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# South Kensington Around Station Development Addendum to the Heritage Statement

Prepared by Alan Baxter



# South Kensington Underground Station Around Station Development Amendment Addendum December 2020



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# Executive Summary

This document forms an addendum to the Heritage Statement written by Alan Baxter on behalf of Native Land (Kensington) Ltd, TTL South Kensington Properties Ltd and London Underground Ltd (generally referred to in this report as Transport for London (TfL)) to support a scheme for mixed-use development around the cutting of the Grade II listed, South Kensington Underground Station. The scheme has been designed by the architects Rogers Stirk Harbour + Partners, supported by Weston Williamson Architects and the conservation architects Julian Harrap Architects. This report complements the earlier Heritage Statement submitted in support of the planning application and listed building consent for redevelopment around the station and its cutting (LPA refs: PP/20/03216 and LB/20/03217).

This addendum considers the heritage impacts of minor amendments to the design of the scheme that have been made during the consideration of the applications. These follow consultation with officers and members of the Royal Borough of Kensington and Chelsea, public consultation and discussion with Historic England.

The amendments relate to the exterior facades of the proposed Bullnose Building; the proposed residential terraces of Pelham Street and the proposed residential terrace on Thurloe Square (Bridge) as well as alterations to the proposed mansard storey of the building Nos. 20–34 Thurloe Street. The latter building is unlisted but identified as a positive contributor to the Thurloe and Smith's Charity Conservation Area, within which the application site is located. The amendments also include changes to the footprint of the central block of the proposed terrace on Pelham Street.

The amendments represent minor improvements to the design of each element, specifically intended to better relate their appearance and massing to the historic townscape of the conservation area and better relate to the appearance and form of adjacent listed buildings. As such, the amendments are all considered to be improvements relative to the submitted scheme and are all deemed to be beneficial to the setting of nearby listed buildings and to the character and appearance of the conservation area.

# 1.0 Introduction

## 1.1 Purpose of this report

This report has been produced by Alan Baxter to support an amendment to the current planning application and listed building consent for redevelopment around the South Kensington Underground station and its cutting (LPA refs: PP/20/03216 and LB/20/03217). The submitted designs have been amended by Rogers Stirk Harbour + Partners in response to consultation with local people as well as advice from councillors and officers of the Royal Borough of Kensington & Chelsea (RBKC) and comments offered by Historic England during the course of the application.

This report forms an addendum to Alan Baxter's *South Kensington Underground Station – Around Station Development Heritage Statement* (May 2020) ('the Heritage Statement') submitted with the original planning application and listed building consent. This report focuses solely on the amendments and their effects on the identified significance of any affected buildings and the Thurloe and Smith's Charity Conservation Area, where relevant. For a full consideration of the history of the site and its surroundings, please see the earlier Heritage Statement submitted with the applications.

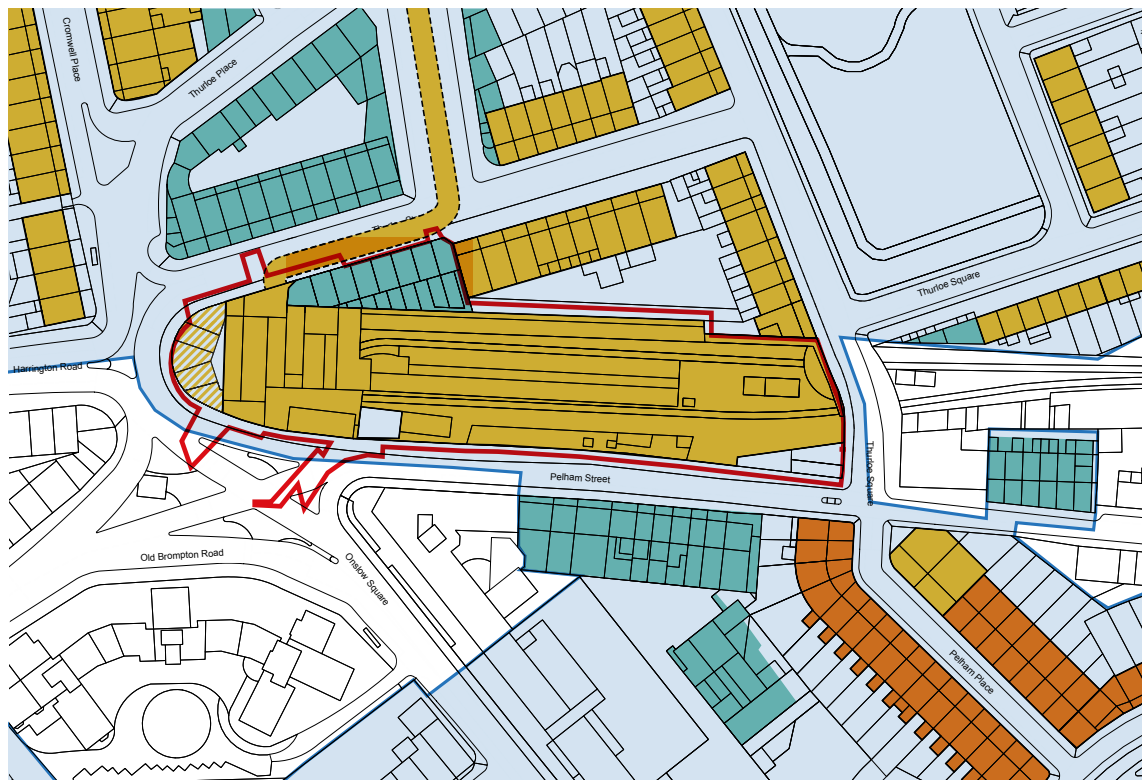
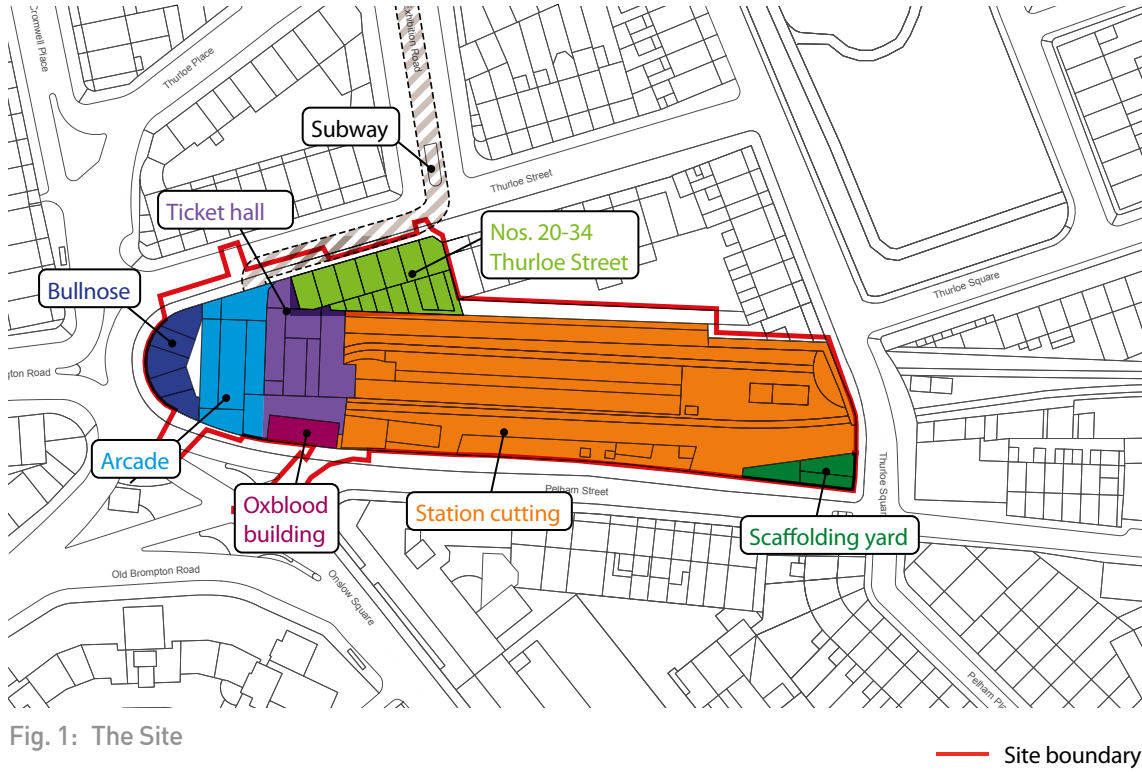
## 1.2 Site and designations

South Kensington Underground Station is located within the Royal Borough of Kensington and Chelsea (RBKC). The station building spans a railway cutting between Thurloe Street to the north and Pelham Street to the south, just to the east of a major multi-way junction where Cromwell Road meets Old Brompton Road and several smaller streets see Fig. 1 on page 3. The station is located within the Thurloe Estate and Smith's Charity Conservation Area.

The station building comprises several different elements of varying dates. It is accessed via an Edwardian shopping arcade at street level which opens onto Thurloe Street to the north and Pelham Street to the south and has a pair of staircases leading down to an intermediate level ticket hall. The Victorian sub-surface platforms are accessed via further stairs from this ticket hall as are the escalators to the deep-level platforms of the Piccadilly Line. A separately listed Victorian subway to the museums north of the station is also accessed via stairs from the ticket hall. The arcade and ticket hall were designed as a single building by the architect George Sherrin in 1907, replacing an earlier station built in 1868. Immediately adjacent to the Pelham Street entrance is a separate part of the station dating from 1906, finished in the distinctive oxblood red, terracotta cladding typical of the Underground stations of architect Leslie Green. This building now houses back-of-house station accommodation, services and air vents for the Piccadilly Line. The entire station, including the arcade, Leslie Green's building and the sub-surface structures within the station cutting, is listed at Grade II.

Immediately to the west of the station building is a semi-circular range of single-storey shops fronting Cromwell Place known as the 'Bullnose'. These shops were built in the decade between 1906–16 and, whilst not part of the listed station, RBKC have determined that the shops are curtilage listed by virtue of the fact that they physically attach to the western wall of the arcade and have a long association with the station.

The Site includes Nos. 20-34 Thurloe Street, an unlisted, wedge-shaped building adjacent to the Thurloe Street entrance to the arcade. This is a four-storey, yellow stock brick building dating from 1881. It includes shop units at ground and basement levels with flats above. At the western, or 'thinner' end of the building, next to the station, the commercial units extend up into the first floor of the building.



### 1.3 Additional designations

In addition to the historic designations covering the site, and the area immediately surrounding the station includes the following statutorily listed buildings:

- South Kensington Subway – Grade II listed.
- Nos. 2 –18 Thurloe Street – Grade II listed.
- Nos.15 –18 Cromwell Place – Grade II listed.
- All houses on Thurloe Square – All Grade II listed (excepting the unlisted No:5 Thurloe Square, a.k.a. 'The Thin House')
- Nos. 16 –18 Pelham Place – Grade II listed.
- Nos. 1 –29 & Nos. 2 –14 Pelham Place – Grade II\* listed.

To the north of South Kensington Station is the intellectual and cultural quarter, informally known as 'Albertopolis'. This area supports a high concentration of internationally important cultural institutions and Grade I listed buildings such as the Natural History Museum, the Victoria & Albert Museum and the Royal Albert Hall to name but a few. South Kensington Underground Station is the primary station serving this unique complex of institutions, linked directly to many of them via the listed subway.

Those non-designated heritage assets close to the site, identified as making a positive contribution to the conservation area are shown in Fig. 2.

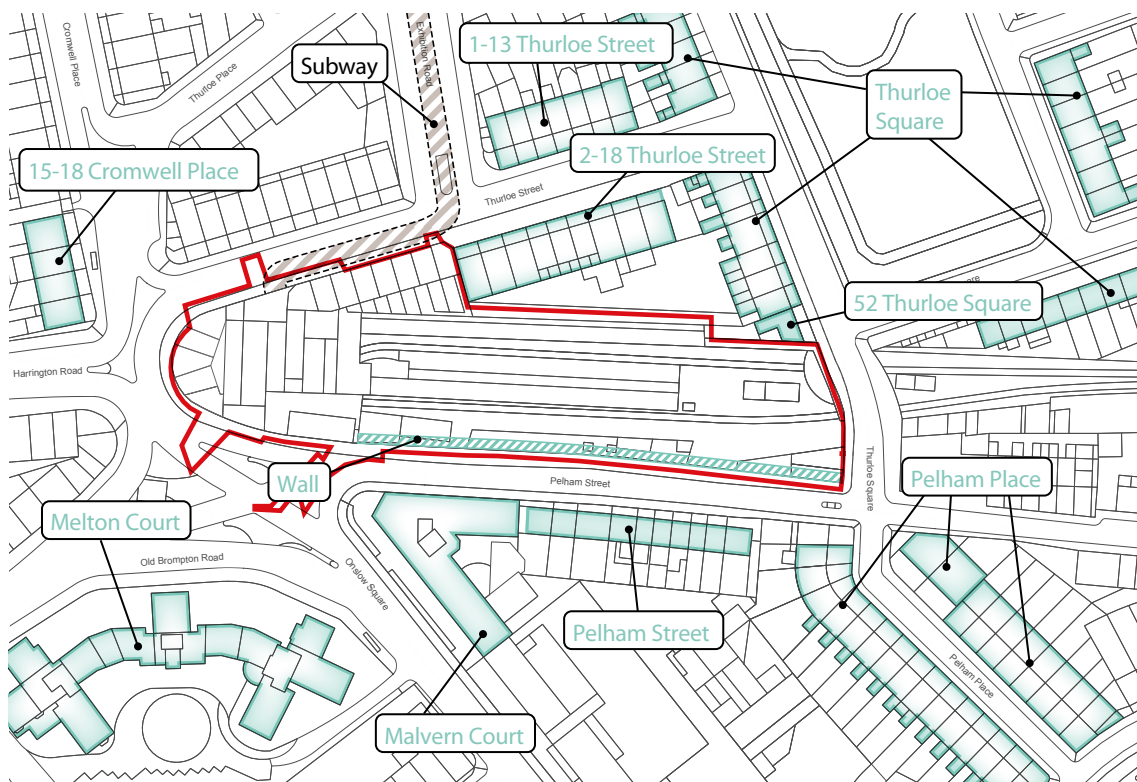


Fig. 3: Surrounding historic buildings

— Site boundary

## 2.0 Summary history of South Kensington

### 2.1 Introduction

This section serves to summarise the important dates in the development of the Site and the buildings in its immediate vicinity. For a comprehensive history of the development of South Kensington, including its Underground Station, please see the Heritage Statement.

The Thurloe and Smith's Charity Conservation Area, centred around South Kensington Underground Station, has a distinctive character of fine Regency terraces set around carefully laid out squares and gardens, interspersed with bustling centres of activity. The street pattern directly reflects South Kensington's primary phases of development:

- A framework of winding, medieval routes providing today's major thoroughfares
- The planned geometries of nineteenth-century squares, crescents and polite street frontages filling the spaces between the older routes.
- Linear roads and rail that broke through the earlier street patterns in the late nineteenth century.

### 2.2 Early South Kensington

The open fields and market gardens of South Kensington were extensively developed in the early to mid-nineteenth century. Land-owners developed their estates with housing, built by speculative developers to designs by an estate architect. One significant landowner was the Thurloe and Smith's Charity Estate which owned much of the land around today's South Kensington Underground Station. The Estate Architect was a man named George Basevi, who also acted as the Estate Architect for the neighbouring Alexander Estate. He, and the builder John Bonin, were together responsible for the design of many of the terraces that contribute to South Kensington's distinctive character today including Thurloe Square, Thurloe Street, Pelham Place and some of the surviving houses on Pelham Street. Today, most of Basevi's terraces are listed in recognition of their fine architectural quality. Pelham Place, and the adjoining Pelham Crescent to the south, are particularly fine examples set around a designed crescent garden, in a purposefully laid out street setting and are listed at Grade II\*.

After the success of the Great Exhibition held in nearby Hyde Park in 1851, the commissioners of the exhibition, enthusiastically led by Prince Albert, purchased a large area of land to the north of South Kensington. Reflecting Prince Albert's driving vision for an area of cultural, educational and technological innovation, the area became irreverently known as 'Albertopolis' and formed the foundation of today's rich cultural quarter containing the Victoria & Albert Museum, the Natural History Museum, the Royal Albert Hall and Imperial College to name but a few. The proximity of the cultural quarter raised the status of newly developing South Kensington to its immediate south, which soon became an attractive neighbourhood for residents of the higher echelons of society and spurred the intensification of development. By the 1860s, the former fields of South Kensington were fully developed.



## 2.3 The Railway

In 1868, the next dramatic change in South Kensington's character arrived in the form of the railway. A pair of collaborating railway operators: the Metropolitan Railway and Metropolitan District Railway, constructed an extension to the innovative 'underground' railway already completed between Paddington and Farringdon in 1863. The influential commissioners of the 1851 Exhibition's new estate wanted a station close to their site but were not prepared to release land to accommodate it. Instead, a new station was built to the south of their land in the location of the present-day South Kensington Underground Station which acted as a joint terminus for the two railways, with the Metropolitan Railway originally operating to the west and the Metropolitan District Railway operating trains east toward the City. A handsome Italianate building was completed across the railway cutting in yellow-stock brick with a glazed canopy over the subsurface platforms built between arched revetments. It would survive unchanged only for three years before the cutting was widened to the south beneath Pelham Street and a second glazed canopy constructed as the two railway operators switched to running through trains in competition with each other. Land leftover from construction of the railway was developed over the next two decades with individual infill buildings such as Nos. 20-34 Thurloe Street and Nos. 5 and 52 Thurloe Square.

But for the construction of a passenger subway in 1885, connecting the station to the cultural institutions to the north, the station remained relatively unchanged until the early twentieth century.

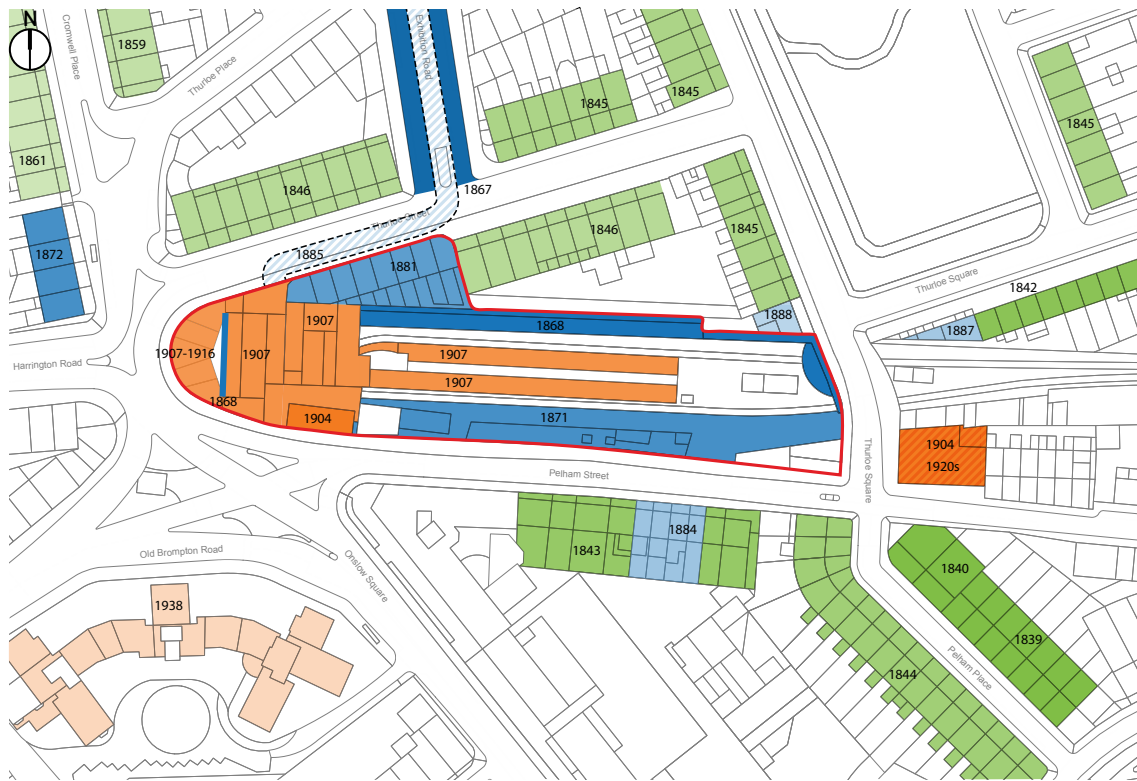
## 2.4 The Twentieth-Century

In the first years of the twentieth-century, London's railways were revolutionised by electrification and the construction of electrified, deep-level tunnels. One such deep-level line was the Great Northern, Piccadilly and Brompton Railway (today's Piccadilly Line) for which a series of striking and instantly recognisable oxblood-red station buildings were designed by the architect Leslie Green. A characteristic oxblood station was erected at South Kensington in 1906 housing innovative passenger lifts to the new deep-level line. The existing Metropolitan District Railway was electrified at the same time and to reflect the modernity of the newly electrified line, the Victorian station at South Kensington was completely rebuilt. But for the western wall, the station building was removed down to the foundations along with the glazed trainshed roofs. A split-level station, comprising a shopping arcade at ground-floor level and a lower-level ticket hall, was designed by the architect George Sherrin, connecting with the little used passenger subway to the north. Sherrin also replaced the glazed trainsheds with individual platform canopies and gave both the arcade and the ticket hall glazed rooflights to promote natural light into the station. The new station building opened in 1907, connecting internally to the adjacent oxblood building to allow passengers to interchange between the different lines.

The area to the immediate west of the station, known as the Bullnose due to its curved shape, was developed with shops in the decade after the new station's construction as were shops along the station cutting fronting Pelham Street.

In 1933, the London Passenger Transport Board, forerunner of TfL, amalgamated most of London's

various operators. South Kensington Underground Station was run by a single owner-operator for the first time in its history. Various piecemeal changes were made to the station in the twentieth century including enlargement of the ticket hall; reduction of operational platforms to a single central island platform and the provision of a single access stair, alterations to the arcade shops and the installation of escalators down to the Piccadilly Line in the 1970s. The latter prompted the demolition of the shops along Pelham Street in advance of their redevelopment with a proposed hotel scheme. This was never constructed however, leaving only the stark wall along Pelham Street that survives today.



**Victorian pre-railway era**

- 1839
- 1842
- 1843
- 1844
- 1845
- 1846
- 1859
- 1861

**Victorian railway era**

- 1867
- 1868
- 1870
- 1871
- 1881
- 1884
- 1885
- 1887
- 1888

**20<sup>th</sup> Century**

- 1904
- 1907
- 1916
- 1920
- 1930s

Fig. 4: Age of buildings

## 2.5 The Thurloe and Smith's Charity Conservation Area

The Thurloe and Smith's Charity Conservation Area evidences the evolution and maturation of late Georgian and Victorian speculative residential development for the upper and upper middle classes. It reflects the rapid expansion and urbanisation of London in the nineteenth century as the medieval market gardens surrounding the capital were laid out as polite streets for the burgeoning London 'society'. The size of the estate allowed for almost continuous development over a century from 1820 with housing styles and quality reflecting the changing fashions, societal influences and financial fluctuations of the century.

The railway bisected the area in the 1860s but apart from some infill sites around the station cutting, had far less an impact than in many areas of London as South Kensington was already substantially laid out at the time of its arrival. Nonetheless, the station cutting did result in demolitions which have left unresolved or markedly stark streetscapes in otherwise refined and well-proportioned terraced squares and streets.

Today, the area has a mixed character with the surviving, sought-after residential streets and squares positioned between cultural institutions and busy commercial thoroughfares.

## 3.0 Assessment of Significance

### 3.1 Summary Statement of Significance

This section reviews the significance of the buildings within the site: the Grade II listed station, the Grade II listed subway and the unlisted Nos. 20-34 Thurloe Street. For the remaining buildings, a brief review of their significance is given, as far as they contribute to the townscape in the immediate area. For a fuller discussion on this topic, the Townscape and Visual Impact Assessment by Robert Tavernor, submitted with the original applications, provides a detailed assessment on the contribution of these buildings to the historic townscape. The Grade II listed station (including the arcade, ticket hall and sub-surface platforms and structures) and separately listed subway are complex structures that have undergone significant change and rebuilding. An understanding of the relative significance of the different elements of these complex structures has informed design decisions at South Kensington, guiding the location and extent of interventions into historic fabric.

#### 3.1.1 The station including the bullnose.

The Grade II listed station is at the heart of the proposed development. To appropriately respond to its significance, the designing architects have carefully reviewed how the differing elements of the station embody and reflect that significance as set out in Fig. 20 of Alan Baxter's May 2020 Heritage Statement. The areas of historical and architectural significance have been identified as follows:

The following elements are considered to be **highly significant**:

- The George Sherrin-designed arcade including rooflight, shopfronts and materials and wrought iron screens (not the shops within the bullnose).
- The John Fowler-designed, yellow-stock brick revetments along the sub-surface railway (both 1868 and 1871 in origin).
- The surviving 1871 cast iron columns and wrought iron beams linking them to the southern revetment.

The following elements, are considered to be **moderately significant**:

- The connection to the pedestrian subway linking the station to the museum district north of Cromwell Road is of historical and archaeological interest
- The George Sherrin-designed wooden platform canopies and surviving cast iron columns
- The 'bullnose' shape (not the shops themselves)
- The Leslie Green-designed station façade
- The ticket hall space for its architectural interest as part of a comprehensive station and retain arcade development
- The Victorian, red brick continuing brickwork.

The following elements are considered of **limited significance**:

- The sub-surface platforms possess modest historic and architectural interest
- The bullnose shops are architecturally of limited interest except for their overall shape
- The Piccadilly Line lift shafts and tunnels

### 3.1.2 The subway

The Grade II listed subway is historically important as embodying the link between the burgeoning Victorian railways and greater access for the wider public to cultural and intellectual institutions at Albertopolis, and greater access for the wider public to cultural and intellectual institutions like Albertopolis. The architectural interest of the subway is lesser but demonstrated through the retained, hard-wearing materials and an appreciation of its long, linear form and clearly expressed engineered structure.

### 3.1.3 Nos. 20-34 Thurloe Street

As noted by Historic England, the historic and architectural significance of this handsome but ultimately ordinary Victorian building lies primary in its facade and the contribution that this makes to the Thurloe and Smith's Charity Conservation Area. The building is identified as a positive contributor in the *Thurloe and Smith's Charity Conservation Area Appraisal* (RBKC, 2016).

### 3.1.4 Other buildings and spaces.

The streets surrounding South Kensington Station are fortunate to support a great number of characterful historic buildings of high architectural quality. Many of the streets have an appreciable division however, between surviving historic buildings and somewhat fractured streetscapes: the sense of enclosure provided by the originally laid out residential streets interrupted by later development that did not respond to these carefully planned compositions of buildings and spaces. In many cases these later, unsympathetic developments are themselves historic: including the construction of the uncompromising railway, demolitions and later road changes that removed not just individual buildings but whole terraces and street frontages. Despite their age, many of these historic changes remain uncomfortably noticeable as a result of the careful geometry of the originally planned streets, spaces and squares of South Kensington and the vacant spaces or infill developments that have subsequently resulted.

## 4.0 Heritage Impact Assessment

### 4.1 The Bullnose

As before, the proposals seek to demolish the existing single-storey shops and build a four-storey building with a curved frontage onto Cromwell Place, following the line of the existing Bullnose shops on the western façade with a straight façade to the east above the listed arcade and station. The building will provide retail space at ground-floor level with office space above.

#### **Proposed amendments**

The proposed amendments to this part of the scheme relate to changes to the outer materials of the façade as follows:

- Change from bronze framing to light grey at upper storey levels.
- Stone fins of the proposed brises-soleils to be backed with solid panels for the middle two storeys.
- Increased solidity to the open frames of the panels on the uppermost storey.
- Increased articulation of the middle, single-panel frame which is to be visually sub-divided to reflect the internal sub-division of first and second storeys.

The above changes are a result of consultation with local people, councillors and officers where it was felt that the Bullnose building could better reflect the solidity of the Georgian and Victorian buildings fronting onto the road junction. To better relate to the solid, stuccoed elevations of surrounding buildings, particularly the listed terrace of Nos. 15 – 18 Cromwell Place, which are read as solid elevations punctuated by window openings, the submitted brises-soleils have been amended to be backed by solid panels rather than glazing. This will give a greater perception of solidity to both the east and west elevations of the Bullnose building.

The opportunity was also taken to further reflect the characteristically formal articulation of the surrounding buildings, where mouldings (typically plat bands and cornices) demarcate individual floors or sections of the buildings. This approach has already influenced the design of the buildings of the scheme and was suggested during consultation to extend to visibly articulating the first- and second-floor levels. This has resulted in the sub-division of the single frame articulating the central storeys, so that the first and second floors can be better appreciated.

The final amendment is the change from bronze to a light grey colour which was preferred in consultation, to better relate to the subtle shadowing and modest palette of the adjacent stucco colouring, and which results in a softer appearance.

The bronze colouration has been retained at ground-floor level to retain the subtle visual relationship with the refurbished shops of the listed station arcade and Thurloe Street and to retain a sense of a single, holistically designed complex formed by the listed station and the surrounding development.

### Heritage impact

These changes are relatively minor in scope, without changing the fundamental principles of the scheme. They are intended to improve the relationship of the proposed Bullnose building with the setting of nearby listed buildings and to better reflect the character and appearance of the conservation area as a whole. At the same time, the retention of bronze detailing to the retail units at ground floor level will maintain the sense of a building firmly rooted in and designed for its specific location, responding to the architectural detailing of the adjacent listed station. As a result, the amendments are beneficial from the perspective of heritage impact and it may continue to be concluded that the Bullnose building will enhance the current setting of nearby listed buildings and improve the appearance and character of the Thurloe and Smith's Charity Conservation Area as a result of its design and appearance.

## 4.2 The station & subway

The station is unaffected by the proposed amendments to the design detail of the buildings at ground level.

Following a review with officers and Historic England, the applicant is promoting improvements to the Pelham Street 'undercroft' along the southern revetment wall of the station cutting, a structure which at present carries much of the M&E servicing for the station and railway. This will comprise lighting, planting and decorative screening and such improvements or rationalisation to this area will constitute a significant heritage benefit to this highly significant station structure.

The Grade II listed subway will be unaffected by the amendments.

## 4.3 Pelham Street Buildings

As before, the scheme includes development along the northern edge of Pelham Street, replacing the existing wall with a terrace of four-five storey buildings with an additional mansard level at the eastern end. The development will extend from the listed station to the eastern end of Pelham Street where it meets Thurloe Square (bridge) in a single terrace broken into three sections: the commercial block closest to the listed station; a central residential block 'Residential west' and a residential block meeting the corner of the proposed terraces on Thurloe Square (bridge) 'Residential east'.

### Proposed amendments

The proposed amendments primarily relate to the central block of 'Residential west' and the upper 'mansard' level along the terrace as follows:

- Setting back the front façade of the central block of Residential west by a further 1.16m away from the kerb.
- Setting back the upper 'mansard' level by a further 0.8m from the front elevation.
- Change of colouration of the brickwork panels of Residential west from cream as submitted to a red brick colour.
- Banding removed from the mansard levels to give a greater sense of solidity and simplicity along the length of the terrace.
- Lightening of the proposed slate grey mansard to a lighter grey along the length of the terrace.

- Proportion of banded brickwork at ground floor level of Residential west to be increased.
- Bronze framing elements altered to light grey to match the Bullnose and Thurloe Square.
- Alteration of the coloured fins to better reflect the colour of Lesley Green's 1906 station building.

### **Heritage Impact**

As with the changes to the Bullnose, the above changes are, for the most part, in response to consultation and seek to achieve better integration with the historic context of the proposed buildings.

The change of colouration of the central block will visually relate to the red-brick terrace on the southern side of Pelham Street and has no greater or lesser impact to the character of the conservation area than the cream colouration originally submitted to respond to the typical stucco finish of buildings in the wider area. The cream colouration is maintained to Residential east in deference to its role as the termination of views from Pelham Place and as a transitional element between the proposed terraces of Pelham Street and Thurloe Square. As amended, the terrace retains a clear response to its historic context and continues to represent an enhancement to the character and appearance of this part of the conservation area.

The alteration from bronze to light grey will maintain visual consistency with the Bullnose and proposed development on Thurloe Square as well as visually softening the detail of the building façade. The setting back of the Residential west improves the depth of pavement along the otherwise narrow Pelham Street and is an indirect improvement to the appearance of the conservation area.

The light grey zinc colouration of the mansard level is a direct response to local consultation and, combined with the setting back of the mansard level, diminishes the visual prominence of this upper storey. Whilst the original colouration sought to respond to the slate roofs of nearby historic buildings, the amended scheme continues to be an enhancement of the conservation area and to the setting of the listed terraces of Pelham Place and the view northward along this historic streetscape.

The colour of the panels to the westernmost, commercial terrace have been more closely matched to the Oxblood colouration of Leslie Green's 1906 station building.



## 4.4 Thurloe Square

The proposed development seeks to reinstate a building with four storeys plus a mansard, providing flats across all five levels but having the appearance and massing of a terrace. The terrace will be partially visible from historically sensitive Pelham Place to the south but will be legible from Thurloe Square.

### Proposed amendments

The amendments to the building on Thurloe Square are minor in scale and relate to improved detailing:

- Bronze framing elements (including railings and 'ironwork') altered to light grey to match the Bullnose and Pelham Place and to visually soften the appearance of the building frontage.
- Window surrounds of the mansard level to project forward incorporating the railings.
- Engaged columns of the mansard level to project forward and bisect the top slab.
- Lightening of the proposed slate grey mansard to a softer grey along the length of the terrace.
- Introduction of vertical channelling between bays to articulate the building and better reflect the scale and proportion of individual houses on Thurloe Square.
- The framing of the panels/doors to the station fire escape to relate to framing of the Bullnose and station with increased reconstituted stone reveals.

### Heritage Impact

As with elsewhere, the above changes are motivated by a desire to improve the relationship of the proposed buildings with their historic setting.

The proposed alterations to the station doors are relatively minor aesthetic changes that have negligible impact on the appreciation of the building or its contribution to the important streetscapes on either side.

The alteration of coloured metalwork to a lighter grey rather than the station-inspired bronze will have the overall impact of lightening the façade and return of the building.

The introduction of vertical detailing (channelling of brick panels, greater expression of the engaged columns at the mansard level) and the emphasis of the mansard level windows better relates the façade fronting Thurloe Square to the appearance and proportions of the listed terraces on Thurloe Square, which are formally articulated into separate houses by means of vertical detailing and that have visible, projecting windows at the roof level.

As amended, the scheme continues to improve the termination of the Pelham Place and responds appropriately to the proportions and articulation of buildings on Thurloe Square and the amended scheme continues to be a positive element within the setting of those listed buildings and the Thurloe and Smith's Charity Conservation Area overall.

## 4.5 Nos. 20-34 Thurloe Street

The submitted application details how the refurbished façade of Nos. 20-34 Thurloe Street will be retained and incorporated into a new building above the cutting of the station with the addition of a fifth 'mansard' storey.

The amendments to this building relate solely to the uppermost storey above the retained façade with the refurbishment of the historic frontage of the unlisted building unchanged. This assessment of heritage impact therefore relates solely to the details of the refurbishment and upward extension of the building rather than to the principle of the partial demolition of the building which remains unchanged.

### Proposed amendments

Please see the submitted drawings for the specific measurements of the reductions in height.

- Reduction in overall height of the mansard storey.
- Reduction in height of the mansard dormers and a lowering of the projecting dormers to below the roofline.
- Balustrade to be coloured white.
- Corner chamfer detail to be amended to incorporate the amended roof profile and height.
- Mansard material to be changed to slate along the Thurloe Street elevation of the mansard.

### Heritage Impact

The proposed changes arise from consultation with Historic England to produce an upper mansard storey with lesser prominence than that originally submitted with the application.

This has been achieved by lowering the mansard level and lowering the height of the dormers relative to the roof level of the mansard itself to produce subservient dormers along a more appropriately-scaled roof extension.

The white balustrade will appear to integrate with the cornice of the retained façade and considered together, the changes will be a more heritage-sensitive response to the building. As such, relative to the originally submitted design, the amendments represent heritage-led improvements to the appearance of this refurbished, unlisted positive contributor to the conservation area, and thus to the conservation area itself. Views of the building, possible along Exhibition Road will be of a traditional building with high-quality contemporary detailing and this remains unchanged as part of the application.

## 4.6 Other buildings within the conservation area

All of the changes set out above represent improvements with regard to the impact of the development to the character and appearance of the conservation area and similarly to the setting of all adjacent listed buildings. The individual listed structures considered in depth within the original heritage assessment are not separately listed here other than to say that the proposed amendments either represent an improvement to their setting or have no change of impact with regard to them.

## 5.0 Conclusion

The amendments will introduce minor changes of detail which, relative to the submitted scheme, will have minor beneficial impacts to the surrounding streetscapes of Pelham Crescent/Pelham Place; Thurloe Square; Thurloe Street; Exhibition Road and Cromwell Place (amongst others) many of which are key areas within the Thurloe and Smith's Charity Conservation Area.

The amendments therefore enhance the setting of listed buildings along these streets and improve the appearance of the conservation area in accordance with Policies CL1, and CL2 of RBKC's local plan which seek to conserve and enhance the borough's distinctive local and historic place.

# Alan Baxter

**Prepared by** Alice Eggeling

**Reviewed by** Victoria Bellamy

**Issued** Dec 2020

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