Lots Village
Conservation Area Appraisal

13 November 2014
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*Note: Every effort has been made to ensure the accuracy of this document but due to the complexity of conservation areas, it would be impossible to include every facet contributing to the area’s special interest. Therefore, the omission of any feature does not necessarily convey a lack of significance. The Council will continue to assess each development proposal on its own merits. As part of this process a more detailed assessment of a particular site and its context is undertaken. This may reveal additional considerations relating to character or appearance which may be of relevance to a particular case.*
Lots Village Conservation Area Boundary
1 Introduction

What does conservation area designation mean?

1.1 The statutory definition of a conservation area is an “area of special architectural or historic interest, the character or appearance or appearance of which it is desirable to preserve or enhance”. The power to designate conservation areas is given to councils through the Planning (Listed Buildings and Conservation Areas) Act, 1990 (Sections 69 to 78). Once designated, proposals within a conservation area become subject to policies outlined in part 12 of the National Planning Policy Framework (NPPF), as well as regional and local policies outlined in the London Plan and the Borough’s Local Plan. Our overarching duty which is set out in the Act is to preserve or enhance the historic or architectural character or appearance of the conservation area.

1.2 The Council’s Local Plan sets the local planning policy framework for development within the Royal Borough. Chapter 34, Renewing the Legacy, is of particular importance for conservation and design issues. The policies contained in this chapter deal with key themes in conservation such as; context and character (Policy CL1), design (Policy CL2) development in conservation areas (Policy CL3), changes to listed buildings (Policy CL4), small scale alterations and additions (Policy CL6). Appraisal documents aim to provide an evidence base for decision makers when applying these policies to development proposals in specific conservation areas.

1.3 A conservation area appraisal defines the special historic and architectural character of an area. A conservation area’s character is defined by a combination of architecture, materials and detailing as well as the relationship between buildings and their settings. Many other elements contribute to character such as the placement of buildings within their plots; views and vistas; the relationship between the street and the buildings and the presence of trees and green space.

1.4 This document has been produced using the guidance set out by English Heritage in their document, Understanding Place: Conservation Area Designation, Appraisal and Management (2011). This appraisal will be a material consideration when assessing planning applications.

1.5 The aims of the appraisal are to:

- define the historic and architectural character and appearance of the area
- identify what is worthy of conservation
- raise public interest and awareness of the objectives of the conservation area designation
- encourage public involvement in the protection of the area necessary to safeguard the character or special interest of the area
- identify opportunities for enhancement

View of the Thames and the old working wharf
Summary of Significance

Unlike the rest of Chelsea, which is overwhelmingly residential, Lots Road was a working area of industry, commercial riverside uses, small factories, breweries and workshops within a working class community housed in artisan terraced housing. The houses seen today were mostly built in the 1880s on land sold following the closure of the Cremorne Pleasure Gardens, although industrial building had taken place before and indeed after this time. The historic industrial interest of this out-of-the-way stretch of Chelsea is embedded and underscored by a variety of industrial buildings including the landmark Lots Road Power Station, which had an influential historic role in powering the London Underground and is architecturally significant as a symbol of innovative design, structure and engineering. The terraces which housed local workers are well preserved despite numerous threats from bombs during World War II and plans for large scale demolition and redevelopment in the 1960s and 1970s. The area is therefore one of variety in both architecture and land uses. Other contributing buildings and uses include the traditional parade of shops, corner shops, pubs, mansion flats and remaining industrial buildings including a converted brewery. The York stone streets are lined with traditional lamp posts and small trees; and the proximity to the River Thames in particular, makes this an unusual and characterful part of the Royal Borough.

Summary of Character

Key features making a positive contribution to the character of the area are summarised below. This list is indicative only:

- An area of diverse uses: commercial, industrial, retail, leisure, educational and residential
- Well preserved Victorian terraced housing of the 1880s with original architectural details
- Detailing that varies between terraces particularly with regard to stucco mouldings and cast iron railing designs
- Views of Victorian butterfly roofs, chimneys and paired additions to the rear of houses
- Historic commercial and social uses at corner sites (pubs and shops) and historic parade of shops on the King’s Road
- Industrial buildings and uses along Lots Road dating from the early and late nineteenth century
- Tranquil streets with trees, York stone paving, traditional lamp posts and original railings to front areas
- Green space at Westfield Park but very small private gardens and lightwells to frontages
- Wharf buildings fronting the Thames
- Creative and artistic businesses and institutions including specialist retail shops selling furniture, art, antiques as well as interior design businesses, auction houses, Chelsea Academy and the 606 Jazz Club
Fig 1.1 Conservation area context map
Location and Setting

1.6 Lots Village is located at the south-western edge of the Royal Borough of Kensington and Chelsea on a bend in the Thames immediately adjacent to the London Borough of Hammersmith and Fulham. The area is defined by its physical boundaries with the Thames to the east, Chelsea Creek (later the railway to the south and west) and the historic Kings Road to the north.

1.7 These physical constraints create a certain level of detachment and isolation from the surrounding urban areas and Lots Road has developed its own distinct character. Planning permissions granted at the Lots Road Power Station are likely to improve access to the south of the site towards the 1980s development at Chelsea Harbour.

1.8 Despite its location, the area’s setting is not obviously influenced by the River Thames, which has not been visible from the vast majority of residential streets for over a century. Taller buildings on the periphery, or immediately adjacent to Lots Road (eg. Lots Road Power Station and the World’s End Estate towers), create an area that is focused inwards. These taller buildings terminate views within the area along streets looking south and east.

1.9 The southern boundary of the area is currently a development site, which will create two large residential towers. This development will also lead to the refurbishment of Lots Road Power Station, which will have a mix of uses. Once complete, this development will bring vitality back to this section of the conservation area.

1.10 Most buildings within the Lots Road area are domestic in scale and are largely 2-4 storeys in height. The bulk of the late Victorian housing is constructed of yellow stock brick whereas the buildings on the periphery of the area and outside the boundary are more likely to be constructed of red brick. This provides a contrast of materials between the predominantly late Victorian buildings within the proposed area and housing of a later period at the edge or outside.
Historic Development Summary

- **Early History** - Individually owned ‘lots’, open to common pasturage after the annual harvest.
- **17th Century** - Chelsea Farm area was used for market gardening plots supplying central London.
- **1778** - Chelsea Farm was purchased and Cremorne House was built.
- **1831** - Baron De Beaufain opened a sports stadium on grounds of Cremorne House.
- **1845** - Cremorne Pleasure Gardens opened.
- **1850** - Cremorne Pleasure Gardens expanded to include the grounds of Ashburnham House.
- **1877** - Cremorne Pleasure Gardens closes.
- **1878** - Land leased for housing development.
- **1904** - Construction finished on Lots Road Power Station.
- **1940-45** - German bombers target Lots Road Power station leading to damage and loss of residential dwellings.
- **1960s** - Area considered for a new motorway known as the West Cross Route.
- **1973** - Plans for West Cross Route abandoned.
- **1976-88** - Royal Borough of Kensington and Chelsea designates Lots Road a General Improvement Area leading to rehabilitation of Victorian housing stock.
- **2001** - Lots Road Power Station closes.
- **2006** - Planning permission granted for a development scheme that retains the power station within a mixed use development including two large residential towers.

Fig 1.2 Historic development map © Crown copyright and database rights 2014 Ordnance Survey 100021668
2 Townscape

Urban Form and Street Layout

2.1 The formal Victorian grid layout has survived in much of the area except where extensive bomb damage led to creation of Westfield Park at the north of Upcerne Road and Tetcott Road. This grid form is loosely based upon the boundaries of the original field Lots. Such a grid creates long views North/South and East/West within the area.

Urban Grain

2.2 The Victorian residential terraces are characterised by a fine urban grain, with small building plots. The bulk and massing of buildings tends to increase south and west of Lots Road, where there are more commercial or industrial land uses. The mansion blocks are bulkier forms of residential development both in terms of mass and height.

Fig 2.1 Figure ground plan
2.3 The main materials originally used for buildings in the area are primarily:

- Yellow stock brick
- Red brick
- Terracotta (mainly on power station and pumping station) but also chimney pots
- Stucco for window and door surrounds and decoration
- Slate for roofs
- Timber and glass for windows and doors
- Coloured tiles for paths
- Cast iron for railings
- York stone and granite for paving

2.4 The map opposite shows the distribution of yellow stock brick and red brick buildings in the area. Some buildings have been painted. Where buildings have been painted as a complete scheme to complement each other, such as the industrial buildings on Lots Road, this is not necessarily harmful to the character of the area. However, where single houses in a terrace have been painted so that the uniformity of the terrace and historic brickwork is compromised, this is harmful. Painted buildings are therefore shown on the map to illustrate their location.
Terracotta and red brick

Four panelled door

London stock brick

Iron railings

Historic coal hole

Stock brick with stucco balustrade over bays

Well preserved uniform stock brick terrace
2.5 In contrast to nearby conservation areas in Chelsea (such as the neighbouring Thames and Sloane Stanley), this area historically had important and large scale industrial and commercial activities. In addition to Lots Road Power Station there was a large flour mill and saw mill on the southern boundary of the site and a number of smaller factories, breweries and warehouses.

2.6 The industrial and commercial uses continue, albeit in an altered form in the shape of art, design and furniture shops, studio workshops and the businesses in Chelsea Wharf. Some of the traditional commercial uses, such as the corner shops, which have been a positive feature of the area’s character and architecture since it was first developed in the late nineteenth century, continue to the present day. These uses add to the vitality and bustle of the area and make a positive contribution to the character and appearance of the wider area.

2.7 These uses can be summarised as:
- Traditional corner shops (Lots Road, Burnaby Street, Stadium Street)
- Workshops, studios, light industrial uses at Chelsea Wharf and Lots Road (north side)
- Traditional shopping parade (King’s Road)
- Victorian pubs (Lots Road Pub and Dining Room, the Chelsea Ram)
- Cafes/ clubs (eg. the 606 Jazz Club, Lots Larder)
- Furniture/interior/design retail shops and workshops at Lots Road
- Education use at Chelsea Academy

Fig 2.3 Land uses map
Buildings Audit

2.8 The Buildings Audit Map shows the contribution made by buildings to the historic and architectural character of the area. For all buildings identified here as positive buildings, change must be managed to conserve and, where appropriate, enhance their significance in accordance with the historic environment policies.

Listed Buildings

2.9 A listed building is a building designated by the Government on the advice of English Heritage as a building of special architectural or historic interest. Great weight is given to their conservation.

Positive Buildings

2.10 These buildings make a positive contribution to the historic and architectural character and appearance of the conservation area. They are a key reason for the designation and significance of the conservation area. Demolition or unsympathetic alterations will normally be resisted.

Neutral Buildings

2.11 These buildings may blend into the townscape by virtue of their form, scale or materials, but due to their level of design quality, fail to make a positive contribution. Improvements to these buildings would be welcomed.

Negative Buildings

2.12 Negative buildings are those that are clearly harmful to the character of the area. Their removal and redevelopment would be welcomed subject to the highest quality design.
3 Character Areas

Fig 3.1 Character Area Map

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**Character Area 1: Late Victorian Terraces**

**Terraced Housing**

**3.1** The bulk of the proposed area is made up of stock brick terraced housing built in the 1880s (dates taken from drainage records). The grid pattern of streets is tightly packed with terraces that are mostly two storeys with basements, canted bays and stucco detailing. Two highly important features are the open front areas (or lightwells) and the many original cast iron railings that survive to guard them. Original roofs remaining are either pitched slate roofs or butterfly (London) roofs concealed at the front behind parapets. These are distinctive features of the Victorian terraces. (For more information see Roofs section).

**3.2** The houses have varying levels of detailing across the character area ranging from simple red brick dressings like those at the western section of Stadium Street and nos. 56-86 Lots Road to moulded, incised or pierced stucco decoration to entrance porches, window lintels and bays. The latter can be seen at nos. 16-30 and 29-41 Burnaby Street. Houses in the eastern section of Lots Road have simple stucco window surrounds enhanced by decorative acanthus leaf scrolls to the cills and capitals. These also have cast iron pot guards to the window cills.

**3.3** Although the terraces are predominantly two storey with basement (and some modern roof additions), there are terraces that were originally built higher. Some houses in Stadium Street, Lots Road, Uverdale Road and two buildings on Burnaby Street are three storeys but without basements. The tallest terrace in the area is in Tadema Road which is a flat fronted grand four storey terrace (plus original basement level). Edith Grove is unusual in having three storeys plus a basement.

**3.4** Most of the houses have original paired additions to the rear that are often of two or three storeys. However, some were built without any rear additions such as houses on Tetcott Road, the northern section of Upcerne Road, the western section of Stadium Street and nos.
56-86 Lots Road. These historic additions form an important part of the historic and architectural character of the area. See also section on Rear Elevations.

3.5 All the terraces were originally finished in a uniform manner with slate roofs and shared chimney stacks. All the Victorian terraces were built with an eaves detail which was often a dentil course of red brick where a pitched roof was used, but was sometimes more elaborate with butterfly roofs for which a decorative stucco finish would be applied.

3.6 It can therefore be seen that although the houses in this character area share many characteristics, each group within the area has its own distinct but cohesive character derived from their matching features. This is an important aspect of the significance of the area.

Shops

3.7 There are a number of historic shops and pubs in the area that were built to serve the local community. A parade of shops exists at nos. 507-519 King’s Road and although the original shopfronts have been lost, the replacements are mostly of traditional design and materials and have retained their original decorative brackets and proportions.

3.8 The area also contains historic shops on street corners. Stadium Street has three corner shops at the junction with Ashburnham Road and two at the junction with Lots Road. Nos. 46 and 48 Lots Road have historic painted timber shopfronts, each with a corner entrance and the windows over the stall riser divided by glazing bars. Both have typically narrow fascias with scrolled brackets at each end. No. 19 Ashburnham Road is another good traditional shopfront that contributes strongly to the area’s character.

Pubs

3.9 Two Victorian pubs survive in character area 1. One has been converted to residential use (Watneys at no. 43 Burnaby Street). The Chelsea Ram on Burnaby Street was built as the Ashburnham Arms by builder Benjamin Stone in 1885/6. It is a corner pub, built in a loose Queen Anne Revival style with Dutch gables and the chimney set onto the splayed corner over the entrance. The window surrounds are in red brick and the sash windows are eight over two in the typical Queen Anne style. The ground floor elevation and its addition to the rear have been painted which has sadly covered the carved brick arches and cornice. For information on Lots Road Pub and Dining Room see Character Area 2b (page 20).
Four panelled doors with stucco surrounds

Mosaic tiling

Original doors, sash windows and stucco surrounds

Black painted cast iron railings

Original dormer windows

Acanthus leaf scrolled bracket

Canted bay window, railings and front area (lightwell)
Character Area 2: Industrial and Commercial

South Side of Lots Road (Area 2a)

3.10  The Thames is a major feature of the development of the area. Various industries grew up here explicitly to exploit the resources made available by the river.

3.11  Lots Road Power Station was built in 1902-4 by the Metropolitan District Electric Traction Company to provide power to what is now the London Underground District Line. The power station was decommissioned in 2002. It is not listed but is nonetheless a heritage asset of great historical and architectural significance and has a landmark presence on the River Thames as well as in the surrounding streets. Its almost full height arched windows and double row of terracotta and brick decoration at parapet level can be seen looming from the residential streets. The two remaining tall chimneys can be widely seen and give the viewer a sense of the building’s original purpose. Planning permission was granted by the Secretary of State in 2006 for the conversion of the building as part of a major mixed use development which will provide 420 residential units, restaurants, retail, a residential tower and pedestrian bridges across the creek. This permission has been implemented.

3.12  Further along is Lots Road Pumping Station (listed Grade II) which was designed in 1904 by the London County Council Works Department under Chief Engineers Sir Alexander Binnie then Sir Maurice Fitzmaurice. It was built as part of London’s mains drainage system to pump storm water into the Thames and continues this function today. This is a smaller single storey building with a more refined design than its larger neighbour. Built using glazed brick and terracotta, it sits almost immediately behind a low brick boundary wall. Pairs of arched windows sit under a larger arch and the roof is hidden behind a parapet. Next to the pumping station is the Chief Engineer’s house built at the same time and in a similar style and materials and remains occupied by staff (this is a “curtilage” building to the Pumping Station).
3.13 The white rendered four storey commercial buildings between the Chief Engineer’s house and Cremorne Gardens have a neutral impact on the character of the area. However the Chelsea Wharf building (seen from the river) is a brick building of heritage significance with a terracotta name sign, parapet gable to the river and long window / loading bays.

North Side of Lots Road (Area 2a)

3.14 The buildings at Nos. 90 Lots Road and 74 Uverdale Road were built as workshops in 1883 in stock brick with red brick dressings. The building has a strong presence in the street and contributes to the industrial character of this part of the area. No. 74 Uverdale Road is three storeys with a pitched roof that leads the eye to the view of the power station. The integrity and unity of the elevational treatment of this building is mostly intact but a new door frame and ‘Georgian paned’ window has caused some disruption.

3.15 In between this and the Chelsea Academy is no. 92 Lots Road a two storey building built in 1984. Constructed in brown brick, it emulates its neighbour but without achieving the same quality in design. The studios within bring vitality to the area, but the building makes no historic or architectural contribution. The flank of no. 92 situated on Upcerne Road, however, appears to contain some historic brickwork to the

3.16 Chelsea Academy occupies a large plot that was previously occupied by Ashburnham School (built 1885, demolished 2008). The Academy was designed by architects, Fielden Clegg Bradley in September 2007 and is built higher at the Lots Road section and lower at the Upcerne Road and Burnaby Street sections. The design is high quality and well detailed using pale soft edged bricks that result in a building that fits sensitively into the existing townscape without copying it.
Lots Road North-South (Area 2b)

3.17 The two sections of Lots Road are joined by the Lots Road Pub and Dining Room which curves elegantly around the corner and announces the entrance to the area as a whole. This Classical beginning, however, quickly cedes into later industrial buildings and the very recent Chelsea Academy.

3.18 The Lots Road Pub & Dining Room was built as the Balloon Tavern probably in the 1880s. The pub frontage is rendered with a combination of sash and casement windows to the ground floor and above the building follows the Italianate Victorian style of the terraced houses (stucco surrounds, brackets and cornices to the sash windows). The roof is concealed behind a parapet with a deep dentilled cornice.

3.19 Chelsea Academy displays its pale, quiet and almost unpierced wall next to the black painted World’s End Studios (no. 132) with which it shares common building and roof lines. The front elevations of the Studios are covered in large white spots on black painted brickwork which unite this group of buildings of various dates. The first four bays of no. 132 were built by 1915 and display historic detailing including cambered brick lintels, pilasters and a decorative stucco or terracotta guilloche frieze. Other parts of this group display varying levels of historic work but all contribute to the industrial architectural character of the area and the design uses within contribute to the area’s artistic focus.

3.20 At the top of Lots Road, also fronting King’s Road (no. 533) sits the former Royal Brewery (later Welch Ales Brewery) which moved here from Fulham Road in the 1880s and is now an antiques centre. The building has a considerable presence in the streetscape due to its size. Despite the uncharacteristic colour, the brick building still retains historic features such as pilasters, sash windows, dentilled eaves and various entrances which would have previously been used to allow horses and carts to easily transport the kegs.
Character Area 3: Mansion Blocks and Red Brick Houses

3.21 To the east of the proposed area is a small enclave of mansion blocks and red brick houses built towards the end of the nineteenth century. The mansion blocks have a style typical of this type of apartment block which, at the time, was a new kind of residence and considered avant-garde by some. Even the housing in this area was larger and more ornate than its terraced neighbours and designed in the new red brick style more commonly associated with the Edwardian period.

3.22 Cornwall Mansions on Cremorne Road are two mansion blocks sited on the curve of the road. Whereas nos. 11-20 address this curve awkwardly, nos. 1-10 Cornwall Mansions make no attempt to follow the line of the road and instead are set well back from it behind a substantial and leafy front garden. Key features are the decorative stucco entrances, tiled paths, canted bays, conical roofs and white horizontal stripes to the elevations.

3.23 Ashburnham Mansions at nos. 1-55 Ashburnham Road are a group of three matching mansion blocks in red brick that form a more formal set piece due to their common building line. The blocks are four storeys with an additional storey in a clay tiled mansard. Each block is articulated with canted bays and recessive balconies. Entrances are simple but with a large broken pediment supported by stucco pilasters and set in between each block.

3.24 Cornwall Mansions and Ashburnham Mansions were designed by architect, John A. Gill Knight between 1898-1900.

3.25 In between these two mansion groups is Coningham Court, a 1980s red brick block of flats without any design flair, although the garden to the front is a welcome piece of green space in a highly built up area.

3.26 Cremorne Mansions (nos. 37-39 Cremorne Road) has its name in stained glass fanlights over both entrance doors and its date moulded into the parapet (1889). The unusual design of this small mansion block seems to be in response to its triangular site. The frontage of the building is clearly seen from Cremorne Road and its two rear elevations finish with a small yard at the junction of Burnaby Street and Ashburnham Road. The red brick is contrasted by white stucco details and porches with the highly symmetrical Cremorne Road frontage clearly displaying handed end sections which terminate in narrow ‘flat iron’ elevations.

3.27 Nos. 19-35 Cremorne Road turn the corner into Burnaby Street with a short colonnade on the corner (nos. 27-29) but apart from this ingenious detail, the houses are of the same high quality Queen Anne design. The Dutch gables, stained glass to the ground floor sashes and half-columns to the porches are all distinctive details that set these buildings apart from the others. The decorative stucco detailing should contrast with red brick, but this feature, and the unity of the group has been greatly marred by some painted elevations.

3.28 The group of red brick houses from nos. 3-13 Cremorne Road actually begin with the estate agent (no. 2 Lots Road) which faces Cheyne Walk and has unfortunately been painted blue. The brick dentil cornice and unusual wide ogee Dutch gable from no. 2 are continued along Cremorne Road. The terrace is red brick and of three storeys which reflect the characteristics of other buildings in this part of the area. The canted stucco bays rise through two storeys and the porches display free standing columns topped with capitals decorated with ferns, scrolls and shells.

3.29 The rear elevations of this group can be clearly seen from Lots Road and are built in stock brick rather than the newly fashionable (and therefore more expensive) red brick of the frontages. The original shallow closet wings rise to three storeys and deeper two storey extensions have been added later.

3.30 The mansion blocks have steep mansard roofs with wide windows matching the width of those below. The roofs are covered in red tile and the chimney stacks project high above the roofline. Cremorne Mansions and nos. 3-13 Cremorne Road have butterfly roofs behind their parapets. The houses with Dutch gables have pitched slate roofs.
Rear Elevations

3.31 Rear elevations are an important feature of the original design of historic terraces. Such elevations are visible from public and private views within the conservation area (see views section p. 20) and make a positive contribution to the area’s character, historic significance and appearance.

3.32 Terraced housing was built to a more or less standard pattern with variety in the detailing and small differences in internal plan form. Most houses in this area were built with original rear additions. At lower ground floor the scullery (as well as the kitchen in some houses) was contained in the rear addition with the WC in the same structure but accessed from the outside.

A small number of terraces were built without extensions (see Character Area 1).

3.33 The rear additions were generally built in stock brick (even when the frontage was in red brick) and covered around two-thirds of each rear elevation so that windows could still provide light to the rear rooms. This results in the highly characteristic ‘in and out’ pattern of extension and garden - or solid then void - all the way along the terrace.

3.34 The most important feature of rear elevations is uniformity throughout the terrace. Timber windows would have originally all been in similar locations and of similar design; and the rear additions would have generally been of similar design and height. Where there is little uniformity this is because the terrace was built by different builders (ie there are groups of different design within the terrace) or that alterations have been carried out over time.

3.35 Most historic additions finish below eaves level (often by a whole storey) and each pair usually matches. Historically the additions would have had matching sash windows with flat brick or cambered lintels over, and although many of these survive, where opening sizes have been changed and no longer match their neighbour, uniformity has been compromised. Terraces or balconies on closet wings are a modern addition.
Historic Roofs

3.36 The map opposite shows the historic roof forms in the area as well as where modern roofs have been added. Blue and green colours indicate where historic roofs (pitched or butterfly) remain. Purple indicate where these roofs have been extended with mansard extensions. Red indicates where modern dormers have been added to the front elevation of a property. Historic pitched, butterfly and mansard roofs all make a positive contribution to the character and appearance of the conservation area. There are five historic roof types in the area.

Pitched Roofs

3.37 Firstly, the pitched roof as seen in Tetcott Road, Upcerne Road, Uverdale Road (south section), Tadema Road (south section) and Ashburnham Road. This roof type is generally clad in slate, has a single pitch and brick fire walls dividing each property.

3.38 Some pitched roofs have original dormers such as those on Damer Terrace which is book-ended by end ‘pavilions’ with a greater level of detailing and gabled frontages. The rest of the terrace has original small dormer windows with stucco surrounds and timber sash windows.

London or Butterfly Roofs

3.39 The second most common roof type in the area is the ‘butterfly roof’, also known as the ‘valley roof’ or ‘London roof’ which is formed by two pitched roofs that slope away from the party wall and downwards towards the centre of the house. The roof form is concealed on the front elevation by a parapet wall, usually stuccoed, but the roofs can often be seen from the rear such as those visible at the eastern end of Lots Road. This roof form has become rare across the borough and is an architecturally and historically valuable feature where it remains.

Mansard Roofs

3.40 In this area only the mansion blocks were originally built with mansard roofs. The true mansard was first designed in the early seventeenth century by François Mansart and is a large roof made for accommodation with two pitches and timber framed windows in the lower slope. The blocks in Cremorne Road have a single steep pitch clad in red clay tile that give a suitably grand finish to these striking buildings. The chimney stacks project high above the roofline.

3.41 Many houses in Edith Grove, the eastern section of Stadium Street and the southern sections of Uverdale Rd. However, there are a number of terraces that have remained very nearly or completely unaltered. Roofs are a very prominent constituent of the townscape and well preserved historic roofs makes a significant and positive contribution to the Victorian and Edwardian character and appearance of the area.

3.42 Insensitive works to roofs have taken place in some houses. These include the insertion of roof lights to roof slopes that are visible from public places and the use of modern concrete tiles instead of slate or clay tile in contrast with the rest of the terrace. These are not shown on the map.

Dutch Gables, Gables and Pediments

3.43 Other houses display plain gables to their frontages and others make use of pediments and broken pediments to finish their roof lines such as: Cremorne Mansions (broken pediments), Nos. 1-3 Stadium Street (curved pediments).

3.44 The map shows that there has been erosion of the historic rooftops at the eastern end of Lots Road, Edith Grove and southern sections of Uverdale Rd. However, there are a number of terraces that have remained very nearly or completely unaltered. Roofs are a very prominent constituent of the townscape and well preserved historic roofs makes a significant and positive contribution to the Victorian and Edwardian character and appearance of the area.

3.45 Insensitive works to roofs have taken place in some houses. These include the insertion of roof lights to roof slopes that are visible from public places and the use of modern concrete tiles instead of slate or clay tile in contrast with the rest of the terrace. These are not shown on the map.
CONSERVATION AREA APPRAISAL

Burndy Street
Cremorne Road
Edith Grove
King's Road
Stadium Street
Tadema Road
Uverdale Road
Upcerne Road
Tetcott Road
Lots Road

Fig 3.2 Roof map

© Crown copyright and database rights 2014 Ordnance Survey 100021668
Pitched roof

London roof with parapet

Mansard roof and turret

Dutch gables

Pediment to roof line

Mansard roof
4 Green Space and Public Realm

Front Gardens

4.1 The majority of the streets with late Victorian housing have lightwells at the front that are typically devoid of planting. Other streets such as Stadium Street, Uverdale Road and sections of Lots Road are characterised by small paved front gardens. Front boundaries for the bulk of the late Victorian housing are either demarcated by dwarf walls or, in the case of buildings with basements, black painted iron railings, which provide little opportunity for planting.

Rear Gardens

4.2 A characteristic of the area is that many of the spaces between terraces are visible from open spaces such as Westfield Park or through gaps that are visible from the public highway. Although rear gardens within the area are small, views of these are nonetheless associated with some greenery and vegetation. This helps to provide interest and relief, helping to soften the urban solidity of the area.

Street Trees

4.3 Given the lack of front gardens, the positive contribution of public street trees to the character and appearance of the area is magnified. Street trees help to soften the urban scene and contribute to the tranquil character of residential streets whilst also collectively contributing to pleasing vistas (eg. the group of ornamental pear trees in Upcerne Road).
4.4 The species planted in the area are mostly in scale with the surrounding architecture with narrow upright trees preferred to wider spreading trees. The main street tree species planted within the area are the Himalayan Birch, Callery Pear and Field Maple. Other species found in smaller numbers are Ginkgo, Silver and River Birch and Acacia.

4.5 Where there are no street trees, this is generally because underground conditions such as disused coal vaults or utility cables located beneath the pavement, prevent successful planting. A small number of potential new planning sites have been identified as part of this appraisal and will be investigated further.

Public Open Space

4.6 Westfield Park was formed from an area of bomb damage during World War II. This accounts for its ‘undesigned’ character and unusual shape. This green open space, including its grass, trees and the unusual views it allows of the rear elevation of houses, is vital to the enjoyment of the area.

Paving and Surface Treatments

4.7 The Lots Road area has a mix of paving materials including York Stone, granite setts and concrete slabs. There are a number of historic coal hole covers, some with local addresses such as the King’s Road and Earl’s Court. These coal covers are a reminder of past Victorian London life and therefore they make a positive contribution to the historic character and appearance of the area.

Street Furniture

4.8 Lamp posts in the area are modern, but of a traditional Victorian design that enhances the historic character of the area. Historic enamel street signs remain attached to some buildings. A pillar box with Edward VII’s cipher exists on Lots Road.
5 Views

5.1 Views into the area are limited due to the position of large buildings on the periphery of the boundary such as Lots Road Power Station and the World’s End Estate.

5.2 The formal grid pattern within the area creates long views roughly north/south along Upcerne, Uverdale, Tetcott and Tadema Roads. Southerly views from these streets are terminated dramatically by the imposing mass of Lots Road Power Station. Views north are terminated in a softer way by the trees in Westfield Park. Views to the north-east are punctuated by the residential towers of the World’s End Estate.

5.3 An important feature of the Victorian residential street layout is the views of rear elevations and gardens seen between two streets. Wherever one road bisects another, glimpses of trees, plants and rear elevations can be seen across boundary walls. Good examples of these exist at the eastern ends of Stadium Street and Burnaby Street.

5.4 These views provide relief from the tightly packed townscape but also mean that poor quality extensions also have an impact on the area as enjoyed by the public.

5.5 In some places bomb damage and subsequent redevelopment has left rear elevations very exposed. In particular, Westfield Park offers views to the rears of Uverdale Road, Upcerne Road, Tadema Road and Tetcott Road. The modern housing estate on Thorndike Close gives views to the rear of King’s Road.
6 Negative Elements

6.1 The area mostly contains buildings of high quality, but some negative elements can be seen to harm the cohesive character of the area and the uniformity of the terraces in particular. These can be summarised as follows:

- Painted brick elevations and brick detailing (this mainly applies to the Victorian terraced houses)
- Inconsistent or inappropriate roof extensions (harmful to uniformity of terraces as well as historic and characterful roof forms)
- Inappropriate roofing materials
- Windows and front doors of non-original design and materials
- Satellite dishes, alarm boxes, meter boxes and other small scale additions
- Loss of original features such as railings, tile paths, chimneys
- Oversized rear extensions, infill extensions that remove the characteristic solid to void ration, cluttered rear terraces.

Painted brick and front dormers disrupt uniformity of terrace

Paint can be professionally removed to reveal brick

A rash of satellite dishes harms the appearance of the street

Out of character building: poor detailing, contrasting red brick and mirror window
Appendix 1: History

Early History

7.1 From Anglo-Saxon times, the tract of land on the northern banks of the Thames was divided into individually owned ‘lots’, and open to common pasturage after the annual harvest. Later, in the 17th Century, Chelsea Farm was constructed and the area was used for market gardening plots, supplying central London. In 1778, Lord Cremorne bought Chelsea Farm and Cremorne House was built along with Ashburnham House and Ashburnham Cottage.

19th Century: Cremorne Pleasure Gardens 1845-77

7.2 Fifty years later in 1825 the ‘Lammas’ rights of common grazing were abolished on the ‘Lots’. In 1830 Charles Random de Berenger, a colourful character implicated in financial fraud during the Napoleonic War, purchased Cremorne House. He was a keen sportsman and opened a sports club know as Cremorne Stadium for ‘skilful and manly exercise’ including shooting, sailing, archery and fencing.

7.3 In 1846, De Berenger’s Cremorne Stadium was transformed into a pleasure garden which became a popular and noisy place of entertainment. The entertainment included a diverse range of activities including concerts, fireworks, balloon ascents, galas and theatre. In 1850 under the ownership of Thomas Bartlett Simpson, the twelve acres were increased to include the grounds of Ashburnham House which held flower shows and other exhibitions.

7.4 When Simpson retired in 1861 Edward Tyrrell Smith took on the management. His attractions included a woman who undertook to cross the Thames on a tightrope some hundred metres above the river. She got two thirds of the way across, but the rope was sabotaged and she was lucky to survive with her life.

7.5 John Baum became the lessee in 1870. Under his stewardship a new theatre was built. Over the course of their life however, the pleasure gardens became notorious for prostitution and vice. Increasing public clamour for their abolition was spearheaded locally by the Chelsea Vestry. The gardens eventually closed in 1877 after the lease on the land lapsed.

19th Century: Development of Lots Road

7.6 Once the Cremorne Gardens closed, the landowner Mrs Simpson, let the land as building plots for the construction of workers’ housing.

7.7 The variety and range of materials and architectural detailing amongst the workers cottages suggests that a number of different builders constructed the housing. Historic maps indicate that much of the land was developed within a short period of time between 1868 and 1896. Tadema Street, which has Dutch and classical elements, was almost certainly named after Lawrence Alma-Tadema, a Dutch artist who moved to London in 1870 and enjoyed great fame during the mid to late 1870s, when those houses were constructed.

7.8 Running in parallel with the construction of workers cottages was the development along the river banks of the Thames. Flour Mills and a Horticultural Works already occupied land adjacent to Chelsea Creek to the west of Pooles Lane (later to become Lots Road). From the late 1870s a large number of wharves were constructed for commercial uses.

20th Century: Lots Road Power Station

7.9 Permission for a large generating station at Lots Road to power the early London Underground was granted in 1897. The power station was the first of what would become three large scale power stations located on the banks of the Thames. The riverside site was a convenient site, which allowed for the transportation of coal via the Thames.

7.10 The designer of the project was James Russell Chapman and construction began in 1902 and finished in December 1904. The power station became operational in February of 1905. The Power Station was the world’s largest electric traction station when it was completed and the first to be designed for steam turbines.

7.11 During the Second World War, Lots Rd Power Station was a target for German bombers. The power station only suffered minor damage when a bomb landed on the west end of the boiler house. However, surrounding residential terraces suffered extensive damage at the northern end of Tetcott and Upcerne Road.
1970s: General Improvement Area

7.12 In the post war years, the Lots Road area was earmarked for a potential route for a new motorway crossing the river known as the West Cross Route.

7.13 The prohibitive cost and the unpopularity of proposed major road works eventually led to much of the West Cross route being abandoned in 1973. However, the consequences for the Lots Road area was one of general neglect and degeneration.

7.14 A Council report in 1976, stated that 28% of the residential properties in the area were unfit and a further 75% of household lacked or had to share basic amenities such as hot water supply, baths, cooking facilities or food storage.

7.15 In response, the Council designated Lots Road a General Improvement Area and sought to rehabilitate the Victorian housing stock in order to provide the conditions for regeneration. Between 1976-1988 much of the residential accommodation was rehabilitated. Westfield Park was created on the site of former bomb damage providing a new public open space. Alongside the Council’s works, private investment in employment sites led to the creation of workshops and design industries along Lots Road, helping to contribute to the long tradition of employment uses in the area.

7.16 Throughout the 1990s there was increasing investment and affluence in the area. The Lots Road Power Station, eventually ceased producing electricity in 2001. A development scheme that retains the power station within a mixed use development including two large residential towers gained permission, although has yet to be fully implemented at the time of the production of this appraisal.
Appendix 2: Historic Maps

Fig 8.1 Historic map 1841

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Fig 8.2 Historic map 1869

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Appendix 3

This checklist has been taken from English Heritage’s publication, Understanding Place: Conservation Area Designation, Appraisal and Management (2011). The checklist has helped to identify the buildings that make a positive contribution to the historic and architectural character of the conservation area.

- Is the building the work of a particular architect or designer of regional or local note?
- Does it have landmark quality?
- Does it reflect a substantial number of other elements in the conservation area in age, style, materials, form or other characteristics?
- Does it relate to adjacent designated heritage assets in age, materials or in any other historically significant way?
- Does it contribute positively to the setting of adjacent designated heritage assets?
- Does it contribute to the quality of recognisable spaces including exteriors or open spaces with a complex of public buildings?
- Is it associated with a designed landscape eg a significant wall, terracing or a garden building?
- Does it individually, or as part of a group, illustrate the development of the settlement in which it stands?
- Does it have significant historic association with features such as the historic road layout, burgage plots, a town park or a landscape feature?
- Does it have historic associations with local people or past events?
- Does it reflect the traditional functional character or former uses in the area?
- Does its use contribute to the character or appearance of the area?

Additional criteria set by the Council:

- Does the building have architectural, historical, archaeological, evidential, artistic or communal significance that contributes to the character or appearance of the conservation area?
- Has the building retained its original design, materials, features and setting or ones that are appropriate to its style and period?
- Does it contribute to the evolution and diversity of the conservation area?
- Was it built by an important local builder or one who also built other significant buildings in the area?