreground trees. The buildings would be background, secondary elements in the view, and would have **no effect** on the significance of the listed buildings or the ability to appreciate it.

Likely cumulative effect of the proposed development in combination with other relevant consented schemes on their heritage significance:

7B.35 The under-construction Chelsea Barracks scheme will introduce change to the southern wider setting of the listed buildings, when complete, but this would not be experienced in conjunction with the proposed development. The recently submitted, but not yet determined, Cundy Street Quarter scheme will result in a change to their northern setting; this will be experienced in views from Orange Square, where the proposed development will also be seen, but separated from the Cundy Street scheme, in the background of the St Barnabas school building. The cumulative changes to the setting would however have **no cumulative effect** on their significance or the ability to appreciate it.

18) British Airways Terminal (Grade II) – currently the National Audit Office

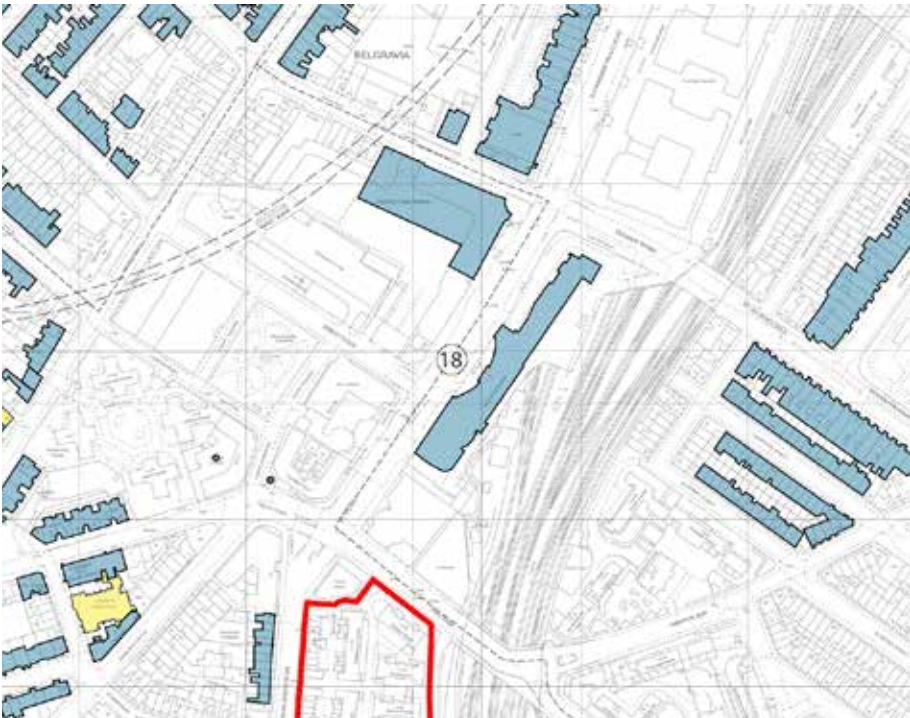


Fig. 7.42: Location map of former British Airways Terminal (National Audit Office).

AVR cross reference: Views 1 to 5 and 14.

NOTE: Please see Appendix 2 for full listing description.



Fig. 7.43: British Airways Terminal, currently the National Audit Office.

Significance of the listed buildings and the contribution made by its setting to its significance:

- 7B.36 The former British Airways air terminal, currently the National Audit Office, was built in 1939 by A. Lakeman. The building’s significance lies in its historic and architectural value as one of the world’s first purpose-built city centre air terminals, where passengers could check-in before travelling by train to their airports. The building also possesses high aesthetic value; with its striking Art Deco design and central clock tower of 10 storeys flanked by curved wings of five storeys. It was considered one of the finest air terminals in the world at the time of opening. It continues to be recognised as a significant local landmark building along Buckingham Palace Road.
- 7B.37 The building stands along the broad central route of Buckingham Palace Road where it shares a setting with multiple other large buildings of similar scale and architectural character. Of these neighbouring buildings, the listed 1930s Victoria Coach Station, which shares its Art Deco aesthetic, contributes to the significance and the appreciation of the air terminal building.
- 7B.38 The existing buildings on site are positioned to the south of the listed building, and owing to the presence of the intervening Consort Rise House building (No.203 Buckingham Palace Road) and mature trees, they are not currently experienced as part of the setting of the air terminal building.

7.0 ASSESSMENT OF EFFECTS ON HERITAGE RECEPTORS (CONTD.)
7B. LISTED BUILDINGS

Likely effect of the proposed development on its heritage significance:

- 7B.39 The proposed development will appear in the background setting of the clock tower of the Grade II listed building (see View 1, chapter 9). The perspective view would create an overlaying of forms in the background, with the varying façade treatments of the buildings adding richness and interest, while their height below the shoulder of the clock tower keeps them secondary to it. The addition of high quality, but subsidiary elements in the background of the tower, does not affect its townscape stature in the view looking south, adding positively to the already diverse character of the view.
- 7B.40 There is another secondary view of the clock tower from the junction of Chelsea Bridge Road and Ebury Bridge Road (View 14, chapter 9), which is of less quality owing to the less coherent foreground. The proposed development would obscure this view of the clock tower. This would cause a very low level of **less than substantial harm** to the significance of the listed building as its landmark quality, albeit compromised by its foreground in this secondary view, is affected. As per paragraph 196 of the NPPF, this harm should be weighed against the overall public benefits of the proposal. This is considered in more detail in paragraph 7E.3.

Likely cumulative effect of the proposed development in combination with other relevant consented schemes on its heritage significance:

- 7B.41 The under-construction Chelsea Barracks is some distance away from the listed building; when seen from the north, it would not be experienced as part of its setting in views. In views from the south, from Chelsea Bridge Road, the Chelsea Barracks scheme will significantly alter part of the view, replacing the current condition with a new townscape foreground to the left of the view; however, this change does not affect the significance of the listed building. There is therefore **no cumulative effect** on the significance of the listed building or the ability to appreciate it.

7B.42 Group E consists of:

- 19) Victoria Coach Station (Grade II)
- 20) St Michael’s House, 2 Elizabeth Street (Grade II)
- 21) St Michael’s Hall (Grade II)
- 22) Victoria Library (Grade II)
- 23) Nos. 126-158, Buckingham Palace Road (Grade II)
- 24) Nos. 92-98, Buckingham Palace Road (Grade II)



Fig. 7.44: Location map of Group E.

AVR cross reference: Views 2 to 5.

NOTE: Please see Appendix 2 for full listing description.



Fig. 7.45: Victoria Coach Station.



Fig. 7.46: St Michael's House, 2 Elizabeth Street.

7.0 ASSESSMENT OF EFFECTS ON HERITAGE RECEPTORS (CONTD.)

7B. LISTED BUILDINGS



Fig. 7.47: St Michael's Hall.



Fig. 7.49: Nos. 126-158, Buckingham Palace Road.



Fig. 7.48: Victoria Library.



Fig. 7.50: Nos. 92-98, Buckingham Palace Road.

Significance of the listed buildings and the contribution made by their setting to their significance:

- 7B.43 Built in 1931-2, Victoria Coach Station's significance lies in its high historic value as a longstanding major transport hub designed by the pre-eminent Art-Deco architects Wallis, Gilbert & Partners, which reflects the inter-war growth of recreational coach travel – a significant chapter in British social and transport history. The coach station is also of high architectural and symbolic value, its striking Art Deco form with corner frontage making the building an iconic landmark building in the area, instantly recognisable to both Londoners and tourists alike.
- 7B.44 Opposite the coach station on Elizabeth Street is St Michael's House, dating from 1938, which also holds high historic value; designed by a master of ecclesiastical modernism, Nugent Francis Cachemaille-Day, the 'Clubhouse' was a pioneering facility with a wide range of flexible community uses, that came out of the 1930s desire to make the church more than just a place of worship. Displaying several features in common with Cachemaille-Day's church designs, such as the rounded apsidal end to the chapel, the strong brick facades, window details, and internal details such as staircases and doorcases, the building has high architectural value.
- 7B.45 To the immediate east of St Michael's House stands St Michael's Hall, built in 1892, whose significance is derived from being a handsome and prominently positioned corner building in the Tudor revival style. The adjoining Victoria Library, built in 1892-4, has high historic and architectural value as relatively early example of a public library in London and its exuberant Queen Anne exterior with stone dressings on the façade, terracotta dressings to the rear and a substantially complete interior.
- 7B.46 Dating from late 19th century, the significance of No.126-158 Buckingham Palace Road can be found in its architectural value as a high quality red brick terrace with stone dressings in the Queen Anne style, designed by architect John James Stephenson. Further along Buckingham Palace Road stand No.92-98, whose significance lies in their aesthetic value as substantial corner block in the Domestic Revival style.
- 7B.47 These listed buildings form a high quality and architecturally diverse stretch of townscape along the western part of Buckingham Palace Road and at its junctions with Elizabeth Street and Eccleston Street. The buildings contribute to each other's setting and significance, with the coach station and St Michael's House forming a pair of complementary Art Deco buildings, which contrast with the late 19th/turn of the 20th century buildings. To the south east of this group, the Grade II listed British Airways Terminal building (currently the National Audit Office) forms a key landmark building and is a positive contributor to their immediate setting. The row of mature trees outside of No.92-98 Buckingham Palace also contribute to the setting of the listed buildings.

7.0 ASSESSMENT OF EFFECTS ON HERITAGE RECEPTORS (CONTD.)
7B. LISTED BUILDINGS

7B.48 The existing buildings on site are positioned to the south of this group of listed buildings in their wider setting but are not experienced as part of their setting.

Likely effect of the proposed development on their heritage significance:

7B.49 The proposed development would be experienced as minor, background additions to the setting in an already diverse townscape, adding richness and interest to their setting. This small change in their setting would have **no effect** on the significance of the listed buildings or the ability to appreciate it.

Likely cumulative effect of the proposed development in combination with other relevant consented schemes on their heritage significance:

7B.50 The under-construction Chelsea Barracks scheme is further to the south than the proposed development and will not be visible in the summer owing to foreground trees; the tops of some buildings may be just visible in winter. The recently submitted, but not yet determined, Cundy Street Quarter scheme will alter the immediate south-western setting of this group of listed buildings. The cumulative change to their overall setting as a result will however have no effect on their significance or the ability to appreciate it; there is therefore **no cumulative effect**

- 7B.51 Group F consists of:
- 25) Grosvenor Hotel (Grade II*)
 - 26) Victoria Railway Station the former London, Chatham and Dover Railway Station including train shed (Grade II)
 - 27) Victoria Railway Station: the former London Brighton And South Coast Railway Station and rear concourse (Grade II)

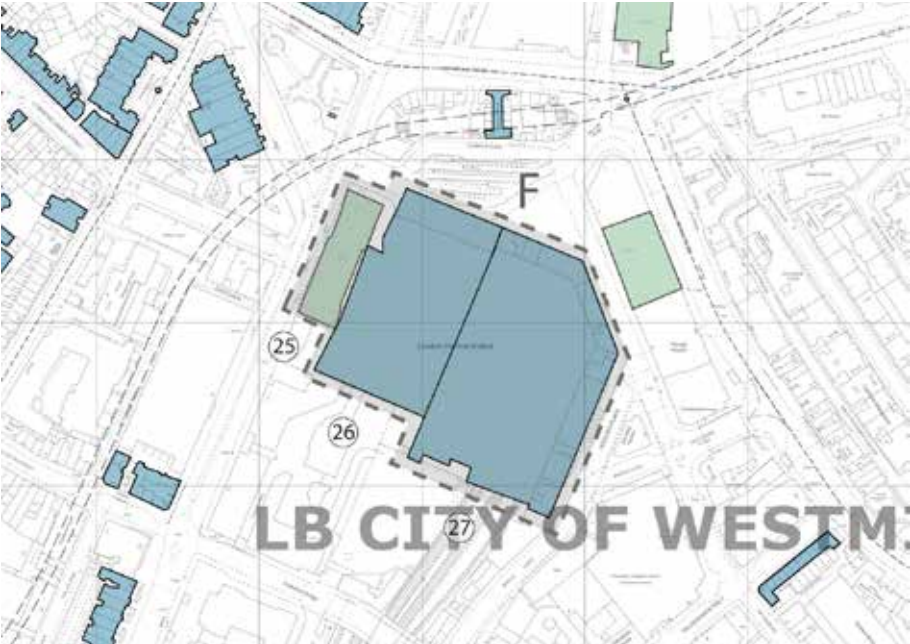


Fig. 7.51: Location map of Group F.

AVR cross reference: View 1.

NOTE: Please see Appendix 2 for full listing description.



Fig. 7.52: Grosvenor Hotel.



Fig. 7.53: Victoria Railway Station, the former London, Chatham and Dover Railway Station, including train shed.

7.0 ASSESSMENT OF EFFECTS ON HERITAGE RECEPTORS (CONTD.)

7B. LISTED BUILDINGS



Fig.7.54: Victoria Railway Station, the former London Brighton and South Coast Railway Station, and rear concourse.

Significance of the listed buildings and the contribution made by their setting to their significance:

- 7B.52 Each of these three listed buildings possesses high historic and communal value, having formed part of one of London’s grandest railway stations and most important transport hubs (the Grosvenor was the first of the city’s great Victorian railway hotels). All three buildings also have architectural value; the Italianate-style Grosvenor Hotel has a commanding form articulated with intricate details and carved decoration, and is topped by one of London’s first French pavilion roofs, while the eastern railway station terminus building is fronted by a handsome 1909-built Edwardian Baroque Revival style façade of Portland stone ashlar façade with mermaid caryatids, broken pediments and slate roofs, and the taller western station building displays an elegant red brick and ashlar façade designed as an Imperial Baroque Revival version of the French Renaissance style.
- 7B.53 Each of these listed buildings contributes to each other’s setting and significance, and collectively form one of London’s most iconic station building groups. The immediate northern setting of these buildings is poor, comprising of an open-air bus station, several lanes wide and generally congested with parked and waiting buses, which inhibit views towards the station’s principal facade and detract from the appreciation of the building. Lower Grosvenor Gardens, positioned to the north-west of the group, is a small triangular park from which views can be gained towards Grosvenor

Hotel and across the station entrance. The park is overlooked by the listed French Renaissance style flats of Nos. 36 to 50 (even) and Nos. 23 to 47 (odd) Grosvenor Gardens, and this green space and piece of 1860s townscape contributes to the significance of this grouping of listed buildings.

- 7B.54 The buildings of Ebury Bridge Estate are positioned approximately 600m to the south of Victoria Station and are separated by intervening townscape; they are not experienced as part of the setting of these listed buildings.

Likely effect of the proposed development on their heritage significance:

- 7B.55 The proposed development would be experienced as minor, background additions to their wider setting in an already diverse townscape, adding richness and interest to their setting. This small change in their setting would have **no effect** on the significance of the listed buildings or the ability to appreciate it.

Likely cumulative effect of the proposed development in combination with other relevant consented schemes on their heritage significance:

- 7B.56 The cumulative schemes will not be experienced in their setting owing to distance away and intervening townscape. There is therefore **no cumulative effect** on significance of the listed buildings or the ability to appreciate it.

7.0 ASSESSMENT OF EFFECTS ON HERITAGE RECEPTORS (CONTD.)
7B. LISTED BUILDINGS

- 7B.57 Group G consists of:
- 28) Nos. 20-24, Belgrave Road (Grade II)
 - 29) Nos. 1-3, Eccleston Square (Grade II)
 - 30) Nos. 4-18, Eccleston Square (Grade II)
 - 31) Nos. 19-26, Eccleston Square (Grade II)
 - 32) Nos. 9-17, St George’s Drive (Grade II)
 - 33) Nos. 27-41, Eccleston Square (Grade II)
 - 34) Nos. 53-74, Eccleston Square (Grade II)
 - 35) Eccleston Hotel (Grade II)

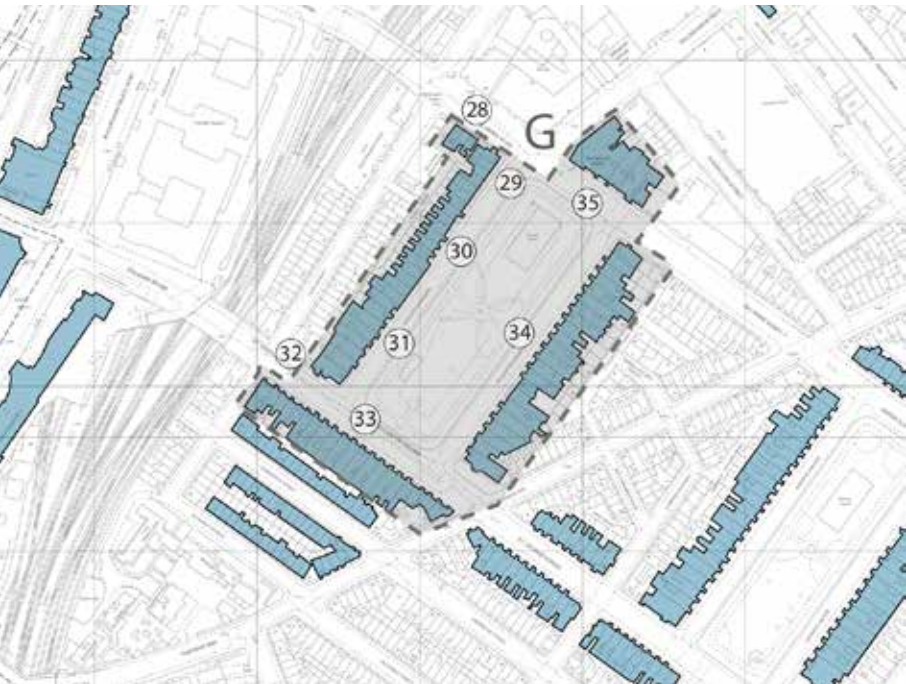


Fig. 7.55: Location map of Group G.

AVR cross reference: View 8.

NOTE: Please see Appendix 2 for full listing description.



Fig. 7.56: Nos. 20-24, Belgrave Road.



Fig. 7.57: Nos. 1-3, Eccleston Square.



Fig. 7.58: Nos. 4-18, Eccleston Square.



Fig. 7.59: Nos. 19-26, Eccleston Square.

7.0 ASSESSMENT OF EFFECTS ON HERITAGE RECEPTORS (CONTD.)
7B. LISTED BUILDINGS



Fig. 7.60: Nos. 9-17, St George's Drive



Fig. 7.62: Nos. 53-74, Eccleston Square.



Fig. 7.61: Nos. 27-41, Eccleston Square.



Fig. 7.63: Eccleston Hotel.

Significance of the listed buildings and the contribution made by their setting to their significance:

- 7B.58 This group of early to mid-19th century buildings is part of the wider development of Pimlico, and their significance lies in their historical and architectural value as part of the extensive Pimlico development by Thomas Cubitt, which was characterised by stucco-fronted terraces, sometimes incorporating brickwork, of classical design built along straight streets and around squares.
- 7B.59 Their setting is that of the wider Pimlico development, in particular the buildings along Belgrave Road and St George's Drive which contribute to their significance and the appreciation of it.
- 7B.60 The site is approximately 350m to the south-west and separated by intervening townscape and the railway lines. There are some narrow, distant views of the existing buildings on site when looking east along Warwick Way, however the existing buildings on site neither contribute nor detract from the significance of the listed buildings or their appreciation.

Likely effect of the proposed development on their heritage significance:

- 7B.61 The immediate and primary setting of this group of Grade II listed buildings facing Eccleston Square are its heavily treed central gardens. When viewed from the north side of the square, the proposed development will be obscured by the mature trees in the square gardens during summer, but in winter sporadic glimpses of the tops of the taller buildings to the south-west corner of the square will be possible, albeit heavily filtered through the overlaying branches of the trees. Their visibility will be small and further away compared to the existing 23-storey Glastonbury House. As the viewer moves southwards, when the buildings on the south side of the square come into view, beyond the trees, the proposed development will disappear from view. There will be **no effect** on the significance of this group of listed buildings or the ability to appreciate it.

Likely cumulative effect of the proposed development in combination with other relevant consented schemes on their heritage significance:

- 7B.62 The cumulative schemes will not be experienced as part of the setting of this group of listed buildings; there is therefore **no cumulative effect** on its significance or the ability to appreciate it.

7.0 ASSESSMENT OF EFFECTS ON HERITAGE RECEPTORS (CONTD.)
7B. LISTED BUILDINGS

- 7B.63 Group H consists of:
- 36) The Greyhound Public House (Grade II)
 - 37) Nos. 15-43, Cambridge Street (Grade II)
 - 38) Nos. 45-51, Cambridge Street (Grade II)
 - 39) Nos. 16-44, Cambridge Street (Grade II)
 - 40) Nos. 46 and 48, Cambridge Street, Nos. 119-125, Warwick Way (Grade II)
 - 41) Nos. 3-33, Alderney Street (Grade II)



Fig. 7.64: Location map of Group H.

AVR cross reference: View 8.

NOTE: Please see Appendix 2 for full listing description.



Fig. 7.65: The Greyhound Public House.



Fig. 7.67: Nos. 45-51, Cambridge Street.



Fig. 7.66: Nos. 15-43, Cambridge Street.



Fig. 7.68: Nos. 16-44, Cambridge Street.

7.0 ASSESSMENT OF EFFECTS ON HERITAGE RECEPTORS (CONTD.)
7B. LISTED BUILDINGS



Fig. 7.69: Nos. 46 and 48, Cambridge Street, Nos 119-125, Warwick Way.



Fig. 7.70: Nos. 3-33, Alderney Street.

Significance of the listed buildings and the contribution made by their setting to their significance:

- 7B.64 This group of early to mid-19th century buildings is part of the wider development of Pimlico, and their significance lies in their aesthetic, historical and evidential value as part of the extensive Pimlico development led by Thomas Cubitt, which was characterised by stucco-fronted terraces, some with brick details, in classical design built along straight streets and around squares. As a pub, the Greyhound Public House also has communal value owing to its use.
- 7B.65 Their setting is that of the wider Pimlico area, in particular the historic buildings along High Street, Warwick Way and St George’s Drive which contribute to their significance and the appreciation of it. On the southern side of Alderney Street are the buildings of the mid-20th century Abbots Manor estate; owing to its utilitarian and mediocre architecture is an element that detracts from the significance of the group and the ability to appreciate their significance.
- 7B.66 Looking east along Warwick Way there are narrow framed views of some of the existing buildings on site, namely Pimlico House and Mercer House; however, these buildings being in the wider setting and visible only in glimpses, neither contribute to nor detract from the significance or appreciation of the listed buildings.

Likely effect of the proposed development on their heritage significance:

- 7B.67 This group of Grade II listed buildings lies to the south-west of the Eccleston Square group, along streets that are aligned north-west to south-east with no axial views towards the proposed development. This, along with distance away from the site means that the proposed development would not be experienced as part of their setting, other than at the corner of Warwick Way. This can be seen in View 8, chapter 9. The visibility of the proposed development as a distant element in their wider setting would have **no effect** on the significance of this group of listed buildings or the ability to appreciate it.

Likely cumulative effect of the proposed development in combination with other relevant consented schemes on their heritage significance:

- 7B.68 The cumulative schemes will not be experienced as part of the setting of this group of listed buildings; there is therefore **no cumulative effect** on its significance or the ability to appreciate it.

7.0 ASSESSMENT OF EFFECTS ON HERITAGE RECEPTORS (CONTD.)
7B. LISTED BUILDINGS

- 7B.69 Group I consists of:
- 42) No. 27, St George’s Drive (Grade II)
 - 43) Nos. 29-49, St George’s Drive (Grade II)
 - 44) No. 38A, St George’s Drive, Nos. 22-36, St George’s Drive (Grade II)

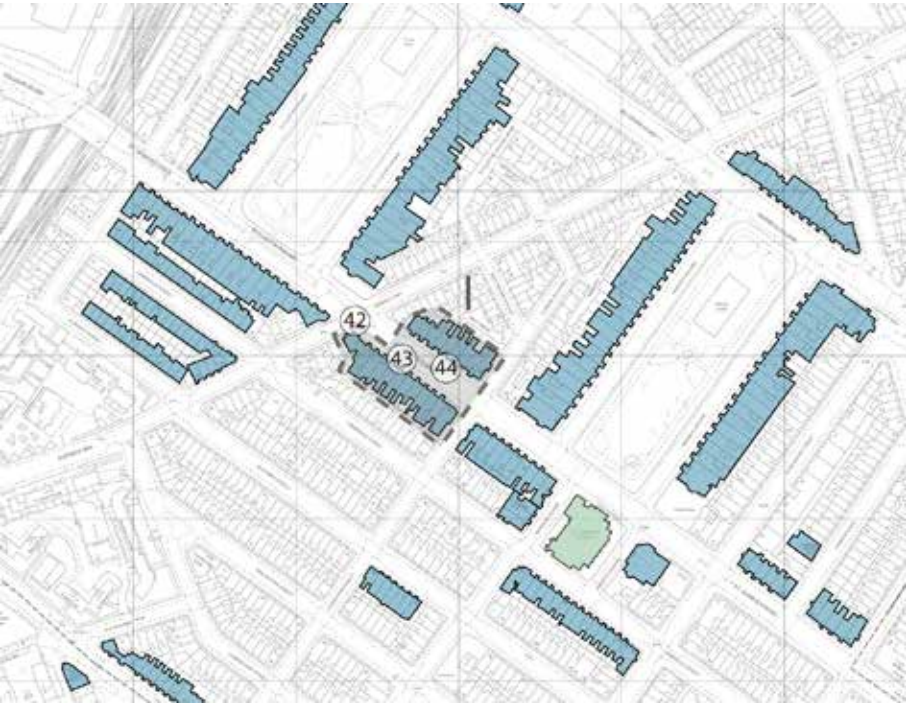


Fig. 7.71: Location map of Group I.

AVR cross reference: View 8.

NOTE: Please see Appendix 2 for full listing description.



Fig. 7.73: No. 27, St George's Drive.



Fig. 7.74: Nos. 29-49, St George's Drive.



Fig. 7.72: Nos. 38A and 22-26, St George's Drive.

Significance of the listed buildings and the contribution made by their setting to their significance:

- 7B.70 This group of early to mid-19th century buildings is part of the wider development of Pimlico, and their significance lies in their historical and architectural value as part of the extensive Pimlico development by Thomas Cubitt, which was characterised by stucco-fronted terraces along straight streets and around squares.
- 7B.71 Their setting is that of the wider Pimlico development, in particular those terraces that line the remainder of St George’s Drive, as well as those at Warwick Square and Eccleston Square, which contribute to their significance and the appreciation of it. St George’s Drive forms one the primary streets within the historic townscape of Pimlico, and these listed buildings line a central stretch of this key route, framing views east and west along it, and contributing to each other’s setting and significance.
- 7B.72 From outside No.27 St George’s Drive is a narrow, distant view south-west along Warwick Way towards the existing buildings on site, which stand some 350m away; however, they do not contribute to or detract from the significance or appreciation of the significance of the listed buildings.

7.0 ASSESSMENT OF EFFECTS ON HERITAGE RECEPTORS (CONTD.)

7B. LISTED BUILDINGS

Likely effect of the proposed development on their heritage significance:

7B.73 This group of Grade II listed buildings lies to the south-east of the Eccleston Square group, also along streets that are aligned north-west to south-east with no axial views towards the proposed development. This, along with distance away from the site means that the proposed development would not be experienced as part of their setting, and therefore there is **no effect** on their significance or the ability to appreciate it.

Likely cumulative effect of the proposed development in combination with other relevant consented schemes on their heritage significance:

7B.74 The cumulative schemes will not be experienced as part of the setting of this group of listed buildings; there is therefore **no cumulative effect** on its significance or the ability to appreciate it.

- 7B.75 Group J consists of:
- 45) Nos. 51-61, St George's Drive (Grade II)
 - 46) Nos. 26-29, Warwick Square (Grade II)
 - 47) Nos. 30-32, Warwick Square (Grade II)
 - 48) Church of St Gabriel (Grade II*)
 - 49) No. 33, Warwick Square (Grade II)
 - 50) Nos. 1-23, Warwick Square (Grade II)
 - 51) Nos. 67-80, Warwick Square (Grade II)
 - 52) Nos. 52-56, Belgrave Road (Grade II)
 - 53) Nos. 50-66, Warwick Square (Grade II)
 - 54) Nos. 45-48, Warwick Square (Grade II)

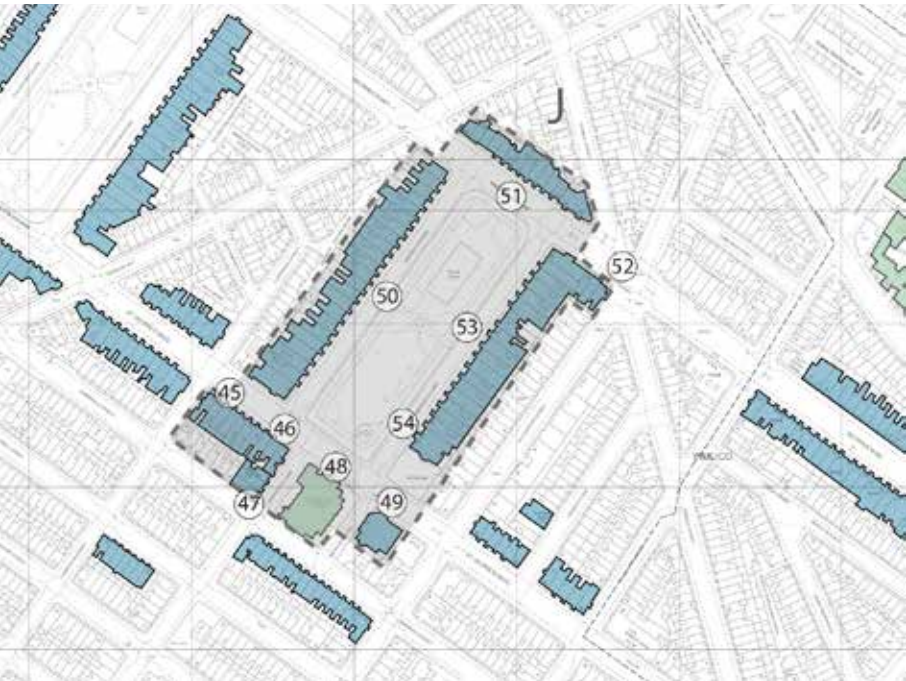


Fig. 7.75: Location map of Group J.

AVR cross reference: No views.

NOTE: Please see Appendix 2 for full listing description.



Fig. 7.76: Nos. 51-61, St George's Drive.



Fig. 7.77: Nos. 26-29, Warwick Square.

7.0 ASSESSMENT OF EFFECTS ON HERITAGE RECEPTORS (CONTD.)
7B. LISTED BUILDINGS



Fig. 7.79: Nos. 30-32, Warwick Square.



Fig. 7.78: No. 33, Warwick Square.



Fig. 7.82: Nos. 67-80, Warwick Square.



Fig. 7.80: Church of St Gabriel.



Fig. 7.81: Nos. 1-23, Warwick Square.



Fig. 7.83: Nos. 52-56, Warwick Square.

7.0 ASSESSMENT OF EFFECTS ON HERITAGE RECEPTORS (CONTD.)
7B. LISTED BUILDINGS



Fig. 7.84: Nos. 50-66, Warwick Square.



Fig. 7.85: Nos. 45-48, Warwick Square.

Significance of the listed buildings and the contribution made by their setting to their significance:

- 7B.76 This grouping of listed early to mid-19th century buildings is part of the wider development of Pimlico by Thomas Cubitt. The significance of these buildings lie in their historic and architectural value, the mid-19th century residential terraces characterised by uniform and repetitive, stucco-fronted facades of classical design, which contrast with the beautiful Thomas Cundy-designed, Gothic-style church that was built in ragstone to emphasise the contrast between its ecclesiastical status and its secular neighbours. No.33 is a unique and eclectic corner building of red, yellow and grey brickwork, which was commissioned in 1859 by Scottish society portraitist James Rannie Swinton and designed by architect George Morga, and is considered to be London’s first true studio house combining a studio, gallery and residence. As church and key local landmark, St Gabriel’s also has communal value owing to its use.
- 7B.77 Providing a verdant central focus to this grouping of listed buildings are the landscaped grounds of Warwick Square, a Grade II registered park and garden, which was set out concurrently with the listed buildings and designed as a centrepiece to Thomas Cubitt masterplanned townscape. St. Gabriel’s Church closes the view across Warwick Square and stands as a key local landmark. Each of the listed buildings contributes to each other’s setting and significance as does the centrally positioned Warwick Square.
- 7B.78 The existing buildings on site are positioned approximately 500m to the south-west and are separated by the intervening townscape and railway lines; they are not experienced as part of the setting of these listed buildings.

Likely effect of the proposed development on their heritage significance:

- 7B.79 This group is further east and face the heavily treed gardens of Warwick Square. The changes to the wider setting as a result of the proposed development will not be experienced from within their immediate setting, owing to the distance away. There is therefore **no effect** on its significance or the ability to appreciate it.

Likely cumulative effect of the proposed development in combination with other relevant consented schemes on their heritage significance:

- 7B.80 The cumulative schemes will not be experienced as part of the setting of this group of listed buildings; there is therefore **no cumulative effect** on its significance or the ability to appreciate it.

7.0 ASSESSMENT OF EFFECTS ON HERITAGE RECEPTORS (CONTD.)
7B. LISTED BUILDINGS

- 7B.81 Group K consists of:
- 55) No. 123A, Grosvenor Road (Grade II)
 - 56) Western Pumping Station (Grade II)
 - 57) Superintendents House at Western Pumping Station (Grade II)
 - 58) Chimney to Western Pumping Station behind No. 124 Grosvenor Road (Grade II)
 - 59) Auxiliary Pumping Station (Grade II)



Fig. 7.86: Location map of Group K.

AVR cross reference: View 12.



Fig. 7.87: No. 123A, Grosvenor Road.



Fig. 7.89: Superintendents House at Western Pumping Station (Historic England Archive).



Fig. 7.88: Western Pumping Station.

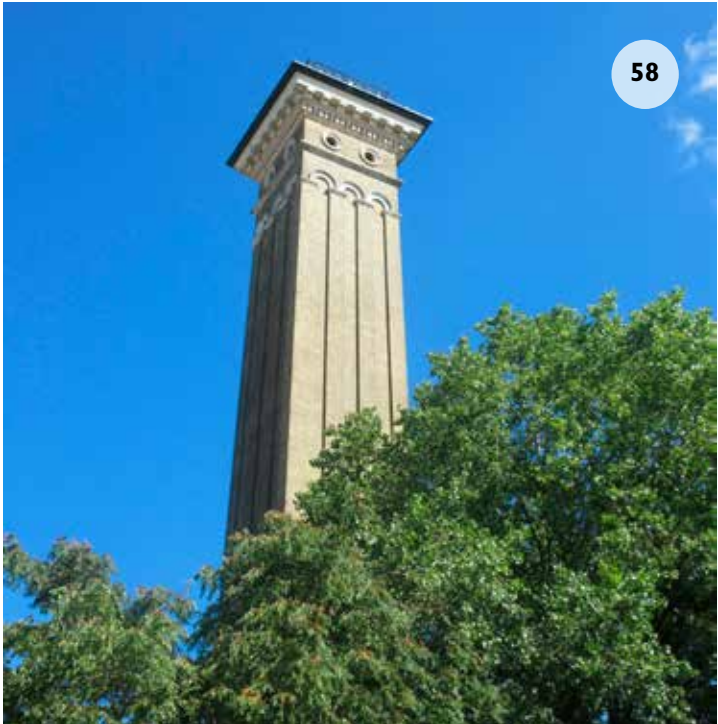


Fig. 7.90: Chimney to Western Pumping Station behind No. 124 Grosvenor Road.

NOTE: Please see Appendix 2 for full listing description.

7.0 ASSESSMENT OF EFFECTS ON HERITAGE RECEPTORS (CONTD.)

7B. LISTED BUILDINGS



Fig. 7.91: Auxiliary Pumping Station (Historic England Archive).

Significance of the listed buildings and the contribution made by their setting to their significance:

7B.82 The significance of the two pumping stations, and the associated chimney and superintendent’s house lies in their historic value as key overground structures from Sir Joseph Bazalgette’s extensive upgrade of London’s sewerage system, which was completed in 1875 and laid the foundations for London’s sewers to this day. The station master’s house at No.123A Grosvenor Road also possesses historic value, which is derived from its status as one of the last standing built remnants of the former Grosvenor Road station, which was operational up to the early 1900s. In addition, the Western Pumping Station, chimney, superintendent’s house and station master house each have architectural value; the pumping station and chimney are fine examples of 19th century industrial architecture; the chimney is especially striking owing to its towering scale and classic Italianate design, while the superintendent’s house and station masters house are hipped roofed, brick buildings, though the former is the more elaborate in its decoration and detailing, with console cornices above ground and first floor level, and prominent keystones and stone surrounds at windows and entrances.

7B.83 Each of the listed buildings contribute to each other’s setting and together have group value, though the station masters house at No.123A Grosvenor Road is somewhat detached from the pumping station buildings owing to the imposing presence of Grosvenor Bridge, a wide, multiple tracked railway bridge, and which is a key feature within the immediate setting but does not contribute to their significance. The River Thames lies to the south, and provides an open riverine setting that allows for long, unhindered views across the water from the south bank towards the Western Pumping Station, chimney and No.123A Grosvenor Road, contributing to their significance and the appreciation of it.

7B.84 The existing buildings on site are to their north and separated by intervening townscape, and railway lines. There are open views from the south side of Grosvenor Road, across the railway lines towards the site, but the existing buildings are not visible in these views and are not experienced as part of their setting.

Likely effect of the proposed development on their heritage significance:

7B.85 This group of listed buildings lie to the south of the development site and straddle the railway lines to London Victoria. The majority of the buildings in this group are not affected. Only the small building on the east, No. 123A Grosvenor Road would be affected, with a noticeable change to its setting. The taller buildings alongside the railway line would be clearly visible in the open views looking north west from Grosvenor Road. View 12 in chapter 9 illustrates the change from a nondescript view of largely railway infrastructure to a new setting of high quality buildings creating a dynamic new urban quarter to the north. The architectural attributes of the buildings include the rhythmic quality of their fenestration, rich and varied materiality, coherent language tying the buildings together, and varying building heights that create a gently undulating skyline. These attributes result in an improvement to their setting. This change to their setting would however have **no effect** on their significance or the ability to appreciate it.

Likely cumulative effect of the proposed development in combination with other relevant consented schemes on their heritage significance:

7B.86 The cumulative schemes will not be experienced as part of the setting of this group of listed buildings; there is therefore **no cumulative effect** on its significance or the ability to appreciate it.

7.0 ASSESSMENT OF EFFECTS ON HERITAGE RECEPTORS (CONTD.)
7B. LISTED BUILDINGS

60) Lister Institute of Preventative Medicine (Grade II)



Fig. 7.92: Location map of Lister Institute of Preventative Medicine.

AVR cross reference: View 13.



Fig. 7.93: Lister Institute of Preventative Medicine.

Significance of the listed building and the contribution made by its setting to its significance:

- 7B.87 Designed by the renowned English architects Alfred and Paul Waterhouse, this building was completed in 1894-8 with a northern addition built in 1909-10. The building's significance lies in its historic value as the London base of the Lister Institute of Preventive Medicine, the first medical research charity in the UK. The building has high architectural value, with an impressive symmetrical façade of pink-brick mixed with yellow stone, which features prominently in views looking north from along Chelsea Bridge.
- 7B.88 Its setting is that of the buildings along Chelsea Bridge Road, including the adjacent mid-20th century block with its pre-case concrete façade, and to the south-west, the verdant setting of the Grade II registered parks and gardens of Chelsea Hospital and Ranelagh Gardens.
- 7B.89 The existing buildings on site are positioned to the north and separated by intervening townscape; they are not experienced as part of the setting of the listed building.

Likely effect of the proposed development on its heritage significance:

- 7B.90 The proposed development would result in a change to the wider northern setting of this listed building, but owing to distance away, and the height of the existing townscape between them they would not be experienced together. There is therefore **no effect** on the significance of the listed building or the ability to appreciate it.

Likely cumulative effect of the proposed development in combination with other relevant consented schemes on its heritage significance:

- 7B.91 The under-construction Chelsea Barracks scheme is to the immediate south-west of the listed building and will result in a large change to its setting; this scheme does not however act cumulatively with the proposed development in relation to the listed building for the reasons above. There is **no cumulative effect** on the significance of this listed building or the ability to appreciate it.

NOTE: Please see Appendix 2 for full listing description.

7.0 ASSESSMENT OF EFFECTS ON HERITAGE RECEPTORS (CONTD.)
7B. LISTED BUILDINGS

7B.92 Group L consists of:

- 61) The Royal Hospital Main Hospital Buildings Seven Three Storey Connected Blocks (Grade I)
- 62) Lodge to Chelsea Gate, Royal Hospital (Grade II)
- 63) Lodge to London Gate, Royal Hospital (Grade II)
- 64) The Royal Hospital North East Range (Grade II*)
- 65) Gordon House (Hospital Quarters), Royal Hospital (Grade II)
- 66) Lodge at Creek Gate, Royal Hospital (Grade II)
- 67) Building to south of range west of Chelsea Gate Roadway Royal Hospital (Grade II*)
- 68) Lodge to south of centre block to south west side of College Court, Royal Hospital (Grade II)
- 69) Building to centre of south west side of College Court, Royal Hospital (Grade II*)
- 70) Second Lodge to south of Stable Yard, Royal Hospital (Grade II)
- 71) Lodge immediately south of Stable Yard, Royal Hospital (Grade II*)
- 72) Stable Yard, to west of Chelsea Gate Roadway, Royal Hospital (Grade II*)



Fig. 7.95: The Royal Hospital.



Fig. 7.97: Lodge to London Gate, Royal Hospital.



Fig. 7.94: Location map of Group L.

AVR cross reference: Views 15, 16, 18 to 20.



Fig. 7.96: Lodge to Chelsea Gate, Royal Hospital.



Fig. 7.98: The Royal Hospital North East Range.

7.0 ASSESSMENT OF EFFECTS ON HERITAGE RECEPTORS (CONTD.)

7B. LISTED BUILDINGS



Fig. 7.99: Gordon House (Hospital Quarters), Royal Hospital (Historic England Archive).



Fig. 7.101: Building to south of range west of Chelsea Gate Roadway, Royal Hospital (Historic England Archive).



Fig. 7.103: Building to centre of south west side of College Court, Royal Hospital (Historic England Archive).



Fig. 7.100: Lodge at the Creek Gate, Royal Hospital (Historic England Archive).



Fig. 7.102: Building to south of centre block to south west side of College Court, Royal Hospital (Historic England Archive).



Fig. 7.104: Second Lodge to south of Stable Yard, Royal Hospital (Historic England Archive).

7.0 ASSESSMENT OF EFFECTS ON HERITAGE RECEPTORS (CONTD.)
7B. LISTED BUILDINGS



Fig. 7.105: Lodge immediately south of Stable Yard, Royal Hospital (Historic England Archive).



Fig. 7.106: Stable Yard, to west of Chelsea Gate Roadway, Royal Hospital.

Significance of the listed buildings and the contribution made by their setting to their significance:

- 7B.93 Built in late 17th/early 18th centuries, with later additions in early 19th century, the significance of the Royal Chelsea Hospital building and the ancillary grouping of outbuildings, lodges and dwellings, lie in their exceptionally high historic, architectural and communal value as part of the first dedicated establishment for the care of old and injured soldiers, an initiative founded by King Charles II and was brought to life through the designs of Sir Christopher Wren, who was the first in a succession of illustrious architects that made their mark on the hospital's built environment, including John Vardy, Robert Adam, Samuel Wyatt, and Sir John Soane. The group of listed buildings also have high architectural value, with the main hospital building, listed Grade I, and designed by Wren, with later additions by Soane, being a highly recognised centrepiece of the group, of a design which is both monumental and humble. The surrounding listed buildings which form part of the ensemble are highly graded listed buildings of various authors but all of high architectural merit. Together they have high group value.
- 7B.94 Each of the listed buildings contributes to each other's setting and together form a distinct and iconic ensemble. Their immediate setting is that of the extensive landscaped gardens of Ranelagh Gardens and Burton Court, whose many trees and verdant planting, contribute to the significance and the appreciation of the listed buildings. Their wider setting is one dominated by Georgian and Victorian residential streets that lie within the Royal Hospital Conservation Area, such as Wellington Square, Royal Avenue and Cheltenham Terrace, which enhance the setting of the listed buildings.
- 7B.95 The existing buildings on site are approximately 390 m to the east and separated by the mature gardens of the Royal Hospital and intervening townscape, which includes the under-construction Chelsea Barracks development site, and are not experienced as part of the setting of these listed buildings.

Likely effect of the proposed development on their heritage significance:

- 7B.96 The Grade I listed Royal Hospital main building and the ancillary Grade II* and Grade II listed buildings that form the complex are within a setting of mature trees and planting formed by the Royal Hospital Gardens, which includes Burton Court to its north and Ranelagh Gardens to its east. The proposed development will be visible as very small glimpses where the tree line drops or as shadowy silhouettes in winter through branches, from a small number of positions in long views, as part of the existing urban context in their wider setting. Views 15 to 17 in chapter 9 show the condition from positions within the Grade I listed quadrangles, where the proposed buildings will be almost fully hidden by the consented Chelsea Barracks development and only the tops of the buildings will be intermittently visible amongst trees as distant objects, gently animating the skyline. The minor, scattered level of visibility from within the gardens, looking away from the Grade I listed buildings of the complex, would have no effect on its significance or the ability to appreciate that significance. View 18 to 20 in chapter 9 show the condition from view positions outside the Hospital complex, looking east. Here too the visibility is restricted by foreground trees and the consented Chelsea Barracks scheme allowing only occasional visibility of the tops of the scheme. This visibility is tempered by the quality of architectural design, with carefully chosen materials that subdue the effect considerably. This level of very minor visibility from only a small number of incidental view positions is considered to have **no effect** on the significance of this complex of highly graded listed buildings, or the ability to appreciate that significance.

Likely cumulative effect of the proposed development in combination with other relevant consented schemes on their heritage significance:

- 7B.97 The proposed development will be visible behind the consented Chelsea Barracks in some north-easterly views, with the latter in the foreground, in glimpsed, sporadic views through trees. In summer when the trees are in full leaf, this visibility is very minimal and only in dips in the treeline, while in winter, the visibility is filtered through dense branches. This minor level of visibility of the two schemes consolidates the sense of a wider urban setting but would have no effect on the significance of the listed buildings or the ability to appreciate it; there is therefore **no cumulative effect** on the significance.

NOTE: Please see Appendix 2 for full listing description.

7.0 ASSESSMENT OF EFFECTS ON HERITAGE RECEPTORS (CONTD.)

7C. REGISTERED PARKS AND GARDENS

Introduction

7C.1 Historic parks and gardens that are of particular historic significance are included on the 'Register of Parks and Gardens of special historic interest in England' and are designated by Historic England. They do not have statutory protection but any impact on the landscapes' special character would be a material consideration in the planning process and the NPPF policies relating to designated heritage assets would apply to them. The registered parks and gardens near the site, whose settings or views out are affected are shown on the map in fig. 7.107 and included in this chapter:

1. Royal Hospital, Chelsea and Ranelagh Gardens (Grade II)
2. Eccleston Square (Grade II)
3. Warwick Square (Grade II)
4. Battersea Park (Grade II*)



Fig. 7.107: Map showing the registered parks and gardens in relation to the development site (shown in red).

7.0 ASSESSMENT OF EFFECTS ON HERITAGE RECEPTORS (CONTD.)
7C. REGISTERED PARKS AND GARDENS

1) Royal Hospital, Chelsea and Ranelagh Gardens (Grade II)

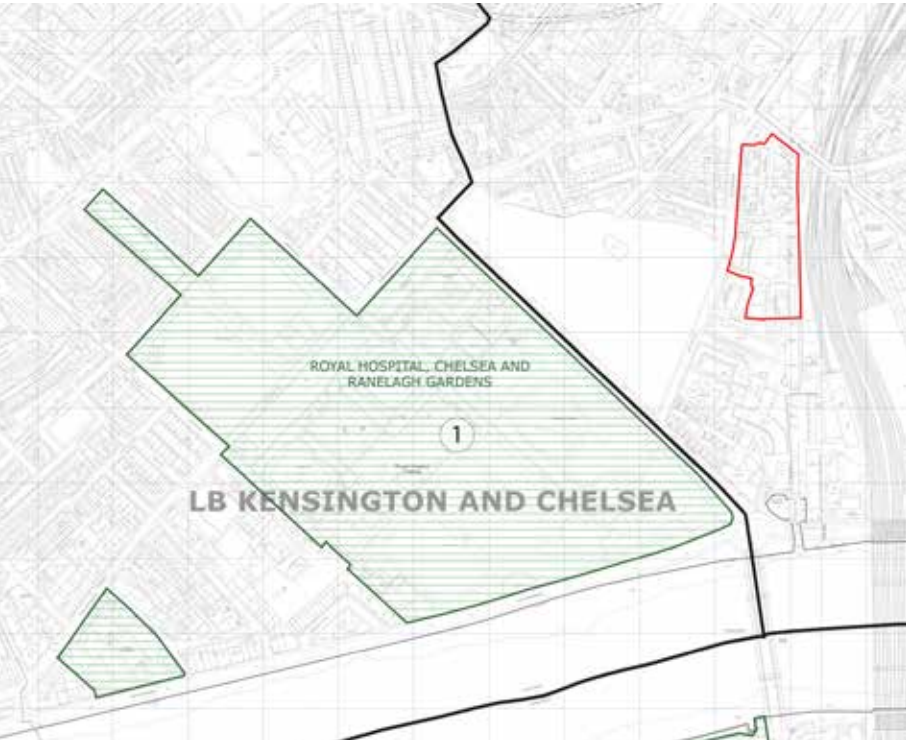


Fig. 7.108: Location map of the Royal Hospital, Chelsea and Ranelagh Gardens.

AVR cross reference: Views 13 and 15 to 20.



Fig. 7.109: Royal Hospital, Chelsea and Ranelagh Gardens (Chelsea Pensioners Website).

Significance of the receptor and the contribution made by its setting to this significance:

- 7C.2 The significance of this registered park and garden lies in its high historic value as the 17th century formal gardens laid out by George London and Henry Wise, to Sir Christopher Wren’s Royal Hospital. In Ranelagh Gardens were originally developed as public pleasure gardens in the 18th century but it reverted back to the Royal Hospital in the 19th century. It has high aesthetic value owing to its formal layout and design, various historic structures and monuments, and its verdant quality. It also has high communal value as the venue for the world-famous Chelsea Flower Show.
- 7C.3 Its setting comprises Grosvenor Road and the River Thames to the south, and the buildings along St Leonard’s Terrace, Durham Place, Ormonde Gate, West Road, Chelsea Bridge Road and Franklins Row, which form its northern setting. Royal Avenue, which was constructed with the intention to connect the Royal Hospital with William III’s Kensington Palace, runs north of the park and is perfectly aligned with the northern approach to the hospital through Burton Court, and contributes to the significance of the registered park and garden.
- 7C.4 The existing buildings on site are positioned to the north-east of the gardens and separated by intervening townscape, which includes the Chelsea Barracks development site currently under construction; the site buildings are not experienced as part of the setting of the gardens.

NOTE: Please see Appendix 3 for full listing description.

Likely effect of the proposed development on its heritage significance:

- 7C.5 The tops of the some of the taller buildings on the eastern part of the site may be just visible above the Chelsea Barracks development from some positions within the registered park, but filtered by trees, both in summer and winter. The heritage significance of the park lies principally in its history in relation to the Royal Hospital and its verdant character. These attributes would not be affected by the partial, distant visibility of the upper storeys of the some of the proposed buildings; therefore, this change in the wider setting will have **no effect** on the significance of the registered park or the ability to appreciate it.

Likely cumulative effect of the proposed development in combination with other relevant consented schemes on its heritage significance:

- 7C.6 The proposed development will be experienced with the consented Chelsea Barracks in some north-easterly views, with the latter in the foreground. These are glimpsed views through trees, either in full leaf in the summer when visibility is minimal and only when the treeline dips, or through dense branches in the winter. This minor visibility would not however affect the significance of the registered park or the ability to appreciate it; there is therefore **no cumulative effect** on its significance.