

Here is the school playground, followed by Kenley Walk. Princedale Road ends.



Soft spots/threats

There are no listed buildings on Princedale Road, and existing Art 4 directions are rather piecemeal, and leave open the possibility of minor disasters.

In general, Princedale Road has preserved its character, owing to extensive refurbishments, most of which are sympathetic to its 1840's origin. Roof lines have been preserved, despite intermittent roof gardens and inevitable TV aerials. In all, there is a pleasing and acceptable diversity within an overall 1840's unity, a tribute in itself to the unity of the post-Georgian culture, even when expressed by Victorian speculative building. This unity in diversity should be protected by appropriate Art 4 directions. Planning permissions should then aim to retain and enhance the mid-19C character.

Summary of Article 4 directions: Existing and Required

	Existing Art 4 directions	Original recommendations	Additions
Doors, windows, balconies and architectural details of façades	9-33, 37-45	2-10, 73-83,	16-42, 44-82, 84 (12A Penzance Place), 86-90 (entrance (and number?) on Pottery Lane, 92-106, 116 The Marquis of Zetland 5-7, 47-55, 57 (The Academy), 85-91?
Preventing rendering and painting of brickwork	None	5-7, 9-33, 75-83 (77 & 81 now painted), 2-10,	47-55, 57, 85-91? 20 – 28, 30-36, 42-44 (brickwork already painted)? 52? 56 – 82 (82 brickwork already painted), 84 (= 12A Penzance Place), 86-92 (92 already painted drk blue), 96-104, 116 (Marquis of Zetland)?
Exterior painting:	None	9-33, 37-45, 47-55, 2-10,	75-83 (77 & 81 now painted) 20 – 28, 30-36, 42-44 (brickwork already painted)? 46-50 (stuccoed), 52? 54 (stuccoed), 56 – 82 (82 brickwork already painted), 84, 86-92? (92 already painted drk blue), 96-104? 116 (Marquis of Zetland)?

Queensdale Road, Place and Walk

Norland Conservation Society for CAPS and Art 4 directions

By Keith Hunter and Clive Wilson (updated to 9/2/2010)

Photographic Record





Queensdale Road: completed by Clive Wilson

Queensdale Place and Walk: completed by Keith Hunter 26 June 2009, additions by Clive Wilson 1-3 July

QUEENSDALE ROAD

Queensdale Road links the Conservation Area together east to west, and crosses the northern end of Norland Square. Its two terraces to east (2A-16) and west (18-28) of Norland Square form an important part of the setting of the Square, though they are not listed, nor protected by any Article 4 Directions.

North side:

<p>8 - 16</p>		<p>The most important terraces in Queensdale Road are 2A – 16 and 18 – 28, which flank Norland Square and should be protected in terms of any alterations to façades, and should be required to be painted in the same colour as Norland Square.</p>
<p>2A</p>		<p>2A is a particular eyesore – painted black from top to toe.</p>
<p>18 - 28</p>		<p>As is 24, newly painted in bright pimento orange</p>
		<p>To west of 28, there is a row of 4 garages (in the garden of 38 Addison Avenue – ownership unknown)</p>

Princes Place



The part of Princes Place which exits onto Queensdale Road is best considered here in conjunction with Queensdale Road.

With the development of houses at the end of the gardens of Addison Avenue houses as 2 - 4 Carson Terrace, there is a potential threat of further garden grab at the end of the gardens of 40, 42 and 44. This should be resisted.

Opposite, on the east side of this branch of Princes Place is No 1 Carson Terrace

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West of Addison Avenue, No 30, a red brick three-storey building (from 1930's?) used to be Winsleys, the chemist, and has now been turned into a house with two bow windows on ground floor.

32 - 42






32 – 42, stucco faced, with fairly standard fenestration and doors (wrong glazing bars on 2nd floor of No 32). 36 has former shop-front window at street level. Cornices missing on all. 42 provides an interesting corner feature end to the terrace.

		
<p>44 & 48</p>		<p>44 used to be the Star & Garter pub. 44 and 48 (there is no 46) are a pair of rebuilds which fit in with Queensdale Road terraces.</p>
<p>50 - 52</p>		<p>50-52 - hideous 50's/60's infill To the west, a garage (in the garden of 11 St Ann's Villas?) - a real "soft spot"</p>
<p>54 - 60</p>		<p>To west of St Ann's Villas, 54 – 60 are in later 19C style: taller, with raised ground-floor entrance over a basement ; originally all brick-faced with some interesting coloured brick feature detailing. Unfortunately 56 has wrongly been painted blue: the earliest possible opportunity should be taken to restore the original brick façade; further painting should be prevented by Art 4. 58 and 60 have wrong windows, 54 and 56 have correct original design. 54 and 56 have ugly wooden picket fences; 58 and 60 original(?) railings.</p>

62		To the west of No 60 is the Central Gurdwara Sikh Temple at 62
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South side:

1 - 9		1 – 9 are original design, but, curiously, with “compressed” ground floor windows; No 7 was Queens Dairy, and still has its shop front window; were all the others originally shop windows as well? All except 7 have been stuccoed and painted.
11a - d		11a – d: A three-storey terrace with bays of leaded lights on first and second floors above a ground floor incorporating garages. Existing different colour schemes highlight the importance of colour unity in this terrace, which should have Art 4 to control paint colours and architectural features.
11, 13		11 and 13 (Cranley Lodge) are interesting “feature” houses, with original window and door designs and good detailing (though the dormers on Cranley Lodge are later additions, and out of proportion.)

<p>15 - 27</p>		<p>To the west of Addison Avenue, 15 – 25 make a pleasing classical terrace, which seems to have been completed later with 25 and 27 having less satisfactory proportions (particularly their low front doors and ground floor windows). 15,25,27 cornices missing: reinstatement desirable, - but unlikely?</p>
<p>29 - 37</p>		<p>To the west of Addison Place, the terrace 29 – 37 has brick upper floors with stucco at street level, complete cornices and pleasing window and door frame detailing. 31 has a bad imitation front door; 33 and 37 are missing their railings and have an ugly brick wall, which should be replaced by railings at earliest opportunity. No 29 demonstrates the importance of choosing "gentle pale pastel colour" for ground floor stucco elevations in these terraces</p>
		<p>Garages between 37 QR and 10 St AV belong respectively to 37 QR, 7QR, 15 QR and 10 St AV. The plot is very shallow, making it of limited potential for residential development ; current owners are unlikely to be willing to relinquish. If it did prove feasible (i.e. if a developer were to offer a price for these freehold plots too good to refuse) it would be desirable that any redevelopment should be in keeping with 29-37QR.</p>
<p>39 - 57</p>		<p>To west of St Ann's Villas, 39 – 57 are in good condition, with good window and door features, but missing their cornices (except 51). The painting of 39 (top "band" in same colour as ground floor stucco) shows the importance of sticking to white for all architectural details.</p>

Soft spots/threats:

No Listed Buildings and few Art 4 directions (why only 39-57?): This leaves the architectural features of important terraces uncontrolled, particularly:

2A – 16 and 18 – 28, which provide an important setting for the north side of Norland Square, and should be controlled in terms of 4.1 architectural details and 4.2 colour, to fit in with Norland Square

Other terraces which need 4.1 protection for architectural details (and where applicable preventing rendering and painting are: 1-9, 11 and 11 A-D, 13 Cranley Lodge, 15 - 27, 29 – 37, 32 – 42, 44 and 48 (there is no 46), 54 – 60

Numbers 11 A-D should present a unity in terms of colour as well as design. Unfortunately the current owner of 11D has decided to go in for buff-coloured paint-work, as opposed to the white chosen for the other houses. At ground floor level, 11 A and 11 C have gone for mid-blue for their garage doors and front door. The choice of colour scheme at 11B seems most in keeping with the design style – white door and window frames and black woodwork for the door and window surrounds (with leaded lights to match the windows at first and second floors. An Article 4.1 should be sought to ensure a uniform colour scheme.

54 – 60 also need protection against hardstandings in front gardens, and 4.1 for enclosures

Garages opposite 13Q Rd (Cranley Lodge), in the garden of 38 Addison Avenue (ownership unknown), are free standing. **The potential threat of further "garden grab" at the end of the gardens of 40, 42 and 44 Addison Avenue, and the loss of the open space provided by these gardens, as well as these garages, should be resisted.**

50-52 (hideous 50's/60's infill) In the event of an application for redevelopment, design and scale of the replacement should be in keeping with 44 and 48. (Note also single garage next to 52 which might be associated with any such move.)

Garages between 37 Q Rd and 10 St AV The plot is very shallow, making it of limited potential for residential development ; current owners are unlikely to be willing to relinquish. If it did prove feasible (ie. if a developer were to offer a price for these freehold plots too good to refuse), it would be desirable that any redevelopment should be in keeping with 29-37QR in terms of design and scale.

Rear garden developments:

- *There are a considerable number of precedents for developments in the rear gardens of Addison Avenue, giving access onto Carson Terrace and Queensdale Walk. For future applications, guidelines are required:*
- *Rear garden developments should not exceed single storey, and roof height at the eaves should not be higher than the existing party wall with neighbours on either side*
- *The highest part of the roof of any such development should not be higher than the eaves by more than 50% of the height of the party wall on the neighbours' side, allowing for a maximum roof slope of 40 degrees on either side*
- *Particular attention should be paid to the detailed design of any addition: the design should be in sympathy with original architectural features of the main house*
- *Materials to be used should be similar in appearance to those of the main house: external materials and finishes should be in character with the original building*

How to ensure that all architectural detailing is painted white to ensure unity of design? Article 4.1 to control colour of stucco detailing of all houses in the road?

Summary of Article 4 directions: Existing and Required

	Existing Art 4 directions	Original recommendations	Additions
Doors, windows, balconies and architectural details of façades	39-57: 4.2√ (Norland ART4/com.report 22.03.00- AppD)	Include 1-9, 2A-16, 18 - 28, 15 - 27, 29 - 37, 32 - 38 & Cranley Lodge	Include: 1-9, 11 and 11 A-D, Cranley Lodge, 15 - 27, 29 – 37 (15,25,27 cornices missing: reinstatement unlikely?) 2A-16, 18 - 28, 32 – 42, 44 and 48 (there is no 46), 54 – 60
Preventing rendering and painting of	39 – 57: 4.2√ (Norland ART4/com.report 22.03.00	Include 29 – 37	Include 1-9 (All but 7 already stuccoed and painted) and 11a-



brickwork	-App E)		d Include 54 – 60 (but 56 already painted blue, though not rendered)
Exterior painting:	None	Include 2A – 16 and 18 – 28 to achieve greater uniformity with Norland Square	11a-d 39 – 57 (odd) – how important?
Preventing use of front gardens for car parking/ inappropriate alterations to front garden enclosures (a) Hardstandings:	None	None	Include 54 - 60
(b) Enclosures:	None	Include 54 – 60 (Norland ART4 22.03.00 – App H) Ugly wooden picket fences at 54 and 56 should be replaced with railings at earliest opportunity.	None



QUEENSDALE WALK

Queensdale Walk has two storey dwellings on the east side facing a garden wall over which hangs a mature catalpa and other garden trees. The houses, many of which show signs of having had stables and sheds/garages on the ground floor, have now mostly got rid of ugly pipes on their facade and differ in detail in a charming and informal way.

Part of the terrace (Nos 1-4) is to a well considered gothic revival design, with their hood mouldings over the windows restored, (as suggested in the 1982 CAPS). Most of the houses have now achieved a pleasing unity in decoration - either white, grey or cream, the exception being 5 Taverner's Close, closing the end of the street.

Nos 1-4 Queensdale Walk are covered by Art 4 directions. Though the other houses are not particularly distinguished, they will now also be protected by Art 4 Directions to ensure no inappropriate façade treatments (including paint colour).

1 - 4		Nos 1-4 are to a well considered gothic revival design, with their hood mouldings over the windows restored. These numbers have Art 4 directions for architectural details. All have uniform doors and fenestration; 1 st floor fenestration uniform except mullion windows at 1. Stucco facades painted respectively cream/yellow, grey, white and cream.
5 - 12		<ul style="list-style-type: none"> • Most of the subsequent houses have been “bijoued up” in different ways: Door and window details vary: some more appropriate than others, none of which entirely successful: No 5 door? Windows Nos 8 and 10A? • Façades of Nos 6, 7, 10 messed up by exterior soil-stacks and other plumbing • 5, cream stucco, “B&Q”-type door • 6, grey painted brick, with soil stack in middle of façade • 7, white painted brick with “eyebrow” (small half-round) window in between ground and first floor, and drain pipe to right • 8, stucco ground floor, painted brick first floor, painted cream;

		<p>functional windows</p> <ul style="list-style-type: none"> • 9, cream brick • 10 white brick, mullion windows • 10 A, cream brick, builders' merchant-style windows • 11, half white brick (boarded up, being rebuilt) • 12 partially concealed in alleyway, white brick
13		13? (end of QW) or is it 5 Taverners Close?: grey; plastic garage doors and windows.
20		On west side of the Walk is No 20, a new house built in similar style to 1-4, in the garden of 13 Queensdale Road

Soft spots/threats:

Though the only houses in Q Walk which clearly need Art 4 protection are 1 – 4 (already covered), with the extent of permitted development allowed in CA's under new Planning legislation, one would not like to see any new façade treatments/details which are not in keeping with the original Mews character. No 11 was a closely fought battle against totally inappropriate glass bricks. Art 4 direction is required covering Architectural details to ensure control of alterations, and inappropriate paint colours.

Summary of Article 4 directions: Existing and Required

	Existing Art 4 directions	Original recommendations	Additions
Doors, windows, balconies and architectural details of façades	1 – 4 (4.2√ (Norland ART4/com.report 22.03.00 – App D)	None	5 – 12, + 20 and 5 Taverners Close : Need to ensure that any new façade treatments/details are in keeping with the original Mews character
Preventing rendering and painting of brickwork	None	None	None
Exterior painting:	None	Support existing colour unity	In fact colours vary: cream, grey, white. Garish colours would be quite wrong, therefore need for guidance without specifying colour uniformity. How can this be achieved?




QUEENSDALE PLACE


On its west side, **Queensdale Place** has a plain two storey terrace of chaste early Victorian quality, with rendered window reveals and a simple cornice, retaining some Georgian atmosphere. This terrace has been partially reconstructed and extended at the north end, and made into flats. At the end is an inoffensive small office building in keeping with the feel of the west terrace. The East side comprises some original cottages with gardens in front (some unfortunately converted to hardstandings), and a number of rebuilds to afford entrances to No 18 and Waterden Court behind.

At present the terrace on the west side presents a pleasing, if simple, unity. It would be a pity if a new owner were to destroy this by altering any of the façade details, or deciding to paint the whole front. The same applies to the East side, though this is already quite a muddle of designs.

Art 4 Directions are now intended to cover façade details and painting, and hardstandings and enclosures (where appropriate), and will help to ensure the character of the street.



West side:


		1, out of sight behind garden of 3.
3-19		Houses on west side mostly retain original cottagery feel (3 -19). Most have 2nd floor dormers; 9 and 11 have arched doors, different from the rest;
13		13 has later added triangular pediment , all wrong
21-25		More recent construction

27		Also 27 at end of QP, (offices of D.C.Co UK)
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Any further alterations should be in keeping with original and governed by general homogeneity of this side of QP.

East side:

8-14		<p>Most houses on East side have been messed up, - partly to allow access to newly built 18 (behind 16), and Waterden Court, behind 6. 8, 10, 12 and 14 retain original cottagey features, but brick façades of 10, 12, and 14 have been painted white, dormers added to all three, and hard-standings (cobbled at 14, brick-tiled at 10) added; front garden remains at 12, surrounded by brick wall surmounted by white picket fence; front garden remains at 8, with brick wall and railings</p>
16		16 seems recent construction, (presumably to allow for access to 18, behind)

6		<p>Number 6 seems to have been completely re-built to allow access to Waterden Court, with inappropriate windows, door and tiled steps to front door. (Waterden Court , wrought iron gates; mews houses in court behind).</p>
4a		<p>Number 4A has ground floor in stucco greenish yellow, with completely wrong modern glass and metal sliding door</p>
2		<p>Number 2 has been modernised reasonably sympathetically, but the conservatory at the side, behind rather portentous white stone(?) balustrade, is quite out of keeping. Ground floor stucco white.</p>

Note: the heterogeneous facades of the east side are well established and not displeasing, but any development on this side of the street should also be in keeping with the original cottagey style of the street (eg no more modern doors, plate glass windows etc)

Soft spots/threats:

- 3-19 Architectural details of façades, possibility of rendering and painting
- 2-16 Architectural details of façades, possibility of rendering and painting
- front gardens at 4 & 12

Summary of Article 4 directions: Existing and Required

	Existing Art 4 directions	Original recommendations	Additions
Doors, windows, balconies and architectural details of façades	None	None	3 – 19 21 – 27? 2 - 16

Preventing rendering and painting of brickwork	None	None	3 – 19 2 - 8 (10 – 14 already painted)
Exterior painting:	None	None	None
Preventing use of front gardens for car parking (a) Hardstandings	None	None	4 & 12? (10 and 14 already have hardstandings)
(b) Enclosures	None	None	2, 4, 6, 8 & 12? (Existing enclosures not perfect)

Notes:

In general there is nothing objectionable about street furniture and lighting in QR, QP and QW except at the junction with Addison Avenue, where the street lights on the keep left reservations are extremely ugly and should be changed. In Q Walk, some residents have complained about dustbins being left on the pavement opposite the houses. Enforcement has been feeble or non-existent.

Royal Crescent

Norland Conservation Society for CAPS

Vision for the future 10 – 20 years in context of Local Development Framework

Summary

Development:

- Royal Crescent (RC) was built in 1840
- Achieved grade II* listing in 1969
- Only entire street / garden to have that listing
- Historically and architecturally W11's most important garden square
- RC not designed to cope with traffic either practically or functionally
- Two deaths and two serious injuries in the past 9 months, - one third of total average yearly number of traffic accident fatalities across the whole borough: one of its worst blackspots
- Heavy vehicle traffic could/will destroy all efforts for Conservation in RC and St AV, unless action taken
- Single glazing (due to listing) poor at reducing noise and particulate pollution
- Traffic reduces desirability and therefore value of properties, reducing scope for inward investment to preserve historical and architectural importance

Movement:

- Planning / traffic management in 1970's changed RC to 'main road' despite listing
- RC flanked by more suitable thoroughfares on East (Ladbroke Grove B450) and West (Wood Lane A219 and West Cross Route (A3220))
- Nothing done since CAPS report (including Freston Road enquiry) in 1980
- Traffic calming measures have done little to reduce traffic, even if they have marginally slowed its speed
- Congestion Charging has slightly reduced small vehicle traffic – but is to be rescinded
- Problems associated with traffic include:
 - Road Safety: RC is an accident black spot with an appalling road safety record (one third of average annual death toll in whole borough)
 - Vibration and reverberation: proven to damage buildings
 - Noise pollution: health risk due to disturbance exacerbated by single glazing
 - Air Pollution: particulate pollution (especially diesel) causes severe health and environmental damage; again exasperated by single glazing
 - Reduced privacy: mainly due to height of double-decker buses
 - Reduced desirability: reducing value of property
- Buses and HGVs are main culprits due to sheer size and scale of noise and air pollution
- Buses much worse than HGVs due to frequency and 24 hour presence

Buses:

- Two TfL bus routes run though RC: 295 (24 hour & double-decker) and 316
- Many private coaches use RC as a roundabout including the frequent *Oxford Tube*
- Massive excess capacity: 8 to 10 TfL buses per hour each capable of carrying 75 passengers – most carry 6 – 15 passengers, many are empty – frequency and capacity of buses should be optimised
- Excess capacity proof of low demand in area for bus transport due to poor routing or other transport options
- Area has huge rail transport capacity: underground (Holland Park, Latimer Road and Shepherds Bush) and overground (Shepherds Bush)
- The aim to increase North / South transport in borough, set out in the LDF conflicts with the aim to preserve the legacy of Listed Buildings and fine Conservation Areas
- Better route could run across North Kensington and through Hammersmith & Fulham giving direct access to the Westfield retail centre

Requirements:

1. Environmental Impact Assessment of bus routes and HGV traffic
2. Bus Capacity Assessment to determine if fewer and smaller buses would impact service
3. Revisit the CAPS document (including Freston Road enquiry) to investigate traffic re-routing

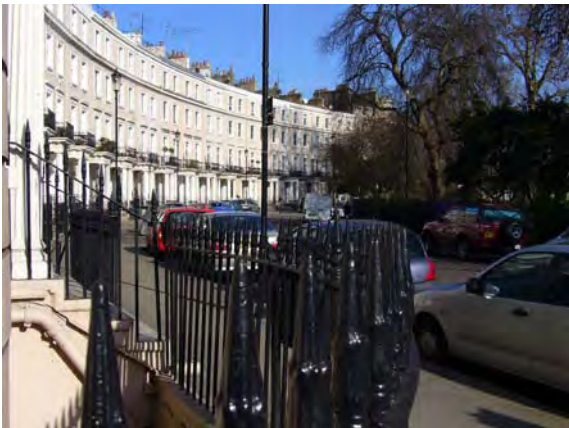
HISTORY AND DEVELOPMENT - Royal Crescent is Grade II* listed

Royal Crescent, originally intended to be named Norland Crescent, was laid out in the 1840s by Robert Cantwell as the jewel in the crown of the Norland Estate development. It is therefore today integral to the heritage environment and appeal of W11.

The principal undertaker on the Uxbridge road frontage, and indeed on the whole estate, was Charles Stewart, a wealthy barrister who had served as Member of Parliament for Penryn. Between 1840 and 1846 he took building leases from Richardson for some 150 houses on the estate, as well as for a number of coach-houses and stables. His principal ventures were in Royal Crescent (where he had 43 houses) and St. Ann's Villas (34), but he also involved himself in Holland Park Avenue, Queensdale Road, Norland Square and Norland Road, in the last of which the Stewart Arms public house (now rebuilt) still commemorates his name.

The Norland Estate is special not only for its graceful and distinctively varied architecture, but because these are streets of handsome buildings, each individually intended to give a sizable family everything it may want to thrive, yet placed in a context which builds communities. Here are quiet, tree-lined, human-scaled roads in which neighbours, old people, children, teenagers may meet and chat; here are houses which look towards a community hub and an enriching shared social space, whether it be a church or magnificent communal garden, and it's often both. For 150 years this area has provided not just a place of great beauty in West London but its layout and forms have also encouraged the happy interplay of people's lives. (Given the integral communal gardens, these human generations flourish alongside a background of generations of wildlife too: the resident woodpeckers, thrushes, hedgehogs, foxes and so on.) That is its neighbourhood.

Royal Crescent itself is an iconic sweeping statement of elegant stucco buildings, complete with circular turrets at the corners, in a style that manages intriguingly to graft early Victorian flair and ambition onto a well-proportioned foundation of Regency restraint, yet without the "grand[ness] of Nash's Park Crescent or the delicacy of detail of Basevi's Pelham Crescent".



Royal Crescent may be seen as part of the vogue for circuses and curved layouts in general, which had been current throughout much of the previous century and which gained favour subsequent to the Napoleonic Wars.



It consists of tall narrow stucco-faced four-storey houses with basements and attics, with two rooms to each floor. The porches are of the Roman Doric order, and are surmounted by cast-iron balustrades which link with those on the balconies at first-floor level. The ground-floor windows are widely proportioned, and the first- and second-floor windows have moulded architraves. There is a dentilled main cornice above the second floor, above which is a crowning storey with a smaller, less elaborate cornice and balustrade. The houses at each end of the two ranges in the crescent have circular pavilions, somewhat reminiscent of those at the corner of Adelaide Street and Strand, and of those in Victoria Square, Westminster. They are capped by balustrades behind which rise high circular attic lanterns crowned by modillioned cornices. The internal planning is in no way remarkable, being the standard London form, two rooms to a floor.

In the last 25 years or so, the fortunes of the crescent have steadily been rising – thanks in part to its Listed status achieved in 1969. In consultation with English Heritage and RBKC's Conservation Department, more buildings than ever before have had their tatty bed-sits removed and been returned to splendidly-renovated single-dwellings with their rooms once again back where they were designed to be. Efforts by the residents themselves have ensured that the buildings – whether flats or whole houses – are now better loved and maintained than at probably any time since the 1920s or earlier. There is still a way to go, (see photos of houses in Royal Crescent in appendix). But, for the first time in a very long time, the trend is positive, and just about every house is now painted again in the regulation Portland-stone coloured paint, so the continuity of the visual sweep of the crescent is back.

Thanks to sustained efforts by the Garden Committee in conjunction with RBKC, the communal garden here has never looked more cherished: real effort goes into its luscious planting schemes.

It finally has its smart 'Victorian' railings back; and it boasts a new gazebo to punctuate the original layout of beds and paths. After 150 years, the garden is probably only now finally approaching the mature, tree-filled, elegant, social oasis of which its original architect dreamt.

Thankfully, the crescent's listed status now means that English Heritage and the RBKC can ensure architectural damage is not done in the name of 'development', and that inward investment can instead be channelled into greater conservation.

In tough times, as not too distant post-WWII history has shown, the crescent's heritage is damaged, sometimes horribly: at that time, when the crescent could not sustain itself as an elegant street of single-family houses, the houses were viciously sliced up with no care at all for them as part of a unique, historic entity. This led to a decline that almost ended in the crescent's wholesale demolition and replacement.

THE TRAFFIC PROBLEM

The last 25 years' positive developments in the restoration and maintenance of Royal Crescent's buildings and gardens have unfortunately, increasingly been countered by its worsening problem with traffic and the associated problems of noise and particulate pollution.

It is architecturally the grandest of all of Notting Hill and Holland Park's garden squares, yet the crescent now suffers from two high-frequency north-south bus routes, acts as an important north-south route for HGV's and other traffic, and is used by the *Oxford Tube* as a turn-round roundabout.

Over the past 28 years traffic volumes have increased. The LDF states the aim of improving north-south public transport. If the environment of the Crescent is damaged further by increased traffic, not only will its sense of

community suffer, and ultimately disappear. The economic value of its houses and flats and the fabric of the buildings will suffer considerably across the board as a direct result. With the crescent's gardens cut off from its houses, the crescent will no longer attract families, and will be greatly altered. It's hard to say under these massive pressures what the crescent's future would be or whether it would have one at all.

Residents will always bear the greatest responsibility for up-keep and enhancement. But, sadly, history has shown that whether residents take care of the buildings or not depends largely on the general quality of living in the crescent. It then becomes increasingly difficult for outside organisations to resist the resulting general tide of increasing disrepair and derelictions in these maintenance-heavy buildings.¹

Talking to residents, it's clear that the volume of heavy traffic has made every flat and house in Royal Crescent (and St Ann's Villas), without exception, a less desirable and hence less valuable place to live. In addition to noise and dirt, the effect of the loss of privacy has made some ground-floor flats take up to six times longer to sell than comparable properties; when they do sell they achieve almost 20% less value. There is no doubt, that anyone here, having experienced the effect of one 24 hour bus route, and now putting up with two, who can move out, will.

A vital and essential element of Conservation policy in Royal Crescent and St Ann's Villas, a viable solution to this traffic problem has to be found urgently. Otherwise it will return to the bad old days of rented bed-sit squalor.

Original maps of the Norland Estate show that St Ann's Road, known as St Ann's Villas at its bisection with the crescent, was (like the Estate's other access roads) only ever designed to provide access to the Norland Estate itself.² As such, it did not extend much beyond what is now Queensdale Road. The crescent was therefore intended, and indeed did function, possibly for the best part of its first century, as a proper residential garden entity. It was deliberately protected from through-traffic (obviously considered damaging even at 1840's Victorian horse-drawn proportions) by the provision of Norland Road running in a curve along and behind its western half, connecting, at its west end, what is now Holland Park Avenue west of Royal Crescent, to Latimer Road further north, and providing the north-south access towards what is now North Kensington.

This situation was compromised by the regrettable twentieth-century planning/ traffic management decision to turn Latimer Road into the straighter 'St Ann's Road'. With the pedestrianisation of Norland Road and the closure of its access onto the new roundabout at the junction of Holland Park Avenue with Holland Road and the West Cross Route, traffic leading north was no longer led away from the residential crescent but right through its heart, so unleashing the predations of heavy through-traffic and its associated ills on the crescent's magnificent residential elegance, in an era when cars and ever-increasing levels of traffic everywhere were thought of positively as 'the future': Royal Crescent and St Ann's Villas became a main north-south route., designated as a "district main road" or "local distributor road".

The decision was made in spite of this area being well-served with far bigger, more suitable, north-south routes. In fact the St Ann's Road/ Royal Crescent route is literally sandwiched between them: parallel on its western side are both the substantial Wood Lane (A219) and the massive north-south artery of the West Cross Route (A3220); on its eastern is the other long, straight, wide through-route of Ladbroke Grove (B450).

The reason for this change seems to have been the desire to change Norland Road (with its comparatively more modest, utilitarian architecture) into a pedestrian zone.

Sacrificing W11's rarest Crescent, and a historic landmark, for this, seems, with today's perspective, and in the light of what has happened to Royal Crescent, to be a great indictment of Britain's past appreciation of its heritage, and its lack of understanding and appreciation of the urban design ingredients that actually encourage communities. Given this treatment, it was no wonder that the crescent took years to shake off its bed-sit squalor.

Royal Crescent is unique in North Kensington, as being listed Grade II* in entirety. It is also unique in the extent to which it suffers from Heavy traffic. Other Notting Hill streets and garden squares (only partially Listed, and therefore considered of lesser architectural or historical consequence than Royal Crescent), have escaped such ill-treatment.

¹ Cf. RBKC's UDP, Chapter 4, 4.5.12: "[t]he Council considers that the[...] preservation, protection and correct maintenance [of Listed buildings] is of great importance", and CD65: "[t]o resist the demolition of listed buildings in whole or in part, or the removal or modification of features of architectural importance (both internal and external)".

² See Portion of Map by J. Wyld, 1850; Portion of School Board Map, 1880-1884 [both following p. 180]; and Intended Layout (1841) for the Norland Estate; and Sale Plan of the Norland Estate (1848) and Daw's Map of Kensington 1852 [all three following p. 244] in Notting Hill in Bygone Days by Florence Gladstone and Ashley Barker (1969)

It is worth noting that this traffic problem was highlighted and covered at some length in the Norland CAPS of 1982, following the inspector's findings at the District Plan Public Enquiry of Hammersmith & Fulham in June 1980. The Inspector recommended a comprehensive re-examination of the proposal for a link road to the M41, to include a cost benefit analysis of the environmental and conservation aspects involved and the future status of the M41.

The recommended actions were not pursued.

The Inspector's summary highlighted that:

- *"The major traffic route link between Royal Crescent / St. Anns Villas and Holland Park Avenue creates some major problems. The solution to those problems requires striking a careful balance between cutting the conservation area off from its neighbouring areas and restricting unwanted through traffic"*
- *"There appears to be no disagreement that the Bramley Road, St. Ann's Road, Royal Crescent north/south route already carried a considerable volume of traffic and is, by normal standards, well above the environmental capacity of these roads."*
- *"The submitted evidence indicates that these conditions have an adverse effect on the residential amenities of adjoining housing; on the structural stability of buildings in Royal Crescent and on the free movement of pedestrians, particularly school children, living within the area."*
- *"the generation of additional traffic, particularly large vehicles, will exacerbate these existing unsatisfactory traffic conditions."*
- *"The objectors see the remedy to the problem being a link road to the M41, a proposal which has already been considered by the GLC as the responsible highway authority. The possibility of such a link does not appear to have been entirely discounted by that authority but a final decision on it is at present held in abeyance."*
- *"I am not satisfied from the evidence that the benefits of a link to the surrounding development have been considered in sufficient detail or that proper regard has been paid to the existing unsatisfactory traffic conditions. These are matters of fundamental significance the answer can only be provided by a cost benefit analysis which takes into account not only the traffic likely to be generated by the Plan proposals but, equally importantly, the existing volumes of traffic and the environmental and conservation benefits that removal of some of that traffic would achieve."*

Nothing has been done in the past 30 years to solve this problem. It has only got worse.

BUSES – ROUTE 295 (NOW 24HRS) AND THE 316 ROUTE

The crescent's inappropriate "main road" designation not only meant that then-current levels of traffic in Royal Crescent went unaddressed. More than that, it allowed the addition of further traffic of the heaviest, most detrimental sort, in the form of two bus routes.³ The decision to add buses should never have been made – the traffic through the crescent was already heavy enough before this to form stationary jams,⁴ but the buses came as an immense additional visual and auditory assault. They damaged the atmosphere and character of this garden crescent immeasurably and, by further dangerously contributing to the traffic that separates the buildings from their communal garden, also continue to risk the heart and sustainability of Royal Crescent as a community space. **Just recently a long-standing member of the Royal Crescent Garden Committee was killed by a vehicle while doing what the crescent was actually designed to encourage her to do freely and safely – cross the road between the garden and her house.**

Royal Crescent – an appropriate route for even the existing 295 bus?

The case for continuing the 24-hour existing 295 bus route through Royal Crescent appears slim.

The 24 hour stream of these double-deckers - one in each direction every 8 mins (peak) and every 12 mins (off peak) - contributes significantly to overall traffic volume, noise and pollution in the Crescent. This frequency, and the large size of the buses, turns a street not designed or safe for through-traffic at all into a dangerous place for other road users - especially those who live there, pedestrians and cyclists - as the crescent's dire accident statistics show.

Perhaps, if the 295 was performing a vital service here and there was absolutely no alternative, safer route, this situation might be viewed as regrettable but sadly unavoidable. Actually, from necessarily thorough, (though anecdotal) round-the-clock observations, the 295's double-deckers each with a capacity for 75 people frequently go

³ This is the "incremental change" to transport provision in an historic place that English Heritage notes as being of concern, English Heritage's [Transport and the Historic Environment](#), Point 6.

⁴ "Queues of traffic affect quality of life; they detract from historic areas and buildings, communities are severed [...]", *ibid*, Point 5.

through the crescent as a group of three with, at a generous estimate, 6-15 passengers between them. The great majority pass almost completely empty. Perhaps for only twenty minutes per week (Friday evening rush-hour) are they even anything approaching full as they pass through the Crescent. Even when a busy bus does appear it is invariably immediately followed by two completely empty ones.

Likewise, few passengers use the bus-stops on St Ann's Villas. So the need for a bus route here has to be questioned, especially when there are alternative, less sensitive, and doubtless safer routes nearby, like Wood Lane, where the 295's capacity might be better used. It has also to be questioned why 295 buses were quickly increased to double-decker. The fact that its buses are so empty calls for a thorough Origin and Destination survey of users throughout the 24 hours, throughout the week, at different times of the year.

The need for a service that has such detrimental effects on a Grade II* Crescent has to be justified. It has to be proven that the objective of increasing public transport availability for poorly-served areas of London is best served by passing through the fragile heritage environment of Royal Crescent, by-passing an area of downright poor availability (at least according to PTAL assessments) to the north-west of the crescent, in North Kensington. An alternative route could follow the existing routes 7 and 70, leading through North Kensington to Wood Lane, and also give direct access to the new Westfield retail centre. As well as giving more public transport to people currently assessed as actually lacking it, such a route would have the additional advantage of being more direct, quicker and using an existing main road which is actually designed to handle bus traffic.

Royal Crescent – suitable for a second bus route?

But the case for a second bus route here (the extended 316), in addition to the 295, is even slimmer.

We understand the Westfield retail development is forecast to create a large demand for public transport, but huge amounts of extra rail and underground capacity have already been created, including the vast new Wood Lane underground station, designed to accommodate passenger congestion of "football crowd" proportions.

Latimer Road and Holland Park tube stations are both close to Royal Crescent and already provide direct access to Shepherd's Bush this distance takes only about 10 minutes on foot. Even if there is the need (which is debatable) for extra bus capacity here on top of the 295, ways and means of providing it and at the same time, protecting unique heritage like Royal Crescent, have to be found. The case for the new 316 route was never made clear. The fact that its buses are so empty calls for a thorough Origin and Destination survey of users throughout the 24 hours, throughout the week, at different times of the year.

Traffic Pollution in Royal Crescent

While it is desirable to reduce all road traffic generally, in tight residential streets like Royal Crescent where the houses (with necessarily single-glazed windows) abut the road directly, and especially as here where walking beside the road and/ or crossing it is integral to the intended design and use of this residential environment, modern low-emissions car traffic is quieter, less polluting, and easier to negotiate as a pedestrian and hence FAR less damaging to the lives, health and well-being of residents than buses.

If RBKC are really serious about 'green' issues, and residents' health and welfare, they must take this on board and act accordingly, and NOT view surface diesel transport expansions as a panacea for global warming etc when its misguided introduction may add to, not lessen, environment and health damage.⁵ Government health advice specifically advises against the long-term exposure to diesel fumes (short-term exposure causing respiratory, eye and other problems, but long-term exposure "may increase the risk of lung cancer" [- other sources also show long-term exposure has a marked detrimental effect on the functioning of human blood vessels and is therefore associated with strokes, heart attacks and increased mortality⁶]) as opposed to safer petrol emissions, and suggests that "the presence of soot on [...] walls or on other surfaces [...] is a useful indicator that diesel fumes are not being adequately controlled"⁷ – one basement area in Royal Crescent was found in places to have a deposit of particulate matter up to 10mm thick; deposits on the exteriors of the buildings are obvious everywhere along the street, but a significant proportion of these deposits come inside too - the walls inside Royal Crescent's homes around ventilation grills show black streaks; thick black dust, quite unlike normal household dust, also forms on curtains and windowsills.

⁵ Cf. UDP, Chapter 7, 7.1.3.

⁶ e.g. Håkan Törnqvist, Department of Public Health and Clinical Medicine, Lung Medicine, Umeå University, "Respiratory and Cardiovascular Responses to Diesel Exhaust Exposure".

⁷ Health & Safety Executive, "Diesel Engine Exhaust Emissions".

If such poisonous particulate matter comes inside, we are breathing it in, absorbing it, eating it – along with the additional environmental toxins to which it is known to cling. Such a situation exposes residents in older buildings with leaky original doors and windows to more health-threatening consequences than residents of new and especially purpose-designed buildings. But again the situation, as with the effects of noise pollution, is still worse for residents of listed buildings than any other type – they are not only exposed to a greater amount of such pollution, but also barred from implementing the corresponding health-protective measures (like modern, better sealing doors and windows). Again we think that all parties across the UK considering especially the expansion of pollution-creating transport or other schemes in such areas should view this as a potential (but completely avoidable) area of legal liability. It's yet another reason to question the suitability of streets like Royal Crescent to be carrying any bus route, never mind two. Particulate filters on buses and other diesel vehicles offer one mitigation of their polluting emissions, but these are not a total cure (they do not remove all DPM and likely not the tiniest and therefore most deadly particles).

Can the LDF Strategic Objectives be achieved in Royal Crescent and St Ann's Villas?

The Core Strategy places great emphasis on improving north-south transport links:

Strategic Objective Three: Better travel choices is to be achieved by, amongst other things, improving bus services linking the north and south of the Borough (para 3.4.11)

Equally, it emphasises the importance of protecting the high quality historic environment, and specifically Listed Buildings and Conservation Areas, in order to “pass on the legacy”:

Strategic Objective Five: Renewing the Legacy (para 3.3.13 and CO 1.5) is assumed to have been achieved in para 3.4.14:

“we will have renewed the legacy:

- the quality of our built heritage will continue to be central to the image of the Borough
- property owners will be accustomed to undertaking restoration and enhancement works as part of development proposals”

and in para 3.4.18:

“we will have renewed the legacy

- our historic townscapes will have been cherished and will appear much as they do today
- our listed buildings will have been preserved.”

It does not say how.

The Strategic Objectives set out in the LDF Section 3.3, and the results of the Vision set out in Section 3.4, contain a potential conflict which is not addressed, let alone resolved.

The Core Strategy nowhere indicates how the objectives of improving north-south transport links, and at the same time, protecting and enhancing Conservation Areas and Listed Buildings can be achieved in the case of Royal Crescent and St Ann's Villas. Given the small number of possible north-south routes, and the main focus of the Core Strategy on regeneration of North Kensington, there seems every possibility that the importance of protecting and enhancing the high-quality historic environment in RC and St AV will go by default – as it has since the last CAPS was published in 1982.

Clearly a key part of the CAPS Vision for Norland, and specifically for Royal Crescent and St Ann's Villas, will be to reduce the volume of this traffic to “liveable” proportions, so that these Grade II* and Grade II buildings remain desirable places to live in, preserve and enhance. (One of the results aimed for under Renewing the Legacy is that “property owners will be accustomed to undertaking restoration and enhancement works as part of development proposals”. This will not happen if people no longer want to live there.)

In summary, in Royal Crescent and St Ann's Villas, it is difficult to see how the legacy objective can be achieved / delivered at the same time as improving north-south public transport (unless some way is found to reduce the volumes using these roads. The HGV/buses problem is already unbearable. **In relation to Royal Crescent and St Ann's Villas, the Legacy will not be renewed if the Buses/HGV problem is not addressed and resolved. How the conflict is to be resolved, and both objectives achieved, is not addressed in the Core Strategy document.** The Core Strategy therefore fails the 'effectiveness' soundness test, and needs to be revised to resolve this problem.

CONCLUSION

We would like to let you know that we represent a large and growing number of very concerned residents, who would all appreciate a careful, rigorous approach from you, RBKC, to the various traffic-related points we raised above in opposition to the current bus routes and HGV traffic.

Royal Crescent residents are not only aware that their street is a major accident black spot, accounting for one third of the total average yearly road deaths in Kensington & Chelsea (at a time when RBKC is not meeting its road casualty reduction targets), but many also knew and loved the two people recently killed as a result of the crescent's existing heavy traffic. Many likewise have small children and are understandably upset about the danger the crescent road poses which is further exasperated with the implementation of the new 316 route.

It's clear from our experience of the crescent and that of many long-standing residents, that there is a fundamental contradiction in the crescent's function and that *this* is causing the traffic danger to its residents and other pedestrians. Since RBKC re-routed through-traffic right down the centre of the crescent in (we believe) the 1970s, it has designated Royal Crescent's road expediently as a main road – a stance which now results in the proposal to have it carry not one but two bus routes, the Oxford Tube in addition to the already heavy traffic, much of it HGV. RBKC forgets that Royal Crescent is a garden square, consisting of houses, access road and communal gardens, all together in a residential entity. While RBKC is turning that access road into a major surface transport artery, owing to the layout and design of their garden square, Royal Crescent's residents must continue to cross and re-cross that access road often many times daily in order to reach their communal gardens, and from there return to their homes. This creates the extreme traffic danger now existing.

Royal Crescent is architecturally and historically the most important of all W11's garden squares, as is shown by it being the only entire street/ garden square to carry a Grade II* Listing, yet it is the only garden square afforded the appalling treatment whereby its communal gardens are completely surrounded on all sides by heavy through-traffic, now increased substantially yet again with the new bus route. This results in those gardens being cut off from the crescent's homes and having a not dissimilar noise, and no doubt pollution, profile to the Shepherd's Bush/ Holland Park Roundabout.

As a result, we feel that you need to take drastic steps now to reduce the death toll on Royal Crescent's roads. We hope you will agree that given the scale of the problem, and the fact that this road already looks like a catalogue for different traffic calming devices, a minor additional bit of traffic calming – say a different type of hump – is NOT going to be an adequate solution. If people are dying here when the road is already narrowed in parts, has bollards, has humps, has raised squares and entire raised sections, we hope you will agree that the problem is the very existence of heavy through-traffic on a road not designed to take it, but designed instead for a great deal of pedestrian use, and take urgent steps to look into how you now remove this traffic. It may have been a long time ago but the council decision in the 1970s to make the crescent into a through-route was never a correct one and is now directly leading to loss of life, as every resident here knows. It must be overturned.

We would ask you therefore immediately to commission traffic flow modelling to determine the best way of removing through-traffic from Royal Crescent entirely. This could be done in a number of ways not least by revisiting the FRESTON INQUIRY, and you may well be able to suggest a number more. This will simply reinstate to Royal Crescent the treatment every other W11 garden square takes for granted, and allow it to function properly once more as a garden square - without its residents risking being killed crossing to and from their garden.

Please also be aware that due to the implementation of a second bus route (316), given Royal Crescent's existing and substantial problems with noise and pollution – both of which are associated with severe health consequences – you need as a matter of priority to be undertaking an Environmental Impact Assessment. We would again also draw your attention to these buildings Grade II* Listed status which precludes residents implementing measures to protect their health from these effects: a serious situation and one of potential local authority liability.

We welcome your constructive and considered suggestions as to how to turn around the dire traffic situation at Royal Crescent, and ensure by blocking it to through-traffic, that the lives of its residents are henceforth protected, and we look forward very much to working with you to achieve this.

Edited from Movement summary:

Original maps of the Norland Estate show that St Ann's Road, known as St Ann's Villas at its bisection with the crescent, was (like the Estate's other access roads) only ever designed to provide access to the Norland Estate



itself.⁸ As such, it did not extend much beyond what is now Queensdale Road, and the crescent therefore was intended and indeed did function possibly for the best part of its first century as a proper residential garden entity, deliberately protected from through-traffic (obviously considered damaging even at 1840's Victorian horse-drawn proportions) by the provision of Norland Road running in a curve along and behind its western half and connecting the main road (now Holland Park Avenue at the junction with the Shepherd's Bush Roundabout) with Latimer Road further north - the north-south access towards what is now North Kensington.

This *status quo* was compromised by the regrettable twentieth-century planning/ traffic management decision that turned Latimer Road into the straighter 'St Ann's Road', no longer

leading traffic away from the residential crescent but right through its heart, so unleashing the predations of heavy through-traffic and its associated ills on the crescent's magnificent residential elegance.

This traffic management switch led to Royal Crescent providing another convenient north-south access, in an era when cars and ever increasing levels of traffic everywhere were thought of positively as 'the future'. As such, in spite of its heritage status and the fact that it is a residential entity (with an integral shared garden) with a narrow road and junctions unsuitable for heavy traffic, the crescent has been designated as a "district main road" or "local distributor road".

The crescent's inappropriate "main road" designation not only enabled the then current levels of traffic on the crescent to go unaddressed but, more than that, even allowed the addition of further traffic of the heaviest, most detrimental sort, in the form of a bus route. The decision to add buses should never have been made – the traffic through the crescent was already heavy enough before this to form stationary jams, but the buses came as an immense additional visual and auditory assault. They damaged the atmosphere and character of this garden crescent immeasurably and, by further dangerously contributing to the traffic that separates the buildings from their communal garden, also continue to risk the heart and sustainability of Royal Crescent as a community space. **Just recently a long-standing member of our Garden Committee was killed by a vehicle while doing what the crescent was actually designed to encourage her to do freely and safely – cross the road between the garden and her house.**

⁸ See Portion of Map by J. Wyld, 1850; Portion of School Board Map, 1880-1884 [both following p. 180]; and Intended Layout (1841) for the Norland Estate; and Sale Plan of the Norland Estate (1848) and Daw's Map of Kensington 1852 [all three following p. 244] in Notting Hill in Bygone Days by Florence Gladstone and Ashley Barker (1969)

St. Ann's Villas

Norland Conservation Society for CAPS and Art 4 directions
By Rosemary Bauccio and Nonie Wolff (updated to 9/2/2010)

St. Ann's Villas show the most pronounced individuality of architecture of the original development of the Norland Estate: being in the Gothic style, they are entirely in contrast with neighbouring streets.



Numbers 11-33 (west side) and 12-34 (east side), north of the junction with Queensdale Road were built between 1846 and 1859, in an experimental semi-detached Tudor-Gothic style.





The dark and ornamentally treated brickwork, with its diaper patterns of contrasting colours and emphasised gable features, the roofscape, and the ornamental chimneys, (even the garden walls), are all entirely at variance with their surroundings, - and apparently with consumer demand of the day, since they were slow to sell and represent only a part of the number originally projected. Their plan form is more complex than most others on the Estate, as befits their Gothic ancestry. The Gothic-style houses (11-34) are Listed Grade II.

Discordant notes are struck by a wide variety of walls and railings round the listed buildings. When the opportunity arises, steps should be taken to encourage reinstatement of the original walls.

No. 19, when refurbishing about 10 years ago, reproduced the original street wall - and this is probably the best example of what an improvement it made

- No 15 is currently wrapped in builder's mesh - we have yet to see what will be revealed when removed
- Nos. 33 and 34 have both repointed the exterior walls which has added substantially to their aesthetic appeal.

1-9 West and 2-10 East



Numbers 1-9 on the west side and 2-10 on the east were built by 1843, as an extension of Royal Crescent. Tenants for these houses proved hard to find, and they were not occupied until 1848.

Nos 1-9 and 2-10 are currently not listed. They form an elegant group that visually links the listed Grade II* buildings of Royal Crescent to the listed Grade II buildings of St Ann's Villas.

They are covered by Art. 4 Direction with regard to

- doors and windows, balconies and architectural details of façades
- but **not** paint colour (though this seems to be adhered to).

There is also a split between multi-occupancy and single family homes. Again for the most part the single dwellings appear to be slightly better maintained.

In the past, Nos 1 - 10 have not lent themselves to wildly unsuitable replacement windows which might be perceived as a threat. Covered by Art 4, therefore no real threat to window styles as long as protective measures are maintained.

For many years between three and nine estate agent's boards have been permanently displayed on these buildings. Section 7 control of this activity cannot come soon enough.

For the most part, single family homes display a better level of upkeep and conservation than some of the multi-occupancy houses - though not in every case

Problems in St Ann's Villas and Royal Crescent:

- St Ann's Villas is the only street in our Conservation Area to have ugly modern sodium street lights. Light pollution is a real issue.
- There is a very ugly modern telephone kiosk in Royal Crescent (and another in Norland Square)
- Buses are a real problem. Two 24 hour a day routes constantly trundle through these streets of listed buildings causing noise, vibration and considerable air pollution. Mostly they are empty! Royal Crescent is never without a bus.
- In St Ann's Villas and Royal Crescent, there are old and faded notices to Look Out, and warnings about times bins are to be put out strapped onto posts. This is visual clutter and should be removed. What role does the Council play in maintaining a good standard of necessary signage in conservation areas?
- The trees in St Ann's Villas now have grown very bushy from the base because of how they have been pruned and it is difficult to walk past them on the pavement. This problem was addressed during August and these bushy bases were removed.
- Remains of a disused zebra crossing should be removed.

ST ANN'S ROAD

2-14 East and 16-28 East



These buildings are currently not included in the Norland Conservation Area, but should be as they are the same stock as the houses in Darnley Terrace. They are not listed, and not subject to any Art 4's, but should be in relation to Architectural features, preventing rendering or painting of brickwork, and enclosures (with a view to preserving existing railings).

Summary of Article 4 directions: Existing and Required

	Existing Art 4 directions	Original recommendations	Additions
Doors, windows, balconies and architectural details of façades	St Ann's Villas 1-9, 2-10 4.2√ (Norland ART4/com.report 22.03.00)	St Ann's Villas 11 – 34 – or is this covered by listing?	St Ann's Road, 2-14, and 18-28
Preventing rendering and painting of brickwork	None	St Ann's Villas 11 – 34 – or is this covered by listing?	St Ann's Road, 2-14, and 18-28
Preventing use of front gardens for car parking (a) Hardstandings	None	None	St Ann's Villas 11 – 34 – or is this covered by listing?
(b) Enclosures	None	None	St Ann's Villas 11 – 34 – or is this covered by listing?
Exterior painting (B. where existing unity of colour should be supported)	None	St Ann's Villas 1-9 and 2-10: de facto, but should be covered by Art 4	

St James's Gardens and Darnley Terrace

Norland Conservation Society for CAPS and Art 4 directions

By Clive Wilson (updated to 9/2/2010)

Historical and architectural notes culled from the Survey of London

With St James's Church as the focal point of Addison Avenue, St James's Gardens forms the heart of the Norland Conservation Area.

A tablet inset in the front wall of 1-2 records that 'The first stone of this Square was laid 1st November 1847'.

1-
24



Nos 1-24 and 42-54 present a stylistic unity, which was evidently the original intention for the whole square. These houses are all listed Grade II. Between 1847 and 1852 five ranges, containing a total of thirty-seven three-storey houses, were built in the square.

These followed a coherent architectural scheme, the essence of which is the arrangement of the houses in linked pairs, the link taking the form of recessed bays of one or two storeys containing the entrances. The ground and basement storeys are faced with stucco, and the upper storeys are of stock brick. The first-floor windows have stucco architraves and cornices; there are crowning modillioned cornices surmounting each pair of houses. The doorways and ground-floor windows have semi-circular heads, with moulded archivolt. The frontages are, on average, some eight feet wider than those in the more conventional terraces formed in Norland Square or Royal Crescent. The planning of the interiors is consequently more spacious, and marks a departure from that of the average terrace house of the period. The rooms are well-lit and pleasantly proportioned, sometimes as many as four being provided on one floor. Excavations for the basements are only about five feet in depth.



Building began on the south side, where the erection of the present Nos. 1-8 St. James's Gardens was notified to the district surveyor in September 1847. The next houses to be notified were Nos. 9-13, at the western end, in March 1848, and then Nos. 14-24 (consec.), on the north side, in November of the following year. In December 1850 came the notification of Nos. 47-54 on the south side, and in February 1851 the eastern range, Nos. 42-46 (consec). At this point, with one terrace of the six projected still not commenced, development on the original lines ceased, and building on the still vacant land at the east end of the north side was not resumed until the mid 1860's.

Almost all of the thirty-seven houses were occupied within two or three years of the commencement of building (not a very long period compared with other parts of the Norland estate), and inability to build the sixth and last terrace in the square may well have been caused by the financial difficulties of the entrepreneur, Charles Richardson.

To meet his mounting financial difficulties, Richardson was obliged to sell the freehold of some twelve acres at the north end of the estate in 1844. This area lay to the north of the future St. James's Square (now Gardens), and was already leased as a brickfield. The tenant brickmaker, William Naylor Morrison, now purchased the freehold.

In the same year Richardson presented the site for the church. Charles Richardson retained possession of the freehold of the rest of the square until October 1852, when he was obliged by his mortgagees to sell all thirty-seven houses together with the remaining vacant land on the north side and the sites of the future Nos. 55 and 56 on the south side.

Morrison had been Richardson's tenant for the twelve northern acres, which (as previously mentioned) he had used as a brickfield, and when, as the freeholder, he started to build, the unalluring conditions created by his previous brick-making operations probably compelled him to cater for a socially less ambitious clientele than that provided for by Richardson on the southern portion of the estate.

The plan for the northern extremity of the estate, (which Richardson sold to the brick-maker Morrison), submitted to the Commissioners of Sewers in December 1843 for the drainage of St. James's Square, shows that three streets were then intended to lead out of the north side of the square to the vacant land beyond. One was to be in the centre of the square, and the other two at the two north corners. Plans drawn up in c. 1847, evidently provided for the retention of the centre opening,




which was to be flanked on either side by a range of eleven houses. But the projected eastern range was (as we have already seen) not built, and when building on the north side of the square was resumed in 1864 under different auspices, the site of the central opening was built upon, despite a local resident's complaint that a right of way existed there.

In fact, purchasers were categorically prohibited from making any roads to or from any of the adjoining lands without the written prior consent of Charles Richardson, who had evidently inserted a covenant to this effect into the original sale to Morrison; in particular they were not to permit any gate or way or opening on the east side, leading into that notorious place of ill fame called 'Notting Dale or the Potteries'.

Morrison and his associates lined the long straight streets, now to be formed, with as many small terrace houses as they could cram in, and the range of houses on the north side of St. James's Gardens (and Darnley Terrace) provides to this day a social as well as a physical barrier between the two portions of the original estate.

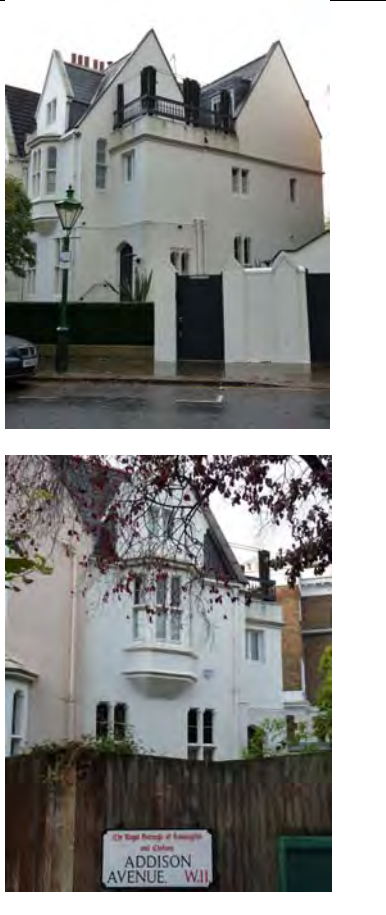

There was therefore no access from the main part of the Norland estate to Morrison's land except at the east and west extremities, by way of Princes (now Princedale) Road and St. Ann's Road.

In fact, **this north-eastern section of the square comprises three sections:**

<p>30-36:</p>		<ul style="list-style-type: none"> • Three storeys, plus basement and dormers – many of them now in single occupation; • Rusticated, painted stucco at basement and ground floors, London stocks at first and second. Angular bay windows to basement, ground and first floors, all stuccoed and painted. Steep steps up to the raised ground floor. Stuccoed and painted architraves to second-floor windows. A continuous cornice above the ground floor, with a continuous low cast-iron railing, forming a mini-balcony across the width of the house. At roof level, a pronounced cornice with double dentil mouldings.
<p>25-29</p>		<p>Four storeys, plus basement – the overall effect being higher than 30-36, and mostly still divided into flats.</p> <p>25-29 Rusticated, painted stucco at basement and ground floors, London stocks at first and second. Angular bay windows to basement, ground and first floors, all stuccoed and painted. Steep steps up to the raised ground floor. Stuccoed and painted architraves to second and third-floor windows. A continuous cornice above the ground floor, with a continuous low cast-iron railing, forming a mini-balcony, across the width of the house. At roof level, a flat, plain stucco cornice.</p>
<p>36-41</p>		<p>37-41 As 25-29, but the cornice at roof level much deeper, with a thin string course, supported by a small dentil moulding, this in turn supported by an egg-and-dart moulding.</p>


Development of this section proved slow. The site was still remote and isolated, close only to the stink and disease of the Potteries.

None of these are covered by an Art 4 direction. They should have 4.2 to prevent alterations to doors and windows, balconies and architectural details of façades, and to prevent rendering and painting of brickwork. Enclosures should be controlled by Art 4.1 directions.

<p>St James's Lodge</p>		<p>Stands at the west corner of Addison Avenue with St James's Gardens, "twinning" with 57 Addison Avenue, set at an angle across the corner, - a pair of Tudor-Gothic style, stone-faced and painted houses, Listed Grade II.</p>
<p>55 & 56</p>		<p>On the eastern corner, for reasons which are unclear, the original scheme left a gap, which has been filled by Nos 55 and 56, an extremely ugly and over-bearing high block in dark London stocks, with minimal elevational interest (three storeys plus basement at 55 and 56, and an attic floor with dormers extending across most of the width at 55).</p>

Darnley Terrace

At the western end, on the north side of the square, Darnley Terrace leads into St Ann's Road.

<p>Nos 1-6</p>		<p>A well-presented terrace of smaller houses, all listed Grade II, (with three storeys, plus basement, and an attic with dormers at Nos 1 and 2). The elevations are London stocks throughout. All the windows and doors have fine moulded stucco architraves, and cornices at ground and first floors. The attic dormers at Nos 1 and 2 are not distinguished and do not match. Original railings throughout.</p>
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