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BALTIC WHARF

HERITAGE IMPACT ASSESSMENT

Tavernor Consultancy, September 2025

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Tavernor Consultancy is a townscape and heritage practice, advising on design and planning matters relating to the historic and urban built environment. Tavernor Consultancy have over two decades of experience advising on large and small scale projects, many of which involve complex and sensitive sites, primarily in London. The team includes architects and conservation professionals with a range of backgrounds and decades of experience of heritage-sensitive London sites between them.

BALTIC WHARF : HERITAGE IMPACT ASSESSMENT

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1.0 INTRODUCTION

1.1 This Heritage Impact Assessment (HIA) has been requested by the Greater London Authority (GLA). It extracts the heritage assessment undertaken in the Townscape, Built Heritage and Visual Assessment (TBHVA) which formed part of the planning application submitted to Westminster City Council (WCC) in May 2024. The May 2024 TBHVA formed Volume 2 of the Environmental Statement (ES) prepared by Waterman Infrastructure & Environment Ltd (Waterman) on behalf of Unite Students and Travis Perkins Plc ('the Applicant') for proposals designed by Make Architects.

1.2 The Proposed Development considered in this HIA is identical to the Proposed Development which was assessed in the May 2024 TBHVA. The heritage assessment and conclusions set out in this September 2025 HIA are also the same as those set out in the May 2024 TBHVA.

1.3 The main purposes of this HIA, as requested by the GLA, is to present the heritage assessment of the May 2024 TBHVA without using ES terminology, in clearer relation to the assessment process outlined in *Historic Environment Good Practice Advice in Planning Note 3: The Setting of Heritage Assets* (2017) ('GPA3'), and without the townscape and visual assessment.

1.4 In addition, this HIA also responds to the GLA's other following requests:

- Use the NPPF language of assessment of harm and benefits;
- Identify the authors of the report and their expertise;
- Supply a zoomed-in version of ZVI with the overlay of heritage assets;
- Provide more explanation of the view selection process;
- Add the Statement of Significance report on the existing buildings on the Site (dated 2021) to the back of the HIA;
- Provide a cumulative assessment on both an additive and combined basis;
- Do not use distance based circles for heritage scoping;
- Identify which view relates to each heritage asset; and
- Provide additional model shots for five additional heritage assets/ groups of assets (Catholic Apostolic Church and Church House, Maida Avenue, listed Grade I; Numbers 24 to 31 and 22 and 23 Maida Avenue, listed Grade II; Numbers 1 to 6 and 12 to 19 Park Place Villas, listed Grade II; Numbers 4 to 20 Howley Place, listed Grade II).

1.5 This HIA has been structured according to the stepped assessment process set out in the *Historic Environment Good Practice Advice in Planning Note 3: The Setting of Heritage Assets* (2017) ('GPA3') and the assessment follows the guidance set out in that document. The assessment has also been made in accordance with the wording and tests set out in the *National Planning Policy Framework* ('NPPF') and *Planning Practice Guidance* ('PPG'), and other relevant legislation, policy and guidance which is set out in more detail in sections 2 and 3 of the TBHVA.

1.6 The content of this HIA has been adapted from the May 2024 TBHVA. For the reader's reference, Step 1 (the identification of relevant heritage assets) and Step 2 (a description of the significance of each relevant heritage asset and of how setting contributes to their significance) are set out in Section 4 of the May 2024 TBHVA. Step 3 (the assessment of potential effects on significance) are set out in Section 7 of the May 2024 TBHVA. The description of the Proposed Development and the townscape and visual impact assessment set out in Sections 5 and 6 of the May 2024 TBHVA are omitted from this report.

1.7 The verified views and modelled views presented and assessed in the TBHVA are not duplicated in this HIA. Reference should be made to Section 5 of the TBHVIA for the verified views and Appendix B of Unverified Modelled views, which inform the heritage assessment in this HIA.

2.0 GPA3 *Step 1: identify which heritage assets and their settings are affected*

2.1 In relation to Step 1, the identification of heritage assets, GPA 3 advises a proportionate approach and ways of identifying relevant heritage assets – through an area of search and/or through the production of Zone of Visual Influence (ZVI) mapping. It states that, in relation to Step 1, "*It is important that, at the pre-application or scoping stage, the local authority, having due regard to the need for proportionality:*

- *indicates whether it considers a proposed development has the potential to affect the setting of (a) particular heritage asset(s), or*
- *specifies an 'area of search' around the proposed development within which it is reasonable to consider setting effects, or*
- *advises the applicant to consider approaches such as a 'Zone of Visual Influence' or 'Zone of Theoretical Visibility' in relation to the proposed development in order to better identify heritage assets and settings that may be affected*" (para. 21).

2.2 GPA3 gives further advice on this part of the process in relation to tall buildings in urban areas. It states that "*the area for assessment for a large or prominent development, such as a tall building in an urban environment* [...] *can often extend for a distance of several kilometres In these circumstances, while a proposed development may affect the setting of numerous heritage assets, it may not impact on them all equally, as some will be more sensitive to change affecting their setting than others. Local planning authorities are encouraged to work with applicants in order to minimise the need for detailed analysis of very large numbers of heritage assets. They may give advice at the pre-application stage (or the scoping stage of an Environmental Statement) on those heritage assets, or categories of heritage asset, that they consider most sensitive as well as on the level of analysis they consider proportionate for different assets or types of asse*t" (para 23).

2.3 In accordance with the advice set out in GPA3, an 'area of search' was defined in relation to the scale and massing of the Proposed Development and the scale, character, layout and sensitivity of the existing townscape context around the Site. This process entailed the use of computer modelling to determine the theoretical Zone of Visual Influence (ZVI) of the Proposed Development, with site observation and more detailed testing of potential impacts within the ZVI. In built-up urban environments, the actual area within which the Proposed Development is clearly visible enough to affect aspects of the settings of heritage assets which contribute to their heritage significance is usually much more contained and is not even across the area indicated by the ZVI. Additionally, the ZVI does not account for trees and does not indicate the degree of visibility in each location.

2.4 As noted in GPA3, the area of assessment for the Proposed Development, as a tall building within an urban environment, extends well over 2 kilometres from the Site. Therefore in order

to identify potentially affected heritage assets at pre-application stage, the ZVI was supplemented by modelled views testing to understand the likely nature and degree of visibility in different areas in order to arrive at a proportionate level of analysis. A built heritage study area extending approximately 250m from the boundary of the Site was defined for the assessment of designated heritage assets, based on the ZVI, views testing and analysis of the nature and sensitivity of heritage assets in the wider area. The ZVI and views tests showed greater visibility of the Proposed Development to the north of the Site, where 'shards' of visibility extended beyond the study area, consequently a number of listed buildings were scoped into the assessment to the north of the approximate 250m area, and the study area for conservation areas was also extended further north.

2.5 Non-designated heritage assets (NDHAs) were identified for assessment on a different basis than designated heritage assets due to their lesser degree of significance. No NDHAs were identified by the local authority during the pre-application process. However the Tavernor Consultancy identified three NDHAs (one on Site, one adjacent to the Site (the Paddington basin) and one in the Bayswater Conservation Area ('the Bays'), all of which are individually assessed in the built heritage assessment due to their close proximity to the Site, as part of a proportionate approach to assessment in line with the NPPF.

2.6 GPA 3 notes that "*Where the development proposal affects views which may be particularly helpful in allowing the significance of an asset to be appreciated and which are therefore part of the setting, it is often necessary to identify viewing points for assessment. An explanation why a particular viewing point has been selected will be needed*" (para.24).

2.7 The May 2024 TBHVA includes an assessment of 15 verified views (with reference to 8 modelled views, in Appendix A). These views were selected in order to facilitate the heritage assessment, townscape assessment and visual assessment. The set of views includes views "*helpful in allowing the significance of an asset to be appreciated*" in which the Proposed Development would also be visible. It also includes representative views from the areas which the ZVI and modelled view testing indicates there is most visibility and – when taken together – representative views in all directions from the Site, in order to facilitate a 360 degree understanding of the Proposed Development and enable the assessor to extrapolate from these representative views the likely nature and degree of visibility of the Proposed Development in various locations. This approach facilitates the production of a comprehensive assessment of potential impacts on heritage assets (and views and townscape character) that is proportionate to the likely degree and nature of the impacts. The 15 views selected in the May 2024 TBHVA were agreed with WCC Officers during the course of pre-application discussions. Table 2-1 below sets out the rationale for the selection of each key view.

2.8 As part of this HIA, the GLA have requested more information on how the ZVI informed the identified study area for heritage assets and views. While overlays of this information are useful,

they can also become confusing to read, and therefore a series of figures are provided here to aid understanding of the heritage assets identified for assessment in relation to the ZVI:

- ***Figure 2.1*** shows the central part of the ZVI focused on the Site. The full ZVI is appended to this report.
- ***Figure 2.2*** shows the map of listed buildings and NDHAs identified for assessment (prepared by Tavernor Consultancy) overlaid with the ZVI (prepared by Miller Hare).
- ***Figure 2.3*** shows the central part of Miller Hare's map which includes an overlay of the ZVI, viewpoints and heritage assets (coloured triangles indicate listed buildings and brown shaded areas indicate conservation areas).
- ***Figure 2.4*** shows the map of listed buildings and NDHAs identified for assessment overlaid with the ZVI and viewpoints (zoomed).
- ***Figure 2.5*** shows the map of listed buildings and NDHAs identified for assessment overlaid with the ZVI and viewpoints (less zoomed).
- ***Figure 2.6*** shows the map of conservation areas identified for assessment overlaid with the ZVI

2.9 It is noted that the GLA does not accept distance-based circles for heritage scoping. In relation to Figures 2.2, 2.4 and 2.5, it should be noted that a radius (of 250m) has been drawn for clarity of presentation. The area of search has not been limited to that area. It is not practical or clear to identify all the heritage assets shown on the map, and so an approximate 250m area around the Site has been drawn in which all of the listed buildings have been mapped and scoped into the assessment, and beyond that area, listed buildings are identified on the figure only where they have been identified for assessment - where the ZVI, views testing and analysis of assets has indicated that impacts on setting may affect their significance. The 500m radius drawn on Figure 2.6 (and the distance-based circles drawn on the Miller Hare maps) are included to aid the reader's broad understanding of the extent of the assessment and potential impacts and do not form a fixed limit of the assessment.

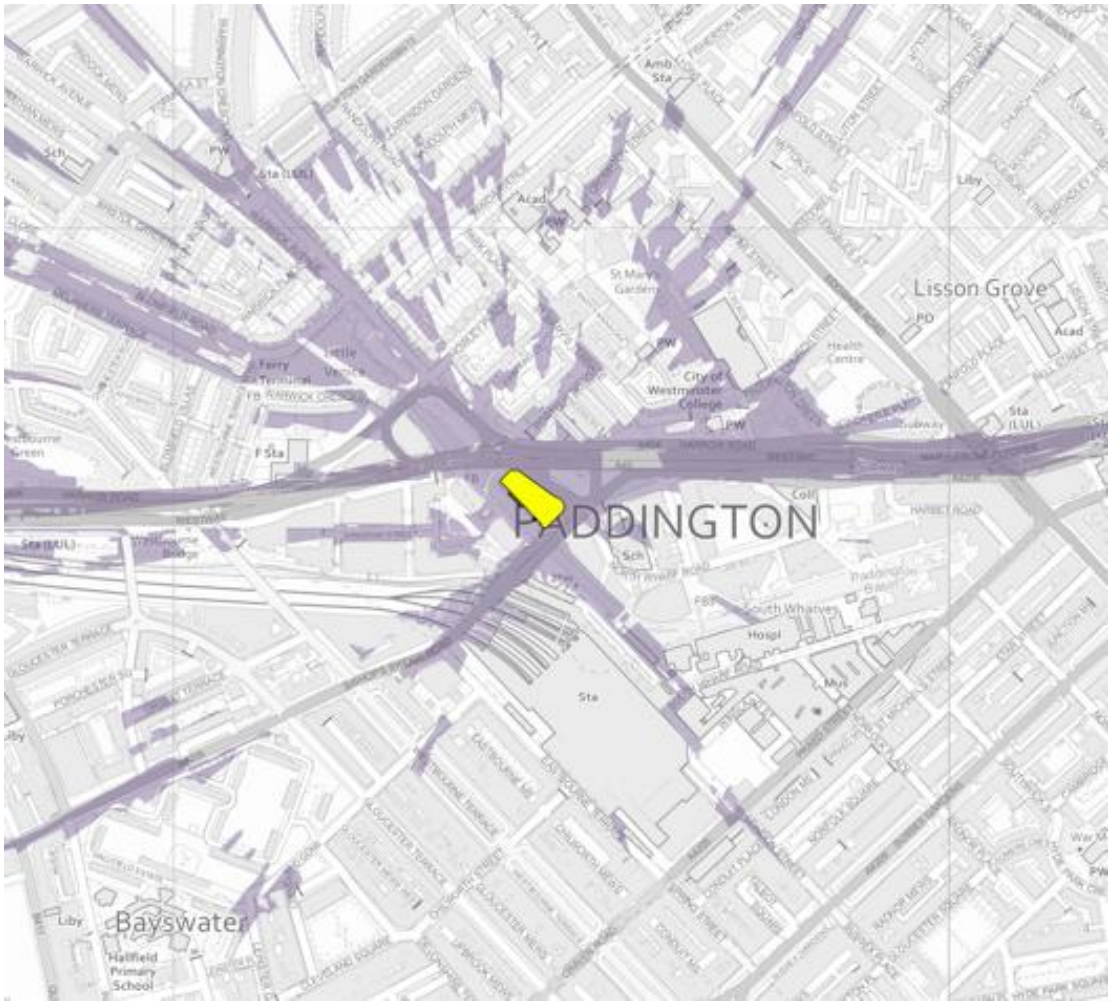


Figure 2.1 : Central part of Zone of Visual Influence (ZVI)

The Site is shown in yellow; the areas of visibility are shown in purple.

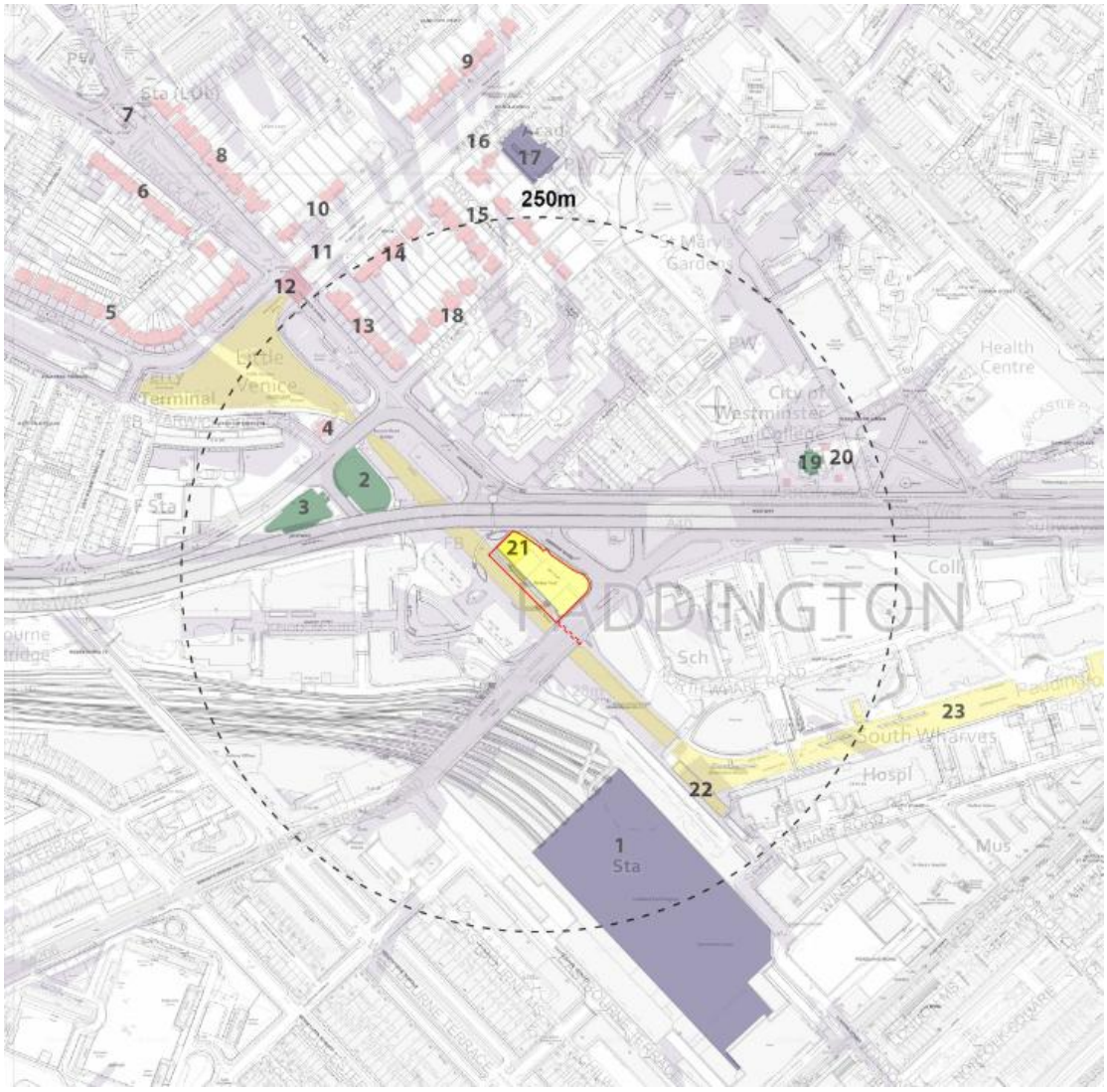


Figure 2.2 : Map of Scoped-In Listed Buildings and NDHAs overlaid with ZVI

1. *Paddington Station including the lawn, GWR office block on London Street and offices along Eastbourne Terrace – Grade I*
2. *Paddington British Rail Maintenance Depot, east block – Grade II**
3. *Paddington British Rail Maintenance Depot, west block – Grade II**
4. *No 2 Warwick Crescent – Grade II*
5. *34-56 Blomfield Road– Grade II*
6. *9-31 Warwick Avenue (odd) and 12 Clifton Villas – Grade II*
7. *Cabmen's Shelter near Junction with Clifton Gardens – Grade II*
8. *20-42 Warwick Avenue (even) – Grade II*
9. *15-24 Blomfield Road – Grade II*
10. *29 and 30, 33 Blomfield Road – Grade II*

11. *Junction House, Regent's Canal – Grade II*
12. *Warwick Avenue Bridge – Grade II*
13. *4- 14 (even) Warwick Avenue – Grade II*
14. *24-31 Maida Avenue – Grade II*
15. *1-6, 12-19 Park Place Villas – Grade II*
16. *1-6, 12-19 Park Place Villas – Grade II*
17. *Catholic Apostolic Church and Church House, Maida Avenue – Grade I*
18. *4-20 (even) Howley Place – Grade II*
19. *Church of St Mary, Paddington Green – Grade II**
20. *Monument to Thrupp Family; Monument to Chandless Family; Monument to Woodd family – Grade II*
21. *Brick façade and timber north yard structure on Site – NDHA (identified by Tavernor Consultancy)*
22. *ICL buildings, Paddington Basin – NDHA (identified by Tavernor Consultancy)*
23. *Paddington Basin and Grand Union Canal– NDHA (identified by Tavernor Consultancy)*

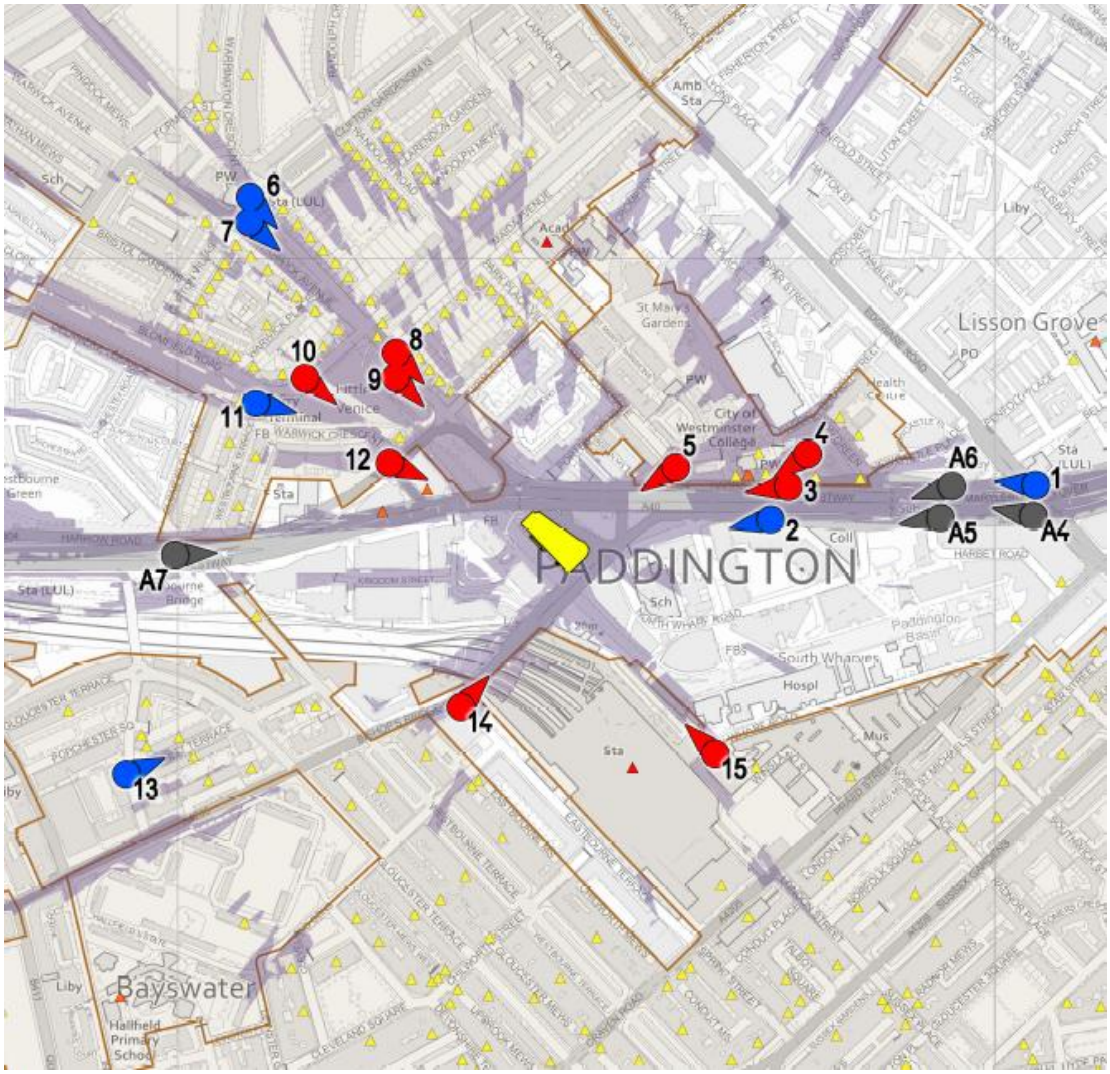


Figure 2.3 : ZVI, viewpoints and designated heritage assets

Heritage Asset Key:

- Red triangle: Gr.I Listed Building
- Orange triangle: Gr.II* listed building
- Yellow triangle: Gr.II listed building
- Brown outline and shaded area: Conservation Area

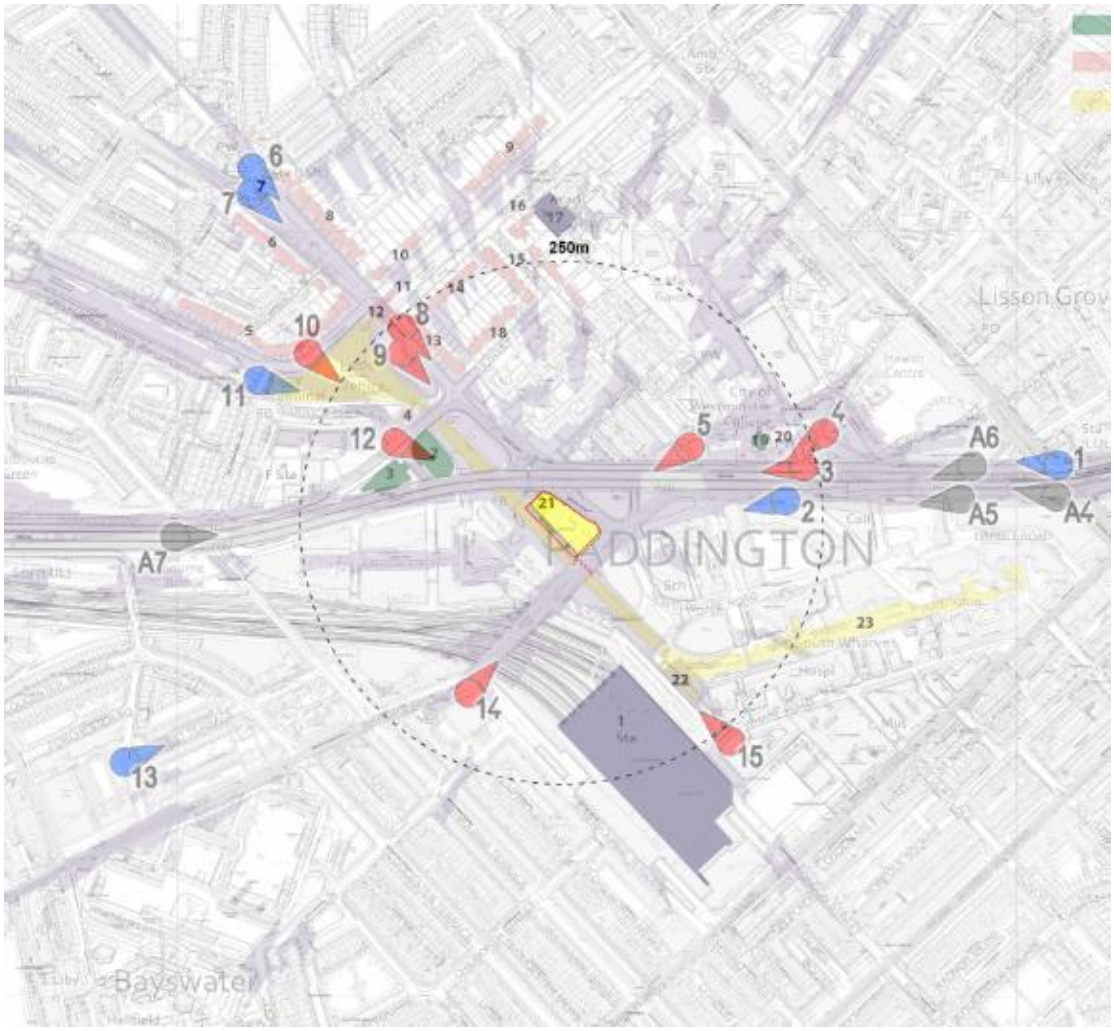


Figure 2.4 : Map of Scoped-In Listed Buildings and NDHAs overlaid with ZVI and viewpoints (zoomed)

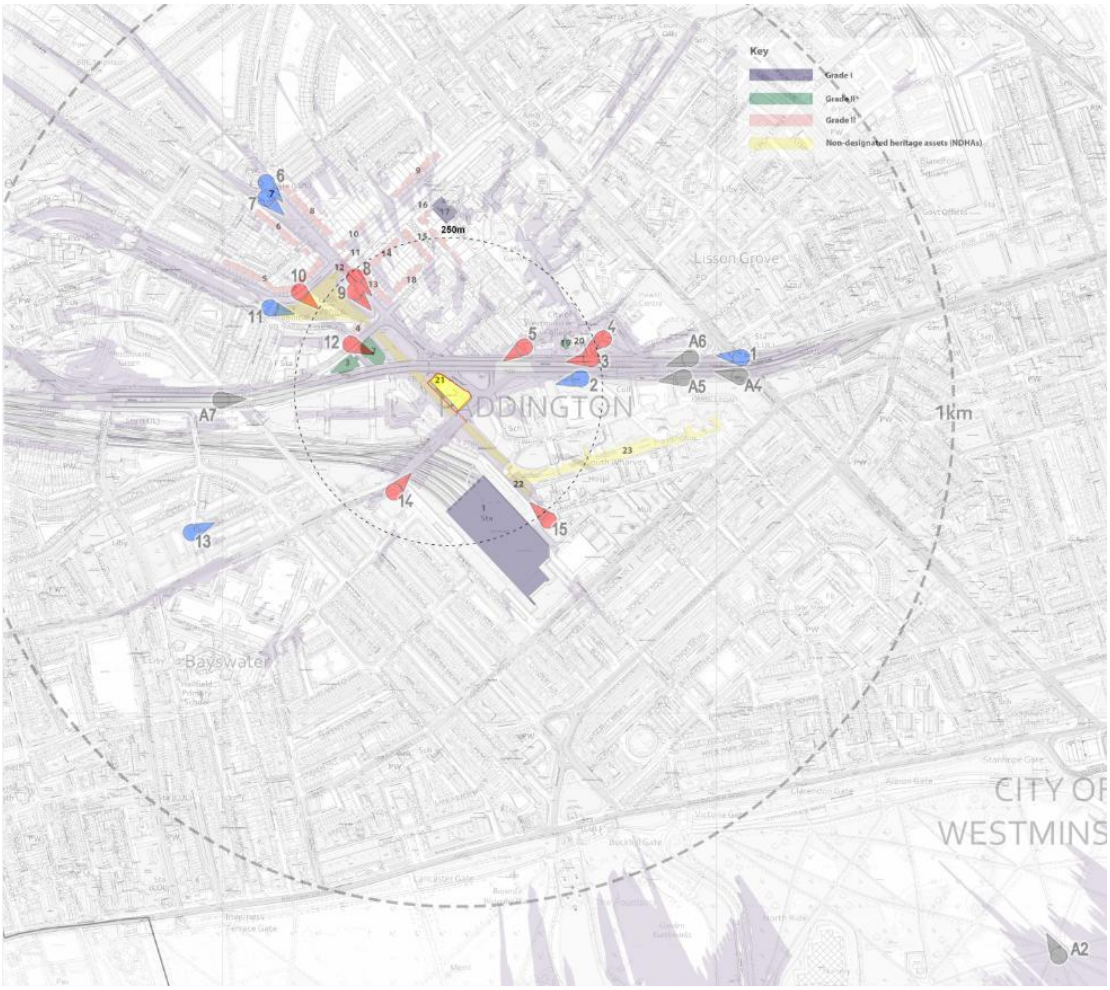


Figure 2.5: Map of Scoped-In Listed Buildings and NDHAs overlaid with ZVI and viewpoints (less zoomed)

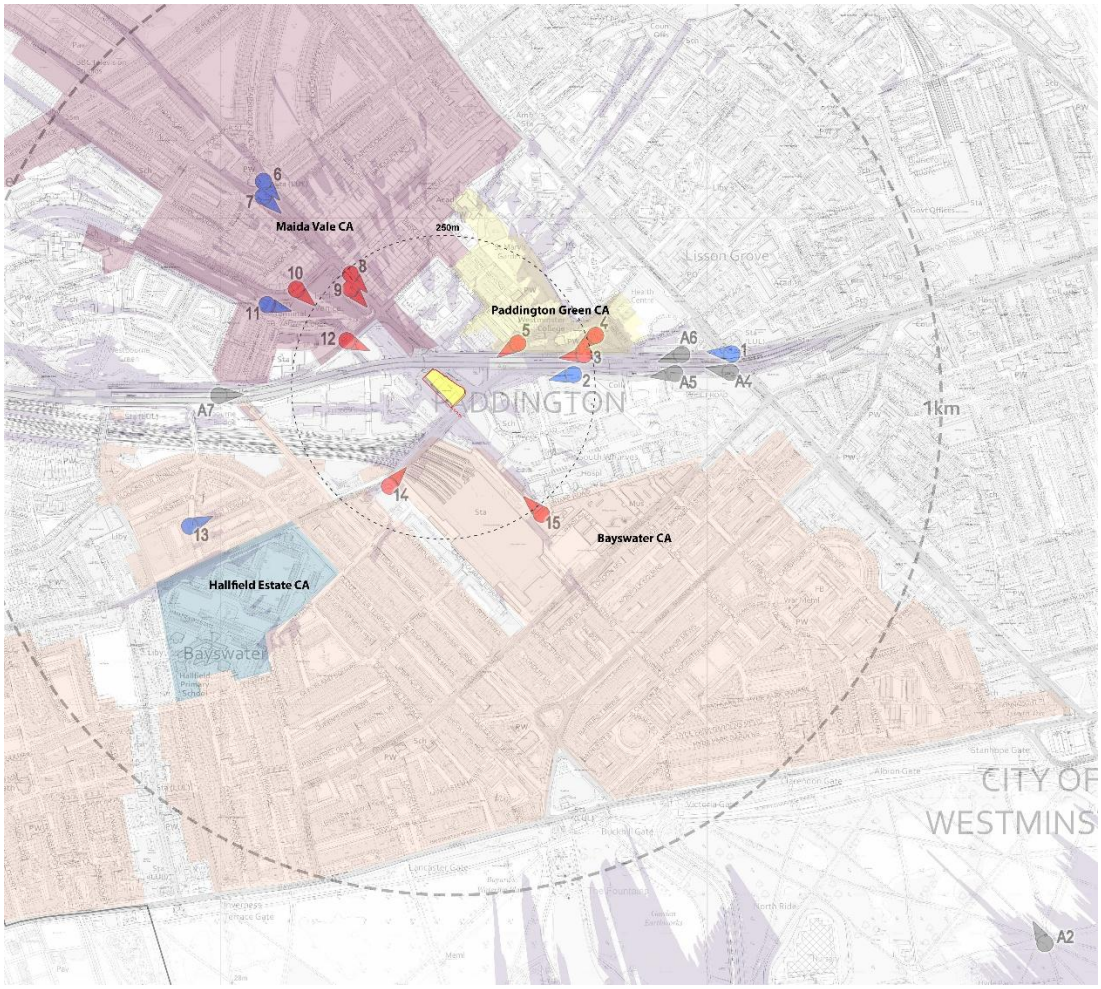


Figure 2.6 : Map of Scoped-In Conservation Areas overlaid with ZVI

2.10 The following Table 2-1 identifies heritage assets which are relevant to each selected view and briefly explains the rationale for selecting each view in the May 2024 TBHVA.

Table 2-1: Table of Views, Relevant Heritage Assets and Rationale for View Selection

View No.	View Location	Heritage assets in view	Selection rationale
1	Edgware Road Station, east pavement of Edgware Road	none	ZVI shows streak of clear visibility along Harrow Road/ Westway. Key townscape location at road junction and beside station.
2	Westway south pavement, opposite Paddington Green	none	ZVI shows streak of clear visibility along Harrow Road/ Westway. This views forms part of the kinetic sequence moving west along this main route.
3	Westway north pavement, near Paddington Green	Setting of Church of St Mary's Paddington (Gr. II*); Paddington Green CA	ZVI shows streak of clear visibility along Harrow Road/ Westway. This views forms part of the kinetic sequence moving west along this main route. This view is at the edge of Paddington Green; there is no clear

			view of St Mary's Church, but this location is at the edge of its local setting at a point where the Proposed Development is clearly visible.
3a	Westway north pavement, near Paddington Green - dusk	Same as for 3.	Same as for 3.
4	St Mary's Churchyard/ Paddington Green	Setting of Church of St Mary's Paddington (Gr.II*); Paddington Green CA	Central point at convergence of paths in the Green, where the Church of St Mary's is visible and the Proposed Development would be visible beyond. Views looking east and west across the Green are identified in the Paddington Green CAA (Fig.11).
5	St Mary's Terrace/ St Mary's Square	Paddington Green CA	The view is from Paddington Green CA but looks out of it and is not identified in the Paddington Green CAA. It is a representative view from a location where open space results in a higher degree of visibility of the Proposed Development.
6	Warrington Crescent	Maida Vale CA; Gr. II Listed 19C villas line Warwick Ave (but all mainly hidden by trees in the winter view); Cabmans shelter (Gr.II)	The ZVI showed clear visibility along Warwick Avenue. It is a key route within the Maida Vale CA, lined by listed buildings, and aligned with the Site.
7	Warwick Avenue Station	Maida Vale CA; Gr. II Listed 19C villas line Warwick Ave (Nos 21-29 (odd) are partly visible on the right).	The ZVI showed clear visibility along Warwick Ave, which is aligned to the Site. It is a key route within the Maida Vale CA. In conjunction with View 6, this view shows the degree and nature of visibility of the Proposed Development on each side of this broad route.
8	Warwick Avenue, east pavement	Maida Vale CA; Gr. II Listed 19C villas continue to line the east side of Warwick Ave (4-14 Warwick Ave on left).	This view was selected at a closer point to the Site along the key route of Warwick Avenue, which is aligned with the Site, within the southern tip of Maida Vale CA.
9	Rembrandt Gardens	Maida Vale CA; 2 Warwick Crescent (Gr. II) (this listed building is not clearly seen, on the right edge of the view).	This view was selected as a place where people are likely to pause, where open space results in greater visibility of the Proposed Development, a location within the Maida Vale CA and to contribute to the 360 degree understanding of the Proposed Development.
10	Little Venice	Maida Vale CA; 2 Warwick Crescent (Gr.II); Behind the viewpoint: Gr. II 19C villas (34-56 Blomfield Road).	This view was selected due the importance of the Little Venice lagoon to the Maida Vale CA and townscape more generally, at a point where the Proposed Development would be most visible. On the north pavement to avoid obstructions (railings and trees).
11	Westbourne Terrace Road	Maida Vale CA; 2 Warwick Crescent (Gr.II).	This view was selected due the importance of the Little Venice lagoon to the Maida Vale CA, due to the openness of the lagoon which allows for greater potential visibility, and to contribute to the 360 degree understanding of the Proposed Development.

12	Warwick Crescent/ Harrow Road	Maida Vale CA; Roof of the Gr. II* East Block of the Paddington British Rail Maintenance Depot. Behind the viewpoint: 2 Warwick Crescent (Gr.II)	This view was selected at a point at the edge of the Maida Vale CA where the crossing of roadways and the canal result in an open area of potential greater visibility of the Proposed Development.
13	Orsett Terrace	Bayswater CA; 18-44 (even) and 3-33 (odd) Orsett Terrace (Gr.II); 163 Porchester Terrace North (Gr.II)	The view was selected due to the ZVI showing a streak of potential clear visibility and due to the heritage assets in view. N.B. the heritage assets were not scoped into the assessment due to the negligible degree of visibility of the Proposed Development in a non-sensitive part of the view. The view was kept in the assessment to aid the 360 degree understanding of the nature and degree of the visibility of the Proposed Development.
14	Bishops Bridge Road	Edge of Eastbourne Terrace on right of frame (part of the Grade I Listed Paddington Station complex).	The view was selected due to the visibility of the Proposed Development along this main route and to add to the 360 degree understanding of the Proposed Development. N.B. It was not selected in relation to the Grade I Listed Station complex, which is very little appreciated in the view.
15	South Wharf Road	Bayswater CA; NDHA 'The Bays'. Behind the viewpoint: the Mint Wing (Gr. II)	The view was selected as a key townscape point of arrival, close to a Station exit and pathway to the canal. It was also selected to aid the 360 degree understanding of the nature and degree of visibility of the Proposed Development.

3.0 GPA3 *Step 2: assess whether, how and to what degree these settings make a contribution to the significance of the heritage asset(s)*

3.1 Reference should be made to the history of the Site and surrounding area set out in paragraphs 4.3-4.10 of the May 2024 TBHVA, to understand the historic development of the area and how the townscape settings of the heritage assets has changed over time. Reference should also be made to Appendix A3 (Statement of Significance) which includes an appraisal of the historic and architectural interest of the buildings on Site.

On Site Heritage

3.2 A complete survey of all structures on Site is included in the Statement of Significance at Appendix A3. It concludes that the Site has two elements of local heritage interest, the brick elevation on the canal and the timber parts of the north yard structure. These two structures could be classified as non-designated heritage assets. Based on the evidence and analysis presented in this assessment, they are not of the 'special interest' which would make them eligible for statutory listing. They are also only of local heritage interest in part: the brick building survives only partially - its rear is lost and the roof is new - and the steel parts of the north yard structure and corrugated roof are not of interest. The heritage interest of these two structures, as described above, is considered to exist only at a local level. It is concluded that they are non-designated heritage assets with a low level of heritage significance.

Off Site Heritage

3.3 As described in Section 2 of this HIA, the heritage assets considered in this assessment have been identified on the basis of the nature and importance of the asset and the likely degree of impact on their setting, as indicated by Zone of Visual Influence (ZVI) studies and views testing. The listed buildings and NDHAs identified for assessment on that basis are showed on Figure 3-2 and their existing significance and setting described in the text at Table 3-1 (included at the end of this Section 3).

Conservation Areas

3.4 Four conservation areas have been scoped into this assessment, as shown on Figure 3-1, and listed as follows:

- Maida Vale Conservation Area;
- Paddington Green Conservation Area;
- Bayswater Conservation Area;
- Hallfield Estate Conservation Area.

Each of these conservation areas are examined in the paragraphs which follow Figure 3-1 and assessed in Section 4 of this report.

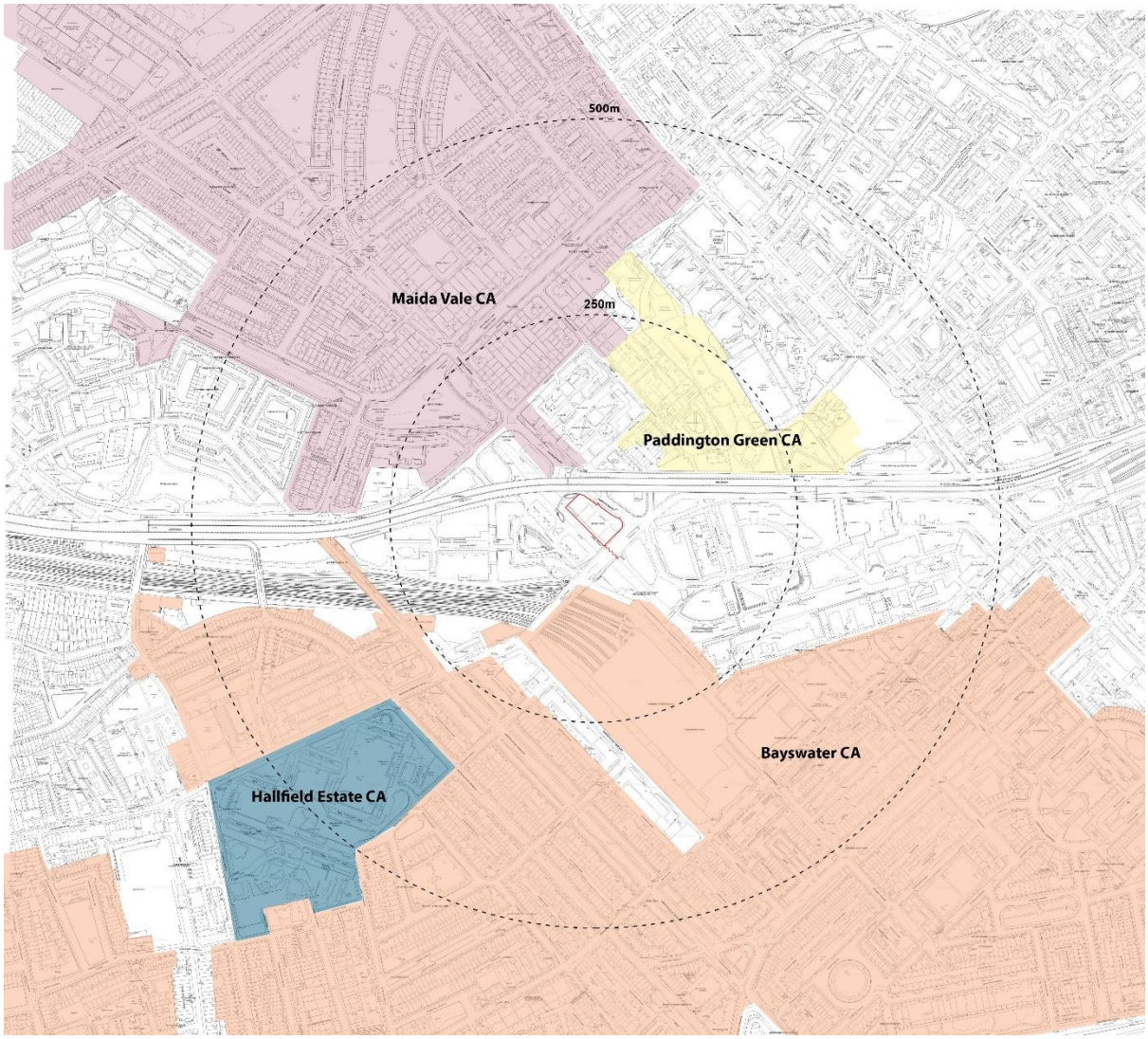


Figure 3.1 Map of Conservation Areas identified for assessment

Maida Vale Conservation Area

3.5 The Maida Vale Conservation Area was first designated in 1968. It has since been extended on a number of occasions, the most recent being in 1996.

3.6 The coherent 19th century streetscape, with stucco terraces and villas and mature street trees, forms the main aspect of the Conservation Area. It is distinguished from other areas built in the same period by its association with the Grand Union Canal and Regent's Canal, established in the early 19th century, and their junction at what is now known as Little Venice. The area's layout of streets evolved in relation to the water courses to the south. The topography of the area, set on ground which rises north of the canal, also contributes to the characteristic long and sweeping vistas experienced along the avenues and crescents within the area. Other important

features are St Mary Magdalene Church and its setting, the Blomfield Road terraces and Beauchamp Lodge.

3.7 The buildings closest to the canal and dating up to the 1860s are largely in white stucco with little exposed brickwork. In the late 19th century, red brick was more common and consequently the buildings in the outskirts of the area are richer in colour. There are early examples of mansion blocks around Elgin Avenue. The most notable features of the area are the imposing stucco crescents of Warrington Crescent and Formosa Street. The Paddington Recreation Ground forms the northern boundary of the conservation area and was initially laid out in 1893.

Contribution of setting to significance

3.8 The setting of the Maida Vale Conservation Area to the south, where the Site is located, is characterised by existing tall buildings in the Paddington Opportunity Area, situated beyond the Westway. The tops of the buildings on Kingdom Street and Sheldon Square, and of Dudley Wharf and the Brunel Building further east, are visible from elevated parts of the Maida Vale Conservation Area but are distant forms and largely screened by trees. This aspect of the setting of the Conservation Area does not contribute to its heritage significance. Aspects of the setting which contribute to the significance of the Conservation Area are other mid-late 19th century, brick and stucco, Italianate residential streetscapes such as those included in the Bayswater Conservation Area to the south.

Paddington Green Conservation Area

3.9 The Paddington Green Conservation Area was originally a detached part of the Maida Vale Conservation Area, set around the grounds of the Grade II* listed Church of St Mary, Paddington Green. The area was extended to include the old churchyard, Paddington Green Primary School, parts of St Mary's Terrace, Church Street and Newcastle Place, and renamed the Paddington Green Conservation Area on 17 November 1988.

3.10 Paddington Green is a surviving fragment of the original rural character of the area. It also contains part of the ancient site of Paddington and Lillestone Villages. Paddington was originally an isolated village at the junction of Edgware Road and Harrow Road. By the end of the 18th century, Paddington Green, along with Lisson Grove, was a fashionable area at the edge of the countryside. It was linked by broad streets to Regent's Park and the West End.

3.11 Paddington Green Conservation Area is markedly different from the Maida Vale Conservation Area, which is situated to the north. Whereas Maida Vale largely consists of residential streetscapes of a similar appearance built up over the mid-late 19th century, the Paddington Green area includes architecture of more varied periods, styles and types, and streetscapes and spaces of more varied and less regular layouts, reflective of its longer history and more

gradual, incremental development. The conservation area is centred on St Mary's Church and its gardens and is bounded to the south by the Westway flyover, completed in the early 1970s. St Mary's Church dates from the late 18th century and was restored in the late 1960s by Erith and Terry, who also designed the adjacent church hall in 1981.

3.12 The development that surrounds Paddington Green includes Nos. 14-18 Paddington Green, a pair of town houses from the 1790s with 19th century side additions. The town houses are four storeys with basements, of yellow-brown stocks with gauged brick arches, and windows with stucco dressings. Also within the conservation area is the Paddington Green Children's Hospital, founded in 1833. It was designed by H. P. Adams and features red brick with red terracotta dressings. The entrance has a sculpted figurine of a mother and her children set within a Dutch gable.

3.13 Paddington Green Primary School, constructed by the London School Board in 1900, comprises three storeys with an attic floor of yellow stock brick in the Queen Anne style, with red brick banding and arch detail. St Mary's Terrace serves as a reminder of the 19th century grand stucco houses that formerly extended south to enclose St Mary's Square, which was positioned opposite the old Town Hall. The development that survives is made up of a basement, three storeys with mansard attic accommodation and Doric entrance porticos. Nos. 1 and 21 St Mary's Terrace are the two end buildings to the terrace and are of a grander scale with pedimented front elevations and heavier detailing comprising rusticated quoins and dentils. St Mary's Mansions is in the Queen Anne style of the early 1900s. Constructed in red brick with cream horizontal dressings and cornices, it has a basement plus four storeys and attic.

3.14 The Paddington Green Conservation Area Audit (2003) identifies key views at paragraph 3.37:

- Views from the flyover of St Mary's Church and Paddington Green; and
- Views of St Mary's Church in its setting of monuments and mature trees from south, north, east and west.

Contribution of setting to significance

3.15 The setting of the Paddington Green Conservation Area to the south and west, where the Site is located, is characterised by existing tall buildings in the Paddington Opportunity Area, situated beyond the Westway. The tall buildings in the Merchant Square development are a notable aspect of the southern setting of Paddington Green and St Mary's Church. More distant, the tops of the Sheldon Square apartment buildings are visible through the trees, to the west of the Site. Tall development also characterises the close eastern settings of this Conservation Area in the Hall Park Estate and clustered close to the Edgware Road station. This aspect of the setting of the Conservation Area does not contribute to its heritage significance.

Bayswater Conservation Area

3.16 The Bayswater Conservation Area was first designated in 1967. This covered the original 19th century, mostly stuccoed, development that defines the essential character of the area. The development of Bayswater as a fashionable residential area commenced in 1827 when the surveyor to the Bishop of London laid out the area between Praed Street, Edgware Road and Bayswater Road. The scheme was carried out in a grand manner in the form of an inter-related pattern of wide streets, crescents and squares planned on either side of the two main boulevards, Westbourne Terrace and Sussex Gardens.

3.17 The conservation area has since been extended a number of times, most notably in 2010, to include Paddington Station and the St Mary's Hospital site, as well as other buildings, which contributed to the workings of Paddington Station and its hotel, the Post Office, the St Mary's Hospital complex, and the particular urban character of this part of Westminster. The importance of these buildings was not fully recognised when the conservation area was first designated. In recent years, the high value of Victorian and early 20th century industrial heritage has become more widely recognised.

3.18 The Bayswater Conservation Area consists of several areas of similar character that are detached from each other, where the architecture of the 19th century, comprising predominantly stuccoed terraces of houses, gains in value by the excellence of the composition of the streets and squares which in turn add much to the unity of the architecture. The area around the two grand boulevards of Westbourne Terrace and Sussex Gardens includes Gloucester Terrace and comprises thoroughfares of stucco but with some brick, notably in Sussex Gardens. The area includes streets and mews of smaller scale. The character remains mainly residential, with many of the larger houses converted into flats. A series of open spaces, trees and formal squares all form essential elements in the townscape composition and character of the area.

3.19 The part of the Conservation Area closest to the Site is the northern part, which was added to the Conservation Area in 2010. This part of the Conservation Area has a different character from the rest of the Conservation Area to the south, which is predominantly characterised by Victorian residential development. The north part of the Conservation Area includes larger scale, single buildings of different styles and types, related to hospital use and other uses which have benefited from the close proximity of the station and canal.

Contribution of setting to significance

3.20 The setting of the Bayswater Conservation Area to the north and east, in the vicinity of the Site, is characterised by large scale hospital buildings, which line the south edge of Paddington Basin, and – on the north side of the Basin and beyond – large scale, modern commercial and residential blocks built in the early 21st century. This area, including the part of the Bayswater Conservation Area extended north of Praed Street in 2010 as well as the Site, was designated

the Paddington Opportunity Area in 2004, to encourage denser and larger scale development on the formerly industrial lands associated with the canal and railways. The modern development in the Opportunity Area does not contribute to the significance of the Bayswater CA. The remnant of industrial development on the Site (identified as an NDHA) makes a small contribution to the significance of 'The Bays', as the only group of 19th century warehouses to reman on the Basin, but to a very small degree and not sufficiently to contribute to the significance of the wider Bayswater CA, which is predominantly characterised by 19th century stucco, residential townscape. The 19th century stucco townscape of Maida Vale, also built up following the arrival of the canal and Paddington Station, does contribute to the significance of the Bayswater CA.

Hallfield Estate Conservation Area

3.21 Prior to rapid urban development in the mid-19th century, this area was part of rural fields, referred to as Hall Field from the late 18th century already. This Victorian layout survived largely intact until the Second World War, when the area suffered significant bomb damage. Following the war, in the late 1940s, the Metropolitan Borough of Paddington decided to redevelop the partially bombed site between Gloucester Terrace and Inverness Terrace in 1947.

3.22 The new estate was intended as a radical model for the Borough of Paddington's post-war re-housing programme, to accommodate the need for high-density housing. Inspired by modernist architects such as Le Corbusier the estate evolved as a conscious decision to break with past conventions of terraced housing, set by Victorian and early 20th century planning. The layout therefore deliberately ignores historic street patterns and the contrast between the estate layout and the wider context is dramatic. Arranged on a grid, buildings, roadways and paths around, the estate are aligned at 45 degrees to the regular grid street plan of 19th century Paddington. Large blocks are laid out on an east/west axis, whilst smaller blocks are aligned north/south. By setting the estate on a lower level, the contrast between the estate and the surrounding area is further emphasised.

3.23 The architecture, which is described as Beaux-Arts Modernism possesses strong linear patterns underlined by the use of strong colours such as cream, maroon and black. Access balconies across blocks are used to create patterned screens. The horizontal lines are reflected in the fenestration pattern and cantilever roofs while contrast is provided on the lower blocks by angled porches and balconies. Traffic routes are generally kept to the perimeter of the estate, whilst the central area is mostly open space, connected by pedestrian routes.

Contribution of setting to significance

3.24 The consistent and distinctive style of the built form within Hallfield Estate contrasts with that of the surrounding built form, which is made up of predominantly Victorian terrace streets. This distinct contrast between the estate and its setting plays a key role in its character and

contributes to its significance and interest. Due to the distance of the Site from the Conservation Area, the scale of buildings within it, and the significant number of mature trees within the Estate, the existing modern, tall development within the Paddington Opportunity Area is almost entirely hidden in views from within its setting.

Designated structures

3.25 There are no listed buildings on the Site. As described in Section 2, the study area for listed buildings was defined at 250m and then extended to include buildings beyond that area where the ZVI and view testing showed that greater visibility and impacts on setting might occur. The listed buildings scoped into the assessment are shown on Figure 3.2. There are no Scheduled Monuments or registered landscapes within the study area. The history and character, heritage significance and setting of each structure, or group of structures, is described in Table 3-1 and the impact of the Proposed Development on their heritage significance and its appreciation is assessed in Section 4.

Non-designated heritage assets (NDHAs)

3.26 In pre-application discussions with design and conservation officers at WCC, it was agreed that two aspects of the Site (the brick elevation on the canal and timber structure in the north yard) had local heritage interest. Therefore these parts of the Site have been considered as a NDHA in this assessment. The ICL (former warehouses/ 'The Bays') on Paddington Basin and the Paddington Basin itself are also considered to have local heritage interest and are therefore treated as NDHAs in this report, although not formally identified as such by WCC. The NDHAs on Site are considered in detail in Appendix A3 to this HIA. The two off-Site NDHAs are described in Table 3-1.

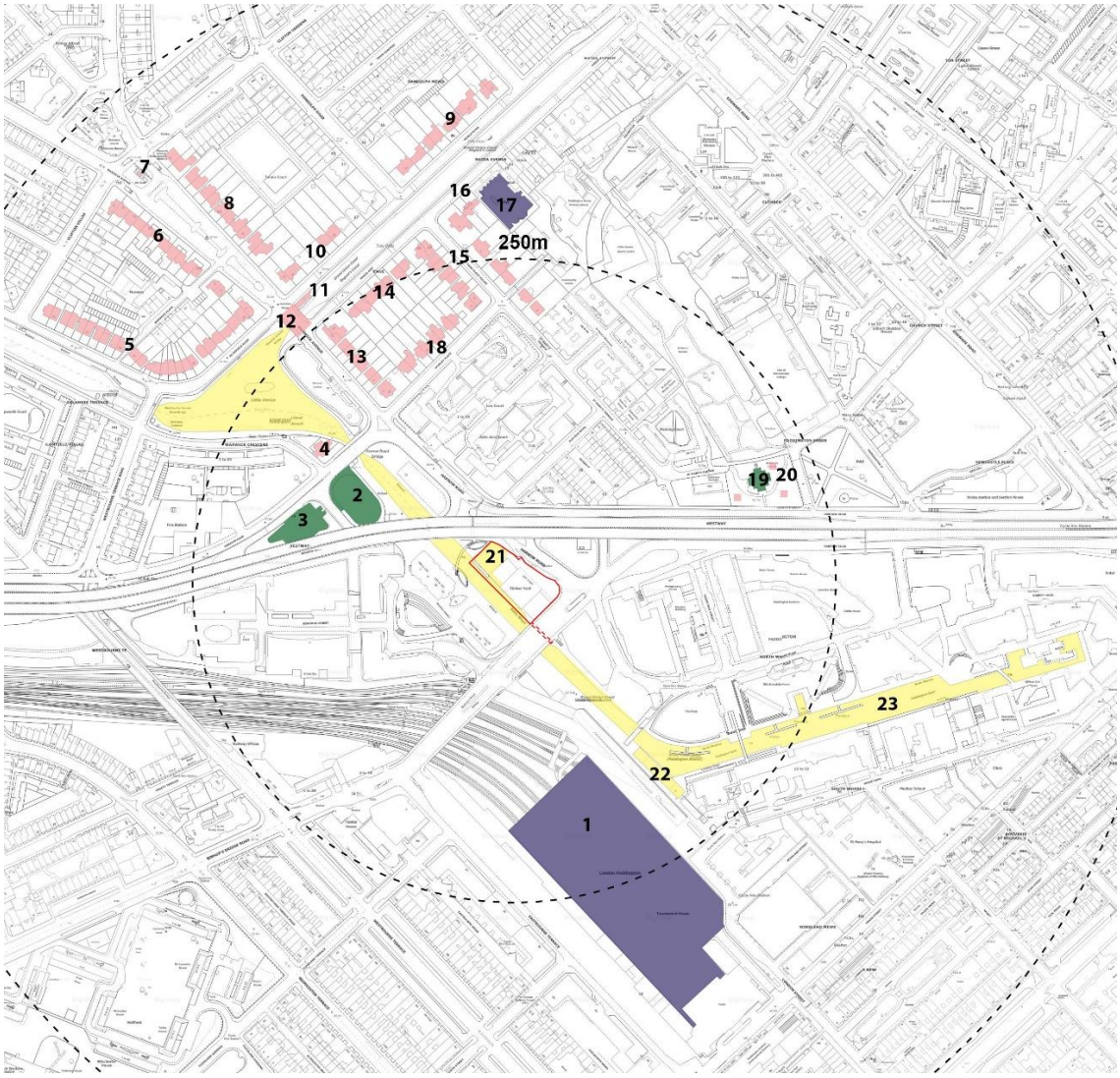


Figure 3.2 Map of Listed Buildings and NDHAs identified for assessment

1. *Paddington Station including the lawn, GWR office block on London Street and offices along Eastbourne Terrace – Grade I*
2. *Paddington British Rail Maintenance Depot, east block – Grade II**
3. *Paddington British Rail Maintenance Depot, west block – Grade II**
4. *No 2 Warwick Crescent – Grade II*
5. *34-56 Blomfield Road– Grade II*
6. *9-31 Warwick Avenue (odd) and 12 Clifton Villas – Grade II*
7. *Cabmen's Shelter near Junction with Clifton Gardens – Grade II*
8. *20-42 Warwick Avenue (even) – Grade II*

9. *15-24 Blomfield Road – Grade II*
10. *29 and 30, 33 Blomfield Road – Grade II*
11. *Junction House, Regent's Canal – Grade II*
12. *Warwick Avenue Bridge – Grade II*
13. *4- 14 (even) Warwick Avenue – Grade II*
14. *24-31 Maida Avenue – Grade II*
15. *1-6, 12-19 Park Place Villas – Grade II*
16. *1-6, 12-19 Park Place Villas – Grade II*
17. *Catholic Apostolic Church and Church House, Maida Avenue – Grade I*
18. *4-20 (even) Howley Place – Grade II*
19. *Church of St Mary, Paddington Green – Grade II**
20. *Monument to Thrupp Family; Monument to Chandless Family; Monument to Woodd family – Grade II*
21. *Brick façade and timber north yard structure on Site – NDHA (identified by Tavernor Consultancy)*
22. *ICL buildings, Paddington Basin – NDHA (identified by Tavernor Consultancy)*
23. *Paddington Basin and Grand Union Canal– NDHA (identified by Tavernor Consultancy)*

Table 3-1: Baseline Assessment of Listed Buildings and NDHAs

Ref	Listed structure or non-designated heritage asset	Grade	Summary description	Heritage Significance	Setting and contribution of setting to heritage significance or appreciation of heritage significance;	Relevant views in May 2024 TBHVA
1	Paddington Station including the lawn, GWR office block on London Street and offices along Eastbourne Terrace	I	Railway terminus station. 1851-4 with the addition of a fourth train shed in 1914-16 and other alterations and additions, mainly in the 1930s. By Isambard Kingdom Brunel (engineer), Sir Matthew Digby Wyatt (architect) and Sir Charles Fox (contractor), with assistance with the decoration by Owen Jones, for the Great Western Railway. The fourth shed was designed in-house by the GWR's New Works Engineer, W Armstrong. Added offices of 1881, early C20, 1933-4, c1965. 1930s work designed by PC Culverhouse, Chief Architect of the GWR. 1989-2001 restoration of the train shed by Aukett Associates. 1999-2000 'Lawn' building by Nicholas Grimshaw and Partners.	Architectural, Historical, and Group Value: The principal element of the listed building consists of Brunel's train shed of the 1850s, and it is this which makes the greatest contribution to the heritage significance of the listed building. Brunel saw the station primarily as an engineering work, originally built from a series of wrought iron arches for each of the three span and with cross transepts, supported on cast iron columns (later replaced by hexagonal steel stanchions in 1916-24) sheltering the railway platforms. Its historic interest lies in its connections with the Great Western Railway (GWR) and the building's survival, as one of England's earliest major railway termini. Historic interest is also derived from the value in illustrating the key stages in the development and expansion of London and the country's transport infrastructure in	The surrounding built form is densely packed and varied in scale, design and form. The asset is experienced as a vast complex of buildings which form part of a railway terminus, largely seen and understood from within the interior spaces, from where there are limited glimpses to the streetscape around it. The buildings have an associative historic relationship with the listed former stable block (the Mint Wing), to the east, and the listed railway infrastructure designed by Brunel for GWR which connects London and Bristol. The adjacent canalway context, which preceded the railway and then co-existed with it – with movement of goods and services between the two transport mediums - also contributes to the historic interest of the station. The surviving, high quality suburban development in Bayswater and Maida Vale was triggered by the arrival of the main rail terminus and so also has an historic association of interest.	Views 14 and 15 (looking past the north edge and east edge)

				response to its growing population and economy from the early Victorian period onwards.	The Site is situated within the former industrial area, on lands associated with the canal and railway, which has been designated for redevelopment as part of the Paddington Opportunity Area to the northeast of the Station: modern large-scale development now characterises this part of the setting of the Station and does not contribute to its significance.	
2	Paddington British Rail Maintenance Depot, east block	II*	Garage to the maintenance depot for road vehicles built for British Rail's Paddington Goods Yard in 1966-8 by Paul Hamilton of the firm Bicknell and Hamilton. Designed in 1964. Reinforced concrete comprising oval, single storey garaging with basement inspection pits. Coved shell concrete roof on dramatically arched cantilevered beams springing from side walls and central piers over clerestory glazing. Concrete shell roof further pierced by portholes, giving a feel of light and space customary in inter-war Scandinavian architecture. The building forms a pair with the workshops and office building (q.v.)	Architectural, Historical and Group Value: The architectural interest is invested in the assets' 20th century design, which form a striking and attractive pair of buildings, associated with Paddington Station and British Railway. The distinctive profile and the prominent location of the buildings further elevates the architectural interest. As noted within the list descriptions, significant interest is derived from the interior of both buildings, which is little altered and, in the case of the west block, provides well detailed finishes. The group value further elevates their heritage significance. The historic interest is invested in the association of the buildings with British Railways' post-war building programme, which can be appreciated as a continuous development from lightweight	The Depot buildings are located within the centre of a flyover, directly north of Westway. The series of roadways define the surroundings and provide a strictly urban character. To the south, a number of modern concrete and glazed large scale developments rise above the flyover and add variety to the urban form. The assets are experienced as part of the urban character of the surrounding area. Due to their location immediately adjacent to the Westway, the character is wholly urban, and the buildings are mainly experienced in kinetic views from the adjacent busy roads. Due to the location, adjacent to Paddington Canal, the buildings are experienced, in part from the waterway. The buildings have a strong group value, as part of the post war development of the British Railways' infrastructure. They also have a strong associative	View 12 (looking over its roof)

				prefabrication to the heavy, romantic and sculptural forms. The interest is further elevated by their association with Paul Hamilton, a prolific 20th century architect, particularly well-known for his transport buildings. Paddington Maintenance Depot is the first major project of Hamilton as part of the firm Bicknell and Hamilton.	relationship with the listed Paddington Station. The Site is situated within the former industrial area, on lands associated with the canal and railway, which has been designated for redevelopment as part of the Paddington Opportunity Area to the south of the Depot buildings: modern large-scale development now characterises this part of the setting of the Depot buildings and does not contribute to its significance.	
3	Paddington British Rail Maintenance Depot, west block	II*	Workshops, offices and boiler house of the maintenance depot for road vehicles built for British Rail's Paddington Goods Yard in 1966-8 by Paul Hamilton of Bicknell and Hamilton. Designed in 1964. Reinforced concrete frame clad on the upper floors with glazed ceramic mosaic. Flat roof. Irregular, expressionist triangular plan on four main storeys on land scooped out for the making of the elevated Harrow Road and M40 Westway. Ground-floor boiler house under projecting first floor workshops, with funnel-like chimneys. Workshops and offices above, rest rooms in tall staircase and lift block rising from broader entrance or 'stern' end. The building can	As for the East Block (2).	As for the East Block (2).	View 12 (just out of frame on the right)

			be entered from the first-floor roadway or exposed semi-basement. Bands of continuous metal mullion-light glazing on first and upper floors. The interior is little altered, and has been praised for its well-detailed finishes.			
4	2 Warwick Crescent	II	House. Mid-19th century. Stucco. 4 storeys to entrance elevation with added attic storey. Entrance elevation. 4 bays wide. Corinthian portico. Rusticated ground floor and quoins. Continuous 1st floor balcony with iron balustrade. Doric order to blind 1st floor windows, 3 floor centre bay windows now cut through principal cornice. South elevation with segmental bow rising to lst floor, with Doric order to 1st floor framing tripartite window: parapet above crowned by iron balustrade.	Architectural, Historical and Group Value: Taller example of the mid-19th century, Classical stucco architecture that dominates the area. Intricate design details throughout, which work well with the surrounding architectural style, across the bridge to the north east.	The building is located at the corner of Harrow Road and Warwick Crescent. Towards the north, it overlooks the triangular shaped canal lagoon, where Regent's Canal arrives, known as Little Venice. The tow path is set at the basement level of the building and the upper levels overlook the canal, to the north, and the Harrow Road and Westway, to the south. It appears as a 'lone tooth' of the stuccoed streetscape which would have extended further south at this point. Now the listed British Rail maintenance depots, a number of roadways, and the large buildings on Kingdom Street form its close setting to the south. The Site is situated within the Paddington Opportunity Area, which is characterised by modern large scale development, some of which can be glimpsed beyond 2 Warwick Crescent. This aspect of the listed building's setting does not contribute to its significance.	View 9 (not clear, highly treed); Views 10 and 11
5	34-56 Blomfield Road	II	Pairs of brick, stuccoed houses, semi-detached and	Architectural, Historical and Group Value:	These houses line Blomfield Road and address the main lagoon area	View 10 (the listed

			terraced, dating to the early-mid 19th century. They are 3 storeys, set behind front gardens, fully rendered and with simple Classical detailing and a regular arrangement and treatment of openings.	Early-mid 19th century Classical suburban stucco houses with strong group value through uniformity of designs.	of the canal known as Little Venice. They have been arranged to follow the line of the canal, with a distinctive crescent shaped terrace where its route bends and larger, semi detached villas where its route straightens. They are set back from the road by front gardens, with low railings by the pavement, and trees line the opposite side of the pavement beside the canal. The lagoon character of the canal at this point, the islet within it and houseboats at its edges and trees which enclose it, are all important aspects of the setting and heritage significance of these listed stucco houses. The modern apartment blocks lining the opposite bank of the lagoon have been similarly scaled and simply articulated to respond positively to the special character of the place. The upper levels of modern development seen clearly beyond are visible but a separate, wider element of the setting of Little Venice, and neither detract nor enhance the heritage significance of the listed buildings on Blomfield Road and Clifton Villas. The location of the Site is within the Paddington Opportunity Area, where those existing modern rooftops are seen from the setting of these listed buildings when looking away from them and across Little Venice. These modern, tall buildings in the wider setting do not	buildings are behind the viewpoint)

					contribute to the significance of these listed buildings.	
6	9-31 Warwick Avenue (odd) and 12 Clifton Villas	II	Pairs of houses and terrace (Nos 21-25) dating to the mid 19th century, in yellow-brown brick in Flemish bond with stucco dressings (No 31 Warwick Ave/ 12 Clifton Villas is fully stuccoed). Welsh slate roofs. 3 storeys and basement. Classical detailing and hipped roofs. The listing citation states that they are included on the list for group value only.	Group Value: Mid 19th century suburban brick and stucco houses with strong group value through uniformity of designs and materials.	These buildings line the west side of Warwick Avenue to the north of Little Venice. The primary aspect of setting which contributes to their significance is the row of villas on the opposite (east) side of the street, similar in scale and period, although fully stuccoed, resulting in a highly balanced and characterful early-mid 19th century streetscape. A broad roadway separates the two frontages, however this open aspect is countered by a high density of trees which line both sides of the street and the central island. Little else is seen from within the setting of these listed buildings except when looking south in winter, when parts of the Brunel Building and Dudley Wharf are visible at the end of the vista; they are neutral aspects of the modern day, urban wider setting of the listed buildings and do not detract from appreciation of the listed buildings due to their distance and partial and seasonal visibility. The location of the Site is within the Paddington Opportunity Area, where those existing modern rooftops are seen when looking south along Warwick Avenue. These modern, tall buildings in the wider setting do not contribute to the significance of these listed buildings.	View 7 (west side of Warwick Ave)

7	Cabmen's Shelter near Junction with Clifton Gardens	II	Cabmen's Shelter near junction with Clifton Gardens. G.V. II Cabmen's Shelter l888. Timber framed with tongue and groove timber panels and felted hipped roof to eaves. 7 bays by 3 bays. Upper part of wall largely glazed. Planked door. Stump of fleché to roof. Overhanging eaves with prominent rafters.	Architectural and Historical Value: One of the earliest surviving examples of a cabmen's shelter.	The Cabmen's shelter is situated on the central island of Warwick Avenue, at the north end beside the Underground ventilation shaft. The positive aspects of its setting which contribute to its significance are the listed early-mid 19th century villas on both sides of Warwick Avenue and to the north which result in a coherent historic streetscape. The late 20th century St Saviour's Church directly north is not listed but accords with the scale, materials and quality of buildings around the Cabmen's shelter. The mature trees are also an important element of the streetscape around the shelter. In winter, the Brunel Building and Dudley Wharf would be partly seen at the end of the vista, looking south past the listed shelter on Warwick Avenue. These modern, tall buildings in the wider setting do not contribute to the significance of these listed buildings.	View 6 (foreground right)
8	20-42 (even) Warwick Avenue	II	Pairs of mid 19th century houses set back from pavement with front gardens. Walls with gateways to pavement edge. Brick, fully stuccoed. Hipped and mansard slate roofs. 3 storeys and basement, some with attic levels, side bays with entrances. Classical detailing.	Architectural, Historical and Group Value: Early-mid 19th century Classical suburban stucco houses with strong group value through uniformity of designs.	These buildings line the east side of Warwick Avenue to the north of Little Venice. The primary aspect of setting which contributes to their significance is the row of villas on the opposite (west) side of the street, similar in scale and period, although largely in brick, resulting in a highly balanced and characterful early-mid 19th century streetscape. A broad roadway separates the two frontages, however this open aspect is countered by a high	View 6 (east side of Warwick Ave)

					density of trees which line both sides of the street and the central island. Little else is seen from within the setting of these listed buildings except when looking south in winter, when parts of the Brunel Building and Dudley Wharf are visible at the end of the vista; they are neutral aspects of the modern day wider setting of the listed buildings and do not detract from appreciation of the listed buildings due to their distance and partial and seasonal visibility. The location of the Site is within the Paddington Opportunity Area, where those existing modern rooftops are seen when looking south along Warwick Avenue. These modern, tall buildings in the wider setting do not contribute to the significance of these listed buildings.	
9	15-24 Blomfield Road	II	Pairs of early-mid 19th century houses set back from pavement with front gardens and low walls at pavement edge. Some brick and stucco, some fully stuccoed. 2 mains storeys and basements and attics. Square projecting porches to front or side bays. Simple Classical detailing. Welsh slate hipped and gabled roofs.	Architectural, Historical and Group Value: A group of early-mid 19th century Classical suburban houses in stucco and brick. The houses vary in designs but still have a strong group value through their scale, materials arrangement and period.	These listed buildings form the north frontage of Blomfield Road, which runs parallel to the canal. The primary positive aspects of the local setting of these listed buildings are the canal and boats moored along it, the trees which line both sides of the street, and the tree lined roadway (Maida Avenue) and 19th century buildings which address the canal to the south. This results in a balanced and characterful historic streetscape in the close setting of the listed buildings. In winter, the tops of modern development in the	No verified view; these villas are located behind HIA Views 1 and 2

					Paddington Opportunity Area is visible when looking south from within the immediate setting of these listed houses, however these modern buildings in the wider area have very little visibility due to their distance, the density of foreground trees and coherence and dominance of the immediate setting of the listed buildings. These modern, tall buildings in the wider setting do not contribute to the significance of these listed buildings.	
10	29 and 30, 33 Blomfield Road	II	Large early-mid 19th century villas, in brick, stuccoed houses, semi-detached and detached. They are 3-4 storeys, set behind front gardens, fully rendered and with simple Classical detailing and a regular arrangement and treatment of openings.	Architectural, Historical and Group Value: Early-mid 19th century Classical suburban houses with group value through aspects of uniformity in their designs.	These listed buildings also form part of the north frontage of Blomfield Road, just west of 15-24 Blomfield Road. The primary positive aspects of the local setting of these listed buildings are the canal and boats moored along it, the trees which line both sides of the street, and the tree lined roadway (Maida Avenue) and 19th century buildings which address the canal to the south. This results in a balanced and characterful historic streetscape in the close setting of the listed buildings. In winter, the tops of modern development in the Paddington Opportunity Area are visible when looking south from within the immediate setting of these listed houses. However, these modern buildings in the wider area have very little visibility due to their distance, the density of foreground trees and coherence and dominance of the immediate	No verified view; these villas are located behind HIA Views 3 and 4

					setting of the listed buildings. These modern, tall buildings in the wider setting do not contribute to the significance of these listed buildings.	
11	Junction House, Regent's Canal	II	Canal house. Early 19th century, and later additions. Stock brick, stucco. Stuccoed parapet with heavily moulded cornice. 2 stuccoed stacks. 2 storeys. South front facing canal: 3 bays, symmetrical. Central doorway with 4-panel door, flanked by single, 8-pane sashes. Above, a central 4-pane sash, flanked by single, 8-pane sashes. All openings have stuccoed flat arches. Adjoining to east, an L-shaped range of later ancillary buildings, brick with slate roofs. Regent's Canal 1812-20, constructed by James Morgan, supervised by John Nash.	Historic and Architectural Valuet: The canal house dates back to the early 19th century and the arrival of the canals, to which it is directly related in its function. It has some simple architectural detailing and is a good example of a building of this function.	The asset is located on the northern junction of the Regent Canal at the Little Venice Triangle, which creates its immediate setting. The canal, stucco houses and the Warwick Avenue Bridge, all in its close vicinity, enhance its setting and contribute to its heritage significance. The asset itself is set lower than street level and directly addresses the canal, emphasising its relationship with it and its historic function. The silhouettes of the large scale development within the Paddington Central Masterplan are clearly visible through the canalside trees from the bridgehead close to the Junction House, however they are not seen at the lower level of the tow path which the building addresses. These modern, tall buildings in the wider setting do not contribute to the significance of the listed building.	No verified or modelled view (it is set lower, beside the canal)
12	Warwick Avenue Bridge	II	Public road bridge across entrance to Regent's Canal. Late 19th century. Single span, slightly cambered, iron girder bridge with open parapet of ornamental iron railings with scrolled brackets. 2 large piers on either side, each of stone on a brick plinth and each with a carved coat of arms in a	Historical and Architectural Interest, some Group Value: Traditional ironwork decorates this late 19th century bridge, which is a good example for its time and has group value with some of the surrounding assets associated with the canal.	The bridge spans over Regent's Canal where it merges with the Paddington branch of the Grand Union Canal to the north-east of the Little Venice Triangle. It draws a large part of its historic interest from its association with the canal, for which it was built. The surrounding 19th century brick and stucco houses, most of which are listed,	View 8 is slightly further south on Warwick Ave

			square panel. Wide moulded cornices, each surmounted by a metal lamp. Included for group value.		contribute positively to its immediate setting. The modern development within its wider setting, mainly to the south close to Paddington, is visible and does not affect its special interest.	
13	4 - 14 (even) Warwick Avenue	II	Early 19th century houses and pairs of houses, all of stuccoed brick with concealed roofs. 2 storeys tall with basements and/or attics and 3 or 5 bay compositions. Architectural detailing throughout all pairs, i.e. recessed centres screened by composite columns distyle in antis; composite angle pilasters to wings; Ionic columns tetrastyle in antis and architraves, sill bands along 1st floors; pediments, consoles and so forth. Sashed windows throughout.	Architectural, Historical and Group Value: A range of early 19th century, stucco buildings in Classical style, but with different details, creating a coherent group. From the early 19th century, these houses are generously sized and elegant examples of their period. The design approach remains similar throughout the street, further enhancing the heritage significance through group value.	Nos 4,6,8 and 10 address the gardens at the east side of Little Venice. In between, Warwick Avenue is a busy road. The trees screen views to the stucco villas around the lagoon, all of which contribute to the heritage significance of these 19th century buildings on Warwick Avenue. To the southeast, the elevated route of the Westway and substantial residential and commercial buildings just beyond are seen clearly. It is a highly mixed setting, with both the historic Canalside and modern urban centre at Paddington highly present. The 19th century aspects of the streetscape and the nearby canal contribute to the significance of these listed buildings. The modern buildings and roadways in the wider area are neutral aspects of the modern day setting of these listed buildings.	View 8
14	24-31 Maida Avenue	II	Pairs of houses and a terrace at Nos 27-29, all stuccoed brick, 2 storeys with basement and attics, and all dating to the early-mid 19th century. Either welsh slate roof or concealed roof. On average 2-4 bays. Classical architectural detailing throughout all houses in the	Architectural, Historical and Group Value: A range of early 19th century, stucco buildings in Classical style, but with different details, creating a coherent, but individual group of assets. From the early 19th century, these houses are generously sized	These stucco villas create an impressive and uniform frontage to the south side of the canal. The canal itself and the 19th century buildings on Blomfield Road opposite all contribute to the heritage significance of these villas. Due to the orientation of Maida Avenue and the number of trees	No verified view; HIA View 3

			form of balustrades, architraves sill bands, breaking forward and recessed sections and columns supporting pediments.	and elegant examples of their period. The design approach remains similar throughout the street, further enhancing the heritage significance through group value.	which line it, little is presently seen in the distance when looking along the road. The gaps between the villas do however allow glimpses of urban development beyond to the south, though this is little noticed due to the coherence and dominance of the foreground scene. The tops of modern, tall buildings seen in the wider setting do not contribute to the significance of the listed buildings.	
15	1-6, 12-19 Park Place Villas	II	Houses and pairs of mid 19th century houses set back from pavement with front gardens. Walls with gateways to pavement edge. Brick, fully stuccoed. Hipped and concealed slate roofs. 3 storeys and basement, some with attic levels, side bays with entrances. Classical detailing.	Architectural, Historical and Group Value: Stucco houses in the Classical style from the 1840s with a range of original design details, including dentilled cornices, tripartite architraves with low railings, cornices on consoles. The similar style and period create group value that increases the heritage significance of each building.	All the houses at the north end of Park Place Villas are 19th century stucco and all are set back from the pavement behind front gardens and low walls. Trees and bushes form a key part of the streetscape and obscure views along it. At the north end, the tops of boats on the canals are seen through railings, with more trees beyond. South of the junction with Howley Place, the streetscape becomes more mixed – with high quality red brick mansion blocks and plain mid 20th century apartment blocks, and tall development in the Paddington Opportunity Area visible at the end of the street. The key aspects of the setting that contribute to significance are the other stucco villas and the trees, which together create a coherent and attractive streetscape. The tops of modern, tall buildings seen in the wider setting do not	No verified view; HIA View 5

					contribute to the significance of the listed buildings.	
16	22 and 23 Maida Avenue	II	A pair of mid 19th century houses set back from pavement with front gardens. Walls with gateways to pavement edge. Brick, fully stuccoed. Hipped slate roof. 2 storeys and basement, side bays with entrances. Classical detailing.	Architectural, Historical and Group Value: Early-mid 19th century, stucco houses in Classical style.	Along with the villas of similar appearance further west, this pair of houses adds to an impressive and uniform frontage to the south side of the canal. The canal itself and the 19th century buildings on Blomfield Road opposite all contribute to the heritage significance of these villas. The neighbouring Grade I Listed Catholic Apostolic Church forms a dominant and positive aspect of the close setting. Due to the orientation of Maida Avenue and the number of trees which line it, little is presently seen in the distance when looking along the road. The gaps between the villas do however allow glimpses of urban development beyond to the south, though this is little noticed due to the coherence and dominance of the foreground scene. The tops of modern, tall buildings seen in the wider setting do not contribute to the significance of the listed buildings.	No verified view; HIA View 2
17	Catholic Apostolic Church and Church House, Maida Avenue	I	Church and adjoining caretaker's house. 1891-93 by J.L. Pearson. Red brick with ashlar dressings and tiled roofs. Four bay aisled nave with further narrow bay and projecting centrally-placed apsidal baptistery to west.	Architectural and Historical Value: Impressive and elaborate Gothic design from the late Victorian period.	The Church is set back from the pavement edge at the same line – and adjoining – the stucco and stock brick 19th century terrace to its east. Like the terrace, it has a front garden but with highly characterful Cedar trees. Additionally, there are mature plane trees lining both sides of Maida	No verified view; HIA View 1

			Crossing and transepts, two bay chancel and apse with ambulatory and north and south chapels, that to the south with narrow aisles and apse. Detached tower (raised to two storeys only) adjoins south-west angle of nave. Caretaker's house to north. Victorian Gothic style.		Avenue to the north. The Gothic roofline of the Church is presently seen above the adjacent terraces and against sky, holding visual prominence in the immediate locality although not tall enough to be seen more widely. There are stucco villas to its west and the canal to the north of Maida Avenue. The body and rear of the church is hidden from view by the buildings which enclose it, therefore its primary setting is on Maida Avenue, where it is best appreciated. In views towards the Church from the north side of the canal, the tops of tall buildings in the Paddington Opportunity Area and at Edgware Road are visible in the distance. Due to their distance, the small degree of visibility and large scale and dominance of the Church, the tall modern development in its wider setting is little noticed and forms a neutral aspect of its modern day setting.	
18	4-20 (even) Howley Place	II	Terrace of pairs of houses with linking screen walls and front garden walls with gateways. 1840s. Brick, stuccoed. Welsh slate hipped roofs. 2- 3 storeys, with side bays and Classical detailing.	Architectural, Historical and Group Value: Stucco houses in the Classical style from the 1840s with a range of original design details, including Tuscan porches and cornices. The similar style and period create a group value that further increases the heritage significance of the buildings.	No 20 Howley Place is located at the corner of Warwick Avenue and Howley Place. It is set back from the street and separated from it through a wall and railings. A lot of greenery surrounds it and screens the view onto and from the building likewise. On Howley Place, Nos 4-18 address the road (Howley Place), and beyond, 20th century, 8 storey apartment blocks, set back from the road by gardens. In the wider area, a tower block (Parsons	No verified view; HIA View 6

					House) is visible on Edgware Road and, looking towards the application site, parts of the commercial blocks on Kingdom Street. Whilst the stucco villas in the wider area contribute to the heritage significance of this group of listed buildings on Howley Place, they have little visibility and the visible context from within the close setting of these listed buildings is mainly modern and large scale; these aspects of their setting do not contribute to their significance.	
19	Church of St Mary, Paddington Green	II*	Church 1788-91 by John Plaw with 19th century alterations and restoration of 1972 by Raymond Erith. Yellow-brown brick with ashlar dressings. Slate roof, lead roof to cupola. Greek cross plan, the central square surmounted by cupola with lower, narrower arms. Principal entrance to south arm of cross treated as Doric portico with attached columns distyle in antis with pediment to gable end. Flight of four steps to panelled double-leaf doors in architrave with hood on consoles. Bowed tetrastyle Tuscan porch to west cross arm with thermal window above. Venetian window in round-arched recess to east side. To north side a round-	Architectural and Historical Value: Special interest for its age, dating to the late 18th century, and design which has a distinctive Greek cross plan. It has historic associations with notable local residents held in a number of monuments.	The immediate setting of the Church is formed by the historic churchyard. The churchyard extends to the north and west. To the east is Paddington Green. All of these spaces are landscaped and highly treed. Close to the south is the Harrow Road and Westway, together at this point comprising nine carriageways. Large scale new development in the Paddington Opportunity Area now borders the south side of these roadways. The modern City of Westminster College building also has a dominant presence to the northeast. To the west is a single storey brick building which is of a similar scale and materiality to the church: this low-lying building and the treed spaces around the church are the key positive aspects of its	Views 3 and 4

			arched recess contains a thermal window with a 4-light pilastered window in segmental surround below. Pediments to gable ends. Return walls have niches and square blind panels above. To central block, two levels of small-paned windows with leaded lights under gauged brick arches. Ashlar frieze and cornice. Hipped roof. Octagonal cupola with paired columns to angles. Interior: galleries on three sides supported on columns. Segmental vaults and shallow dome. Original font, pulpit, altar and altar rail.		setting, positively contributing to the appreciation of its significance. The close setting of the Church is characterised by tall, modern development which does not contribute to the significance of the Church. The churchyard and Paddington Green are aspects of the setting which do contribute to the significance of the Church.	
20	Monument to Thrupp Family; Monument to Chandless Family; Monument to Woodd family	II	Thrupp family monument: Late 18th- early 19th century. Ashlar. Pedestal, sarcophagus with gadrooned edge and swept cover with further gadrooning surmounted by shallow pediment. Chandless family monument: Early 19th century. Ashlar on renewed brick base. Rectangular on plan with recessed angles containing partly fluted Doric columns. Inscription plaques to each face. Cornice and blocking course above. Woodd family monument: Early 19th century. Ashlar. Sarcophagus with legs on pedestal. North side shows	These monuments have special interest for their artistic qualities, early 18th and 19th century age and historic associations with notable local families.	These monuments are situated within the churchyard, within the immediate setting of the Church of St Mary. The churchyard space and the Church itself are important contributors to their significance. The buildings in the wider area, both historic and modern, are considered to have a neutral effect on their significance, due to the particular nature of a monument, which is experienced as a standalone object, with specific historical associations and aesthetic qualities, and set apart from the streetscapes and building which have evolved beyond and around the churchyard.	View 4

			coat of arms with motto and decorated with a garland, south side has roundel with male bust.			
21	Brick façade and timber north yard structure on Site	Non-designated	A detailed assessment of the structures on Site is provided at Appendix A3. Two elements of heritage interest were identified: a yellow brick façade dating to 1896-1916 and a timber yard structure dating to 1945-1962. The brick elevation has red brick detailing and pilasters, with a gabled roofline. It has blocked up openings which would have opened onto the canal historically. The timber structure in the north yard supports a corrugated roof and is now covered by a timber screen on the canal, where originally it would have been open.	These two aspects of the Site hold some local heritage interest for their age, design and association with the timberyard historically on the Site and the adjacent canalway.	The adjacent canal is the primary positive aspect of setting. The ICL building (former warehouses) to the south of the Site, as the only other remaining part of the pre-war commercial development on the canal, contributes slightly to the significance of these structures but there is no visibility or historic connection between the two sites. As a non-designated heritage asset which has not been formally identified by WCC as a NDHA, they have a low degree of heritage interest.	No views (on Site – see DAS)

22	ICL buildings, Paddington Basin (South Wharves)	Non-designated	Two storey, brick with irregular window and door openings related to former canal associated commercial use. Identified as 'warehouses' on the 1869 OS map.	Local architectural and evidential value for its late 19th century industrial design and materials, however the design is functional and the condition is much altered.	The significance of these buildings lies primarily in their group survival and canalside setting, to the east, and adjacent cobbled pathway, to the west. These aspects of setting combine with the warehouse character of the architecture, though very utilitarian and greatly altered, to serve as a reminder of industrial history of the Paddington Basin. The existence of low lying light industrial structures on the Site makes a slight contribution to the heritage significance of these structures, through association, though there is no intervisibility between the Sites and the ICL buildings are no longer in industrial or commercial use, so the connection with the Site, in terms of heritage significance, is negligible. The ICL Buildings are an Unlisted Building of Merit in the Bayswater CA. They have not been individually identified as a NDHA by WCC. They have a low degree of heritage interest.	View 15
23	Paddington Basin and Grand Union Canal	Non-designated	Canal inlet established in 1801 with the Paddington Arm of the Grand Union Canal.	The waterway itself has no designated status in terms of heritage. It is assumed that the walls have been repaired over the years and that the fabric is not therefore historic. The towpaths have been redeveloped to improve access and added to both sides of the canal. However the route of the canal and the presence of water is	The setting of the Paddington Basin has changed significantly in recent decades. A broad pathway has been introduced to both sides of much of the waterway. Modern large scale residential and commercial buildings now address the canal. Part of the Travis Perkins structures on Site and the ICL former warehouses, to the south of	View 15 and DAS views

				historic and has heritage value which makes an important contribution to both residents' and visitors' appreciation of the Paddington Basin and canal.	the Site, are the last remaining vestiges of industrial development on the basin, dating to the late 19th and early 20th century. No parts of earlier canalside development remain. Parts of the Site (namely the brick elevation and parts of the north yard structure) and the ICL buildings contribute to the heritage significance of the adjacent canalway through their historic association with the commercial uses for which the canal was primarily created. However the limited nature of these remains and their limited architectural value and lack of rarity in age make a limited contribution to the heritage significance of the basin. The improvements made to pedestrian access and amenities around the canal, whilst not associated with the historic character of the canalside, have improved the ability for visitors and local residents and workers to appreciate the canal and its heritage. As a non-designated heritage asset which has not been formally identified by WCC as a NDHA, it has a low degree of heritage interest.	

4.0 GPA3 Step 3: *assess the effects of the proposed development, whether beneficial or harmful, on that significance;*

On Site Heritage

4.1 A complete survey of all structures on Site is included in the Statement of Significance at Appendix A3. It concludes that the Site has two elements of local heritage interest, the brick elevation on the canal and the timber parts of the north yard structure. These two structures have been classified in this report as a non-designated heritage asset on account of their local heritage interest.

4.2 The Proposed Development includes the creation of a new canal side walkway, which would require the removal of the Site structures which lead up to the canal edge. However, due to its local interest, the turn of the 20th century brick elevation on the canal will be retained in situ and supported by a metal structure which crosses the new canal side walkway. Details of the proposal are set out in the Design and Access Statement (DAS).

4.3 Make Architects have also considered the potential for re-using all or parts of the timber structure of the north yard, however due to fire safety concerns related to the timber material, the potential to incorporate the structure into the Proposed Development is more limited than that of the brick facade. Nonetheless parts of the timber structure may be included within the landscape proposals as they are finalised following planning permission.

4.4 As non-designated heritage assets, paragraph 216 of the NPPF applies to the assessment of impacts: "*The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset*". The scale of loss will be partial, with the oldest and most visible part on the canal front being retained. The retention of the brick structure on Site as part of the Proposed Development is considered to be a heritage benefit, although the alteration to its existing industrial setting adjacent to the canal, albeit largely modern and of no heritage interest, would erode the heritage significance of the brick structure itself. The impact on the NDHA on Site is described and assessed in Table 4-1.

Off-Site Heritage

4.5 The following assessment considers how the Proposed Development would affect the heritage significance of conservation areas, listed buildings and NDHAs through impacts on the settings of these heritage assets. The assessment of impacts on conservation areas is set out in the paragraphs below. The assessment of impacts on listed buildings and non-designated heritage

assets off-Site is assessed in Table 4-1. All references to views are those set out in the May 2024 TBHVA.

Maida Vale Conservation Area

4.6 Views 6-11 of the May 2024 TBHVA are from within the Maida Vale Conservation Area and have been selected at positions where it is likely to see the Proposed Development. For most parts of the Conservation Area, it would not be visible. In views across the Little Venice lagoon (views 10 and 11) it has been designed to fit into the existing urban backdrop of the lagoon and will have a negligible degree of visibility. On Warwick Avenue it would be clearly seen at a number of points due to the alignment of the street with the Site. The top of the Proposed Development would be glimpsed along with other tall buildings nearby – Dudley Wharf and the Brunel Building – at other points in the Conservation Area but would largely be screened by trees.

4.7 The Proposed Development has been designed with the key views on Warwick Avenue in mind from the outset. The street trees would conceal the Proposed Development from more northerly positions in summer and will screen it in winter. When visible, it will largely replace the Brunel Building in views along Warwick Avenue, rising to a slightly lower height than that existing building, the tip of which would be seen beyond. In contrast to the sheer northern face of the Brunel Building, and the blank strip of its central core, the Proposed Development would be visible stepping down in mass towards the Maida Vale Conservation Area, with its northern elevations clad largely in light-coloured brick, articulated to have visual texture. The proposal will be of a scale appropriate to development within the Paddington Opportunity Area but will complement the key characteristics of the historic streetscape within the Conservation Area – the brickwork, planting, domestic scaled window openings - and will step down in height to the north, mediating between the tall modern buildings in the Opportunity Area beyond and the 19th century streetscapes in the Conservation Area.

4.8 The character and quality of the streetscapes and spaces within the Maida Vale Conservation Area would be unaffected by the Proposed Development. It would be seen from limited places within the Conservation Area and, when seen, it will appear with and in front of existing urban forms of a similar scale, and has been designed – in mass, expression and materials – to complement the Conservation Area when it is visible.

4.9 The heritage significance of the Maida Vale Conservation Area would be preserved.

Cumulative Assessment

4.10 As noted in relation to the cumulative condition for views 6-11, other consented buildings in the Opportunity Area would be visible in parts of the Maida Vale Conservation Area. They would

be visible from limited points within the Conservation Area and, when seen, they would usually appear together, as part of the wider urban setting of the Conservation Area and not affecting the character and appearance of the streets and spaces within the Conservation Area. The heritage significance of the Maida Vale Conservation Area and its appreciation would be preserved.

Paddington Green Conservation Area

4.11 Paddington Green is a smaller Conservation Area than Maida Vale and with more varied aspects of character. The Proposed Development would not be visible from most northern parts of the Conservation Area. It would be visible from Paddington Green, in the setting of the Grade II* listed Church of St Mary, although partly screened by trees (view 4). It would be more fully visible from the south edge of the Conservation Area, from the pavement beside the Westway (view 3/3a). It would be clearly visible above the Westway when looking out from the southwest tip of the Conservation Area (view 5).

4.12 In all views from the Paddington Green Conservation Area in which the Proposed Development is seen, it would be visible in the context of tall modern development on the southside of the Westway and the major piece of urban infrastructure which is the Westway itself. In view 4, from a key position within the Conservation Area, in Paddington Green, the Proposed Development would extend the visual urban context closer to the backdrop of the Grade II* listed Church. However, it would be heavily screened by trees and has been composed to step down in height to the north, softening the edge of Opportunity Area tall buildings group presently seen in this view, and also to comprise two upper volumes, thereby reducing the perception of overall building mass and positively adding visual layers and depth to the existing urban skyline. It would not affect the legibility of the Grade II* Listed Church in these views or dominate its wider setting.

4.13 The heritage significance of the Paddington Green Conservation Area would be preserved.

Cumulative Assessment

4.14 Views 3 and 4 show that other consented schemes in the Opportunity Area would be visible from this southern part of the Conservation Area. The character and appearance of the streets and spaces within the Conservation Area would not be altered and its existing urban setting would be positively consolidated. The heritage significance of the Paddington Green Conservation Area and its appreciation would be preserved.

Bayswater Conservation Area

4.15 View 13 (from Orsett Terrace) is from within the Bayswater Conservation Area and shows that, even from streets which are aligned with the Site, the Proposed Development would have

negligible visibility due to the scale of intervening buildings and the distance of the Site. It would be visible along Bishop's Bridge Road (view 14), however this route is largely outside of the Conservation Area and characterised by large scale modern buildings. There would be negligible visibility from the south, even at points at the north edge of the Conservation Area (view 15). There would be a highly limited degree of visibility of the Proposed Development from within the Conservation Area, resulting in no changes to the character and appearance of the Conservation Area.

4.16 The heritage significance of the Bayswater Conservation Area would be preserved.

Cumulative Assessment

4.17 View 13 shows that taller parts of the Opportunity Area will be seen from parts of the Conservation Area. However, they are likely to be seen only from limited parts of the Conservation Area and would be high-quality buildings appearing within an existing urban setting to the Conservation Area. The Bayswater Conservation Area and its appreciation would be preserved.

Hallfield Estate Conservation Area

4.18 The ZVI shows limited visibility of the Proposed Development from the edges of the Conservation Area, looking away from it. Even if noticed in these outward views, it is unlikely that the Proposed Development would affect the particular, highly coherent, character of this small Conservation Area, which consists of substantial 20th century apartment blocks arranged within a treed landscape, or the Victorian terraced streets which form its immediate setting.

4.19 The heritage significance of the Hallfield Estate Conservation Area would be preserved.

Cumulative Assessment

4.20 As for the Proposed Development, if consented development is visible from within this Conservation Area, it would be distant and unlikely to be noticed due to the scale of built form and trees, and their cohesive organisation within the Conservation Area. The heritage significance of the Hallfield Estate Conservation Area and its appreciation would be preserved.

Cumulative impacts

4.21 The GLA have requested a cumulative assessment to be made on both and additive and combined basis. The cumulative assessment made in the May 2024 TBHVA has been made on an additive basis, however an assessment made on the combined basis would come to the same conclusions in this instance. That is because, where there is no harm caused by the

Proposed Development in isolation, there would be no cumulative impact using either approach. There is only potential for a cumulative impact where the Proposed Development results in an instance of harm or benefit to the significance of a heritage asset. This HIA finds only two instances of harm, both 'very low': to the ICL buildings (The Bays) and to the brick façade and north timber yard structure on Site. These harmful impacts on heritage significance arise solely from the loss of part of a NDHA on the Site (and not from the large scale or any other aspect of the proposed building). The consented schemes considered as part of the cumulative assessment (as identified on p.124 of the May 2024 TBHVA) would introduce additional large scale buildings in the local and wider area which would not increase the impacts on the heritage significance of these two NDHAs due to the harmful impacts arising from the loss of part of a NDHA on the Site (and not from the large scale or any other aspect of the proposed building, which is wholly in keeping with the established character of the setting of these heritage assets).

Table 4-1: Assessment of Impacts on the Heritage Significance of Listed Buildings and NDHAs

Ref	Listed structure	Relevant views in May 2024 TBHVA	Impacts on setting	Impacts on heritage significance, whether beneficial or harmful	Degree of Harm or Benefit
1	Paddington Station including the lawn, GWR office block on London Street and offices along Eastbourne Terrace (Grade I)	Views 14 and 15 (looking past the north edge and east edge)	There are buildings between the Station and the Site which mean that the Proposed Development would not be seen in direct conjunction with the Station sheds (views 14 and 15). The setting of the Station is already characterised by large scale urban development in the Paddington Opportunity Area and the Proposed Development would relate well to that context.	The Proposed Development would not alter the associative relationship of the Station with other buildings in the context or its special historic and architectural interest, mainly best appreciated within the station shed. There would be no direct visual or other impact on views of the Station. Its heritage significance would be fully preserved.	None
2	Paddington British Rail Maintenance Depot, east block (Grade II*)	View 12 (looking over its roof)	View 12 looks across the Depot buildings and the Westway towards the Site. This view shows the existing highly urban setting of the Depot buildings, which are surrounded by roadways and the canal. Other key aspects of their close setting – the canal and Paddington Station – would also be preserved. The Proposed Development would appear in relation to existing large scale buildings within their setting. The close proximity and group value of the East Block and West Block would not be affected.	The heritage significance derived from its particular 20th century design, association with Paddington Station and British Railway, association with architect Paul Hamilton, and its prominent location - adjacent to the Westway – would not be altered. The special interest of the interior of both buildings would be unaffected. Views towards, and appreciation of, these listed buildings would be unaffected by the Proposed Development. The heritage significance of the East Block, and the appreciation of its significance, would be preserved.	None
3	Paddington British Rail Maintenance Depot, west block (Grade II*)	View 12 (just out of frame on the right)	As for the East Block (2).	As for the East Block (2). The heritage significance of the West Block, and the appreciation of its significance, would be preserved.	None
4	No 2 Warwick Crescent (Grade II)	View 9 (not clear, highly treed); Views 10 and 11	View 10 looks across the Little Venice lagoon, at a point where the Proposed Development will be seen obliquely just beyond No 2 Warwick Crescent and adjacent to the Brunel Building in this view. The Proposed Development would have a low level of visibility beyond 2 Warwick Crescent, which would remain prominent in the foreground and which already has large scale urban development in its close visual setting. The Proposed Development would not be seen in most views directed towards 2 Warwick Crescent. The key aspects of its setting – the lagoon and 19th century streetscapes to the north and the Westway to the south - would not be changed.	The special and architectural interest of 2 Warwik Crescent as a mid-19th century, Classical stucco building which formed part of the 19th century suburban development of the area would be unaffected by the Proposed Development. Its appreciation in relation to its lagoon setting and other 19th century aspects of the locality would be fully preserved in local views. Its heritage significance, and appreciation of its significance, would be preserved.	None
5	34-56 Blomfield Road	View 10 (the listed buildings are behind the viewpoint)	View 10 shows that the Proposed Development would be glimpsed in views looking away from these listed stucco villas towards the lagoon. The proposed height means that the Proposed Development would be little noticed beyond 2 Warwick Crescent and the modern terrace on the north side of the lagoon. The lagoon aspect of the setting of Blomfield Road, and the prospect viewed and enjoyed from within the close setting of the listed buildings, would be preserved. The Proposed Development would be one of a number of modern rooftops seen beyond the historic canalside setting of Blomfield Road.	There would be no impact on views looking towards the listed 19th century villas. There would be no appreciable change to the lagoon setting of the villas to the south. The heritage significance of the listed buildings and its appreciation would be fully preserved.	None
6	9-31 Warwick Avenue (odd) and 12 Clifton Villas	View 7 (west side of Warwick Ave)	Views directly towards the listed buildings would not be affected. Views 6 and 7 show that the Proposed Development would appear in place of the Brunel Building in views looking south past these listed 19th century villas on Warwick Avenue. Their group value is appreciated in long views looking along the street. The two proposed upper volumes would be visible stepping down towards the north, and thereby reducing in	The Proposed Development would not alter the existing characteristics of the setting of the listed buildings. It would be seen in the distance, separate from the historic streetscape which forms the close setting of the villas and contributes to their significance. It would not appear dominant in views along Warwick Avenue. The heritage significance of the listed buildings on Warwick Avenue and their	None

			mass towards Warwick Avenue. The Proposed Development would be predominantly clad in light-coloured brick, with distinctive roofscapes and planting. In summer, the street trees would significantly screen its appearance. There would be no essential change to the character of the setting of the listed buildings due to the appearance of the Proposed Development where a similarly scaled modern building (the Brunel Building) is seen at present.	appreciation would be fully preserved.	
7	Cabmen's Shelter near Junction with Clifton Gardens	View 6 (foreground right)	The listed cabmen's shelter is visible on the right of the frame of View 6. The Proposed Development would be visible at the end of Warwick Avenue in this southerly view looking past the shelter. The Proposed Development would not be seen directly beyond the shelter and would not alter the parts of the setting which contribute to its significance.	The Proposed Development would not alter the existing characteristics of the setting of the listed building. It would be seen in the distance, separate from the historic streetscape which forms the close setting of the shelter and contributes to its significance. It would not appear dominant in views along Warwick Avenue. The heritage significance of the listed building and its appreciation would be fully preserved.	None
8	20-42 Warwick Avenue (even)	View 6 (east side of Warwick Ave)	This row of listed 19th century villas is situated opposite 9-31 Warwick Avenue (odd) and thereby shares the same setting. The assessment for 20-42 Warwick Avenue (even) is the same as for 9-31 Warwick Avenue (odd) (see No 6 above). There would be no essential change to the character of the setting of the listed buildings on Warwick Avenue due to the appearance of the Proposed Development where a similarly scaled modern building (the Brunel Building) is seen at present.	As for 9-31 Warwick Avenue (odd), the Proposed Development would not alter the existing characteristics of the setting of 20-42 Warwick Avenue (even). It would be seen in the distance, separate from the historic streetscape which forms the close setting of the villas and contributes to their significance. It would not appear dominant in views along Warwick Avenue. The heritage significance of the listed buildings on Warwick Avenue and their appreciation would be fully preserved.	None
9	15-24 Blomfield Road	No verified view; these villas are located behind HIA Views 1 and 2	This row of 19th century villas addresses the north side of the canal opposite the Grade I Listed Catholic Apostolic Church. The Proposed Development would not affect views looking towards them or up and down Blomfield Road in their close setting, due to the location of the Site (in the opposite direction). The top of the Proposed Development may be glimpsed on the skyline beyond the Church and 19th century villas on the south side of the canal in views looking away from 15-24 Blomfield Road. This aspect of the setting contributes to the significance of the listed buildings and their appreciation, however the Proposed Development would be very little seen in these views looking away from the listed buildings and would be heavily screened by trees in all seasons. If visible, it would be a glimpsed distant building top seen and understood along with other tall buildings in the Opportunity Area and not dominant in the foreground scene which contributes to the significance of the listed buildings.	The Proposed Development would not be visible in views looking towards the listed buildings and very little seen in views looking away from them. The positive aspects of their setting would be retained. The heritage significance of the listed buildings and its appreciation would be fully preserved.	None
10	29 and 30, 33 Blomfield Road	No verified view; these villas are located behind HIA Views 3 and 4	These listed buildings address the north side of the canal, like 15-24 Blomfield Road, but opposite 24-31 Maida Avenue. The ZVI shows that there would be glimpses of the top of the Proposed Development from parts of Blomfield Road when looking away from the listed buildings to the south. As for 15-24 Blomfield Road, the top of the Proposed Development may be glimpsed beyond the 19th century villas on the south side of the canal. This aspect of the setting contributes to the significance of the listed buildings on Blomfield Road and their appreciation, however the Proposed Development would be very little seen in these views looking away from the listed buildings and would be heavily screened by trees in all seasons. If visible, it would be a glimpsed distant building top seen and understood along with other tall buildings in the Opportunity Area and not dominant in the foreground scene which contributes to the significance of the listed buildings.	The Proposed Development would not be visible in views looking towards the listed buildings and very little seen in views looking away from them. The positive aspects of their setting would be retained. The heritage significance of the listed buildings and its appreciation would be fully preserved.	None

11	Junction House, Regent's Canal	No verified or modelled view (it is set lower, beside the canal)	This listed building is situated next to Warwick Bridge (Grade II) and south of the villas at 33 Blomfield Road/ 18 Warwick Avenue. Its main entrance and ground level is set at the lower level of the canal. It is unlikely that the Proposed Development would be seen from the lower level of the canal, and if visible it would appear when looking away from the listed building. The Proposed Development would be clearly seen in views form Warwick Avenue looking south past the Junction House, in which the listed building is not clearly discerned due to its situation by the canal. In these views the Proposed Development would be seen with existing tall building development in the Paddington Opportunity Area, which forms a separate wider part of the present-day setting of the Junction House and does not affect the 19th century aspects of the streetscape and canalside closer to the listed building which contribute to its significance. The Proposed Development would be seen and understood within that existing wider context of modern urban development on the skyline.	The Proposed Development would not alter the existing characteristics of the local and wider setting of the listed building. It would be seen in the distance, separate from the historic streetscape and canalside which form the local setting of the listed building. The heritage significance of the listed building and its appreciation would be fully preserved.	None
12	Warwick Avenue Bridge (Grade II)	View 8 is slightly further south on Warwick Ave	The key aspects of the setting of the bridge - the Regent's Canal and roadway – would not change. It draws a large part of its historic interest from its association with the canal, for which it was built, and the surrounding terraces, most of which are listed, contribute positively to its immediate setting. These aspects of its setting would not be altered by the appearance of the Proposed Development in the wider setting. The Proposed Development would be visible as part of the existing large scale, modern development within the wider setting to the south of the listed bridge. The key aspects and character of its setting would not be changed.	The special interest of the design, history and group value of the listed bridge with some of the surrounding assets associated with the canal would be unaffected. The canalway, for which it was built, and the terraces to the north which contribute positively to its significance would not be affected. The heritage significance of the bridge would be preserved and would remain fully appreciable in the local views in which it is visible.	None
13	4- 14 (even) Warwick Avenue (Grade II)	View 8	View 8 looks past these 19th century buildings and the Proposed Development appears clearly at the end of the view. The key aspects of the setting of these listed buildings– the trees, the lagoon they address to the southwest and the wider 19th century streetscape to the north - would not be affected. The Proposed Development would be seen within their setting to the southeast, beyond the elevated route of the Westway, where substantial residential and commercial buildings are already seen clearly. It would remain a highly mixed setting, with both the historic Canalside and modern urban centre at Paddington highly present. The Proposed Development has been designed to comprise two upper volumes which step in height away from this view, thereby reducing the perception of mass on Site and visual softening the north edge of the modern development in the Opportunity Area.	The special interest of the architecture and history of these 19th century, stucco buildings in Classical style would be preserved. The key aspects of their setting which contribute to their significance would also be preserved. The Proposed Development would be seen within an existing urban part of the setting of these listed buildings and has been designed to step away from them in height, reducing their presence in views looking south on Warwick Avenue. The Proposed Development would not affect the heritage significance of these listed buildings or its appreciation.	None
14	24-31 Maida Avenue (Grade II)	No verified view; HIA View 3	These villas address the canal to the northwest, effectively looking away from the Site. Maida Avenue is not directed towards the Site. Small parts of the top of the Proposed Development might be glimpsed between the villas from the north side of the canal in winter, however the impact would be very slight. If noticed, the Proposed Development would be seen and understood within the existing wider urban setting of the Opportunity Area, much of which has now been developed with tall and large scale buildings. The coherence and dominance of the foreground scene is such that distant glimpses of modern development would have no impact on the character and quality of the closer settings of the listed buildings which contribute to their significance.	There would be limited visibility of the Proposed Development from within the setting of these listed buildings. The special interest of the architecture and history of these 19th century, stucco buildings in Classical style would be preserved. The key aspects of their setting which contribute to their significance would also be preserved. Their group value would be preserved. The significance of the listed buildings would remain fully appreciable in views from within their setting. The heritage significance of the listed villas and its appreciation would be preserved.	None

15	1-6, 12-19 Park Place Villas (Grade II)	No verified view; HIA View 5	Due to the alignment of Park Place Villas and the scale of buildings along it and the dominance of street trees, it is unlikely that the Proposed Development would be seen within the setting of these listed buildings, as demonstrated by the ZVI and modelled HIA View 5.	The Proposed Development would not be visible along most of Park Place Villas and would not be noticed in views looking towards the listed villas in which they are best appreciated. The heritage significance of the listed villas and its appreciation would be preserved.	None
16	22 and 23 Maida Avenue	No verified view; HIA View 2	This pair of villas are northeast of 24-31 Maida Avenue and part of the same southern frontage to the Regent's Canal. As for the adjacent listed terrace to the southwest at 24-31 and the Catholic Apostolic Church to its northeast, part of the top of the Proposed Development might be glimpsed beyond the villas from the north side of the canal in winter, where the tops of Dudley Wharf and the Brunel Building are already visible. However the impact would be very slight due to its distance and the intervening trees. If noticed, the Proposed Development would be seen and understood within the existing wider urban setting of the Opportunity Area, much of which has now been developed with tall and large scale buildings. The coherence and dominance of the foreground scene is such that distant glimpses of modern development would have no impact on the character and quality of the closer settings of the listed buildings which contribute to their significance.	There would be limited visibility of the Proposed Development from within the setting of these listed buildings. The special interest of the architecture and history of these 19th century, stucco buildings in Classical style would be preserved. The key aspects of their setting which contribute to their significance would also be preserved. Their group value would be preserved. The significance of the listed buildings would remain fully appreciable in views from within their setting. The heritage significance of the listed villas and its appreciation would be preserved.	None
17	Catholic Apostolic Church and Church House, Maida Avenue (Grade I)	No verified view; HIA View 1	The Proposed Development would not be visible in views looking directly at the main elevation of the Church on Maida Avenue. It may be glimpsed in the wider setting of the Church, in views from the north side of the canal, but it would be a distant element, visible with the tops of other tall buildings in the Opportunity Area and largely screened by trees. It would be set much lower than the foreground Church and would not be seen directly beyond its Gothic roofline. The body and rear of the church is hidden from view by the buildings which enclose it, and so other points of intervisibility in its setting are also unlikely.	The Proposed Development would be very little seen within the setting of the listed building. The heritage significance of the listed Church and its appreciation would be preserved.	None
18	4-20 (even) Howley Place (Grade II)	No verified view; HIA View 6	Due to the alignment of Howley Place and the scale of the apartment block on the south side of the street, there would be very little visibility of the Proposed Development from within the setting of these listed buildings, as is demonstrated by the ZVI. The top of the Proposed Development would be visible from either end of the street, when looking away from the listed buildings on the south side of the street. It would be seen along with other tall buildings already visible in those locations, when looking away from the listed buildings and across the 20th century apartment blocks on the north side of Howley Place.	The Proposed Development would not be seen when looking towards the listed buildings and would be little noticed in views looking away from them, within the southern part of their wider setting. The heritage significance of the listed villas and its appreciation would be preserved.	None
19	Church of St Mary, Paddington Green (Grade II*)	Views 3 and 4	View 4 looks from within Paddington Green past the Grade II* Church. It shows that the Proposed Development would be seen beyond and left of the Church from certain positions. The Proposed Development would comprise two upper volumes which would step down in height towards the Church in these views. The lower (northern) block would appear beyond the southern entrance portico of the church, but is unlikely to be detected due to the tree cover, its distance and the small amount of it which would be visible. The taller (southern) volume would be visible but would be set to the south, with a gap separating the two volumes which will reduce the perception of the building's overall mass and relate the taller element with the existing tall buildings within the southerly setting of the Church. It would be heavily screened by trees even in winter. When noticed, it would help to bring down and soften the edge of the skyline on the left in these views, which presently rises steeply to the south, just beyond the Westway. These major aspects of the present-day setting of the church and churchyard – the Westway and the Opportunity Area development – would not be changed. The aspects of the close setting of the Church which contribute to its significance – the treed Green and churchyard, the small-scale hall	The special interest of the Church – its age, dating to the late 18th century, and design, which has a distinctive Greek cross plan, would be unaffected. The key aspects of its setting – both those which contribute to its significance and those which do not –would also remain the same. The Proposed Development would be glimpsed in its background in limited views, however it would be little noticed due to the trees, its distance and the existing large scale development with which it will appear. It has been designed so as to relate well to the existing wider urban setting of the Church and not to dominate or detract from the Church as it is seen and appreciated in its local setting. The heritage significance of the Church and its appreciation would be preserved.	None

			building and monuments – would all be preserved and would remain clearly visible, with the Proposed Development clearly located in the wider area and as part of the modern setting of the Church which includes a number of tall, modern buildings nearby and south of the Westway.		
20	Monument to Thrupp Family; Monument to Chandless Family; Monument to Woodd family (Grade II)	View 4	View 4 shows that the Proposed Development would be seen from and beyond the churchyard in which the listed monuments are situated. However it will be distant, heavily screened by trees and seen with other large scale development: it would not alter the key aspects of the setting of the listed monuments.	The Church and churchyard which contribute to the significance of the listed monuments would be preserved. As noted in the baseline assessment, the buildings in the wider area are considered to have a neutral impact on their significance, due to the particular nature of a monument, which is experienced as a standalone object, with specific historical associations and aesthetic qualities, and set apart from the streetscapes and buildings which have evolved beyond and around the churchyard. These monuments have special interest for their artistic qualities, early 18th and 19th century age and historic associations with notable local families, all of which would be preserved.	None
21	Brick façade and timber north yard structure on Site	No views (on Site – see DAS)	The only brick façade on Site which remains from the late 19th/early 20th century will be retained as part of these proposals and supported in situ, at the edge of the canal. The Proposed Development has been designed in order to incorporate this historic element on Site. The retention of the brick structure on Site as part of the Proposed Development is considered to be a heritage benefit, although the alteration to its existing industrial setting adjacent to the canal, albeit largely modern and of no heritage interest, would erode the heritage significance of the brick structure itself. Parts of the north yard structure would be reused where possible in the detailed elements of the landscape design as they are progressed post-submission, however fire safety risks mean that reuse options are limited and may not be possible.	Paragraph 216 of the NPPF states that "*In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset*". *With regard to the scale of harm or loss:* The scale of harm or loss to the heritage asset would be partial, with the more significant part (the 19th century gable facing the canal) retained, albeit within a much-altered setting. *With regard to the significance of the heritage asset:* The significance of the heritage asset which has not been formally identified as a NDHA is low. *A balanced judgement:* Taking into account the partial loss of (the least significant part of) the asset with a low degree of heritage interest, the heritage harm is judged to be very low. This very low degree of heritage harm would be outweighed by the substantial public benefits of the Proposed Development, as set out in the Planning Statement.	Very low degree of harm
22	ICL buildings, Paddington Basin (South Wharves/ 'The Bays')	View 15	The Proposed Development would be visible from within the setting of the ICL buildings. It would be seen with other large scale buildings and in the context of the new townscape character of the redeveloped Paddington Basin. The group survival of the former warehouses and their canalside setting, to the east, and adjacent cobbled pathway, to the west, would be unaffected.	Paragraph 216 of the NPPF states that "*In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset*". *With regard to the scale of harm or loss:* There would be no physical 'loss' of the ICL Buildings ('The Bays'). There would be harm to the significance of the ICL Buildings through the partial loss of the NDHA on the Site, which makes a negligible contribution to the heritage significance of the ICL Buildings through association (there is no intervisibility). This would result in a very low impact on the significance of the ICL Buildings. The degree of harm or loss of significance would be at the lowest end of the scale.	Very low degree of harm

				With regard to the significance of the heritage asset: The ICL Buildings are an Unlisted Building of Merit in a Conservation Area and not a formally identified NDHA. The degree of their heritage interest is considered to be low. *A balanced judgement:* Taking into account a degree of harm which is at the lowest end of the scale to a building of low heritage interest, the heritage harm is judged to be very low. This very low degree of heritage harm would be outweighed by the substantial public benefits of the Proposed Development, as set out in the Planning Statement.	
23	Paddington Basin and Grand Union Canal	View 15 and DAS views	The Proposed Development would entail the loss of further industrial development adjacent to the canal, however the current structures on Site are not accessed from the canal and the existing structures on Site appear incongruous in relation to the scale and character of the regenerated sites beside the canal. The Proposed Development includes the creation of a pathway on the east side of the canal, which will improve pedestrian access to the waterway and increase its appreciation.	Paragraph 216 of the NPPF states that "*In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset*". *With regard to the scale of harm or loss:* There would be no physical 'loss' of the NDHA. There would be harm to the heritage significance of the Paddington Basin through the loss of industrial structures on the Site, however, not all the structures on Site have heritage interest and the oldest part of the Site would be retained (the gable wall). While industrial, the structures on Site are mainly modern and are no longer accessed or serviced from the canal. Additionally, the Proposed Development includes the retention of an industrial use on the Site, and specifically a timber merchant (as has been located there since the 19th century). The Proposed Development would relate well to the modern, large scale character of development which is now dominant around the Basin. The creation of a pathway beside the canal on the Site, while retaining the early 20th century gabled warehouse wall at the water's edge, will improve access to and appreciation of the canal and its heritage interest, and will enhance the historic sense of place the canal continues to bring to the area. Considering the heritage harm and benefit together, the very low degree of harm to the heritage significance of the Paddington Basin is considered to be balanced out by the benefits brought by the continued industrial character of the Site and the increased appreciation of the canal, resulting in a 'net effect' of no harm to heritage. Due to the lack of harm found to the significance of the NDHA, no further judgement is required.	None

5.0 GPA3 Steps 4: *explore the way to maximise enhancement and avoid or minimise harm;*

5.1 Step 4 of the GPA 3 process was undertaken during a long period of pre-application design development and consultation, during which potential aspects of harm to heritage assets, and potential for enhancement, were identified. These are reflected in the final Proposed Development and documented in the Design and Access Statement.

5.2 The main design moves which have made during the design process to maximise enhancement and minimise harm to heritage assets, and which have been tested and refined through the pre-application process, are as follows:

- The organisation of mass across the Site so that it steps down to the north (this has been undertaken and refined in relation to views on Warwick Avenue and from Paddington Green – in relation to the Maida Vale CA, Paddington CA, and the listed buildings within those CAs);
- The setting of the tallest parts of the mass away from heritage assets (to the south) and at a height that would not increase the established tall building heights (in particular, the Brunel Building) seen in the distance in views on Warwick Avenue and across Little Venice (and more broadly within the Maida Vale CA);
- The breaking of the upper levels of mass into two components, to reduce the overall sense of scale of the building and to allow views through the upper levels, in particular from the east in the Paddington Green CA and within the setting of Gr.II* Listed Church of St Mary's Paddington;
- The setting back of the mass from the canal edge, to create a new pathway beside the canal, and the provision of a well-defined and richly expressed ground level edge with an industrial design character;
- The retention of the only pre-WWII industrial structure on the Site (the gable wall) at the edge of the canal, to serve as a reminder of the industrial character of the Site and the area more generally.

5.3 No further minimisation of harm is considered to be necessary, due to the very low level of heritage harm caused by the Proposed Development – as a result of the partial loss of an informally identified NDHA on Site, which cannot be avoided in the redevelopment of the Site. That low level of heritage harm would be fully outweighed by the substantial public benefit brought by the Proposed Development.

GPA3 Step 5: ***make and document the decision and monitor outcomes.***

6.1 Step 5 is GPA3 is the documentation and decision, based on the assessment set out above, to be made by the Local Planning Authority. The conclusions of the HIA are set out below to aid the reader and the decision making process.

Heritage Assessment Conclusions

6.2 In conclusion, the late 19th/early 20th century brick façade on Site which has been attributed local heritage interest will be retained as part of these proposals and supported in situ, at the edge of the canal. This is considered to be a heritage benefit, although a degree of heritage harm has also been found due to the alteration to the setting of the retained façade and the loss of the north yard timber structure on Site which is also of local heritage interest.

6.3 In relation to the NDHA on Site, there would a net effect of 'a very low degree of harm', in NPPF terms, through the loss of the north yard structure and alteration to the setting of the brick facade. The level of harm is considered to be very low, given the low value of the NDHA and the retention of the brick façade element.

6.4 A very low degree of harm has also been found to the ICL Buildings ('The Bays'), which has been identified as a NDHA in this assessment. That level of harm is considered to be very low due to the lack of physical impact on the building and very low impact on its significance through the impact on its setting (because of the partial loss of the NDHA on Site, as the only other industrial structure of heritage interest remaining on the Paddington Basin).

6.5 The heritage significance of all other heritage assets, including all designated heritage assets, would be preserved. The Proposed Development would be visible from the Paddington Green Conservation Area and Maida Vale Conservation Area to the north and east of the Site, and therefore the settings of these conservation areas and some listed buildings within them would be altered by the appearance of the Proposed Development in certain views. However, consideration of these views has informed the massing and detailed designs of the Proposed Development and potential harm to the significance of these assets and their appreciation has been 'designed out' and thereby avoided. The Proposed Development would appear as part of an established area of modern, tall development; it will relate well to that existing and emerging skyline and will be of the very high architectural quality required of a tall building.

6.6 The significance of all designated heritage assets and their appreciation would be preserved by the Proposed Development.

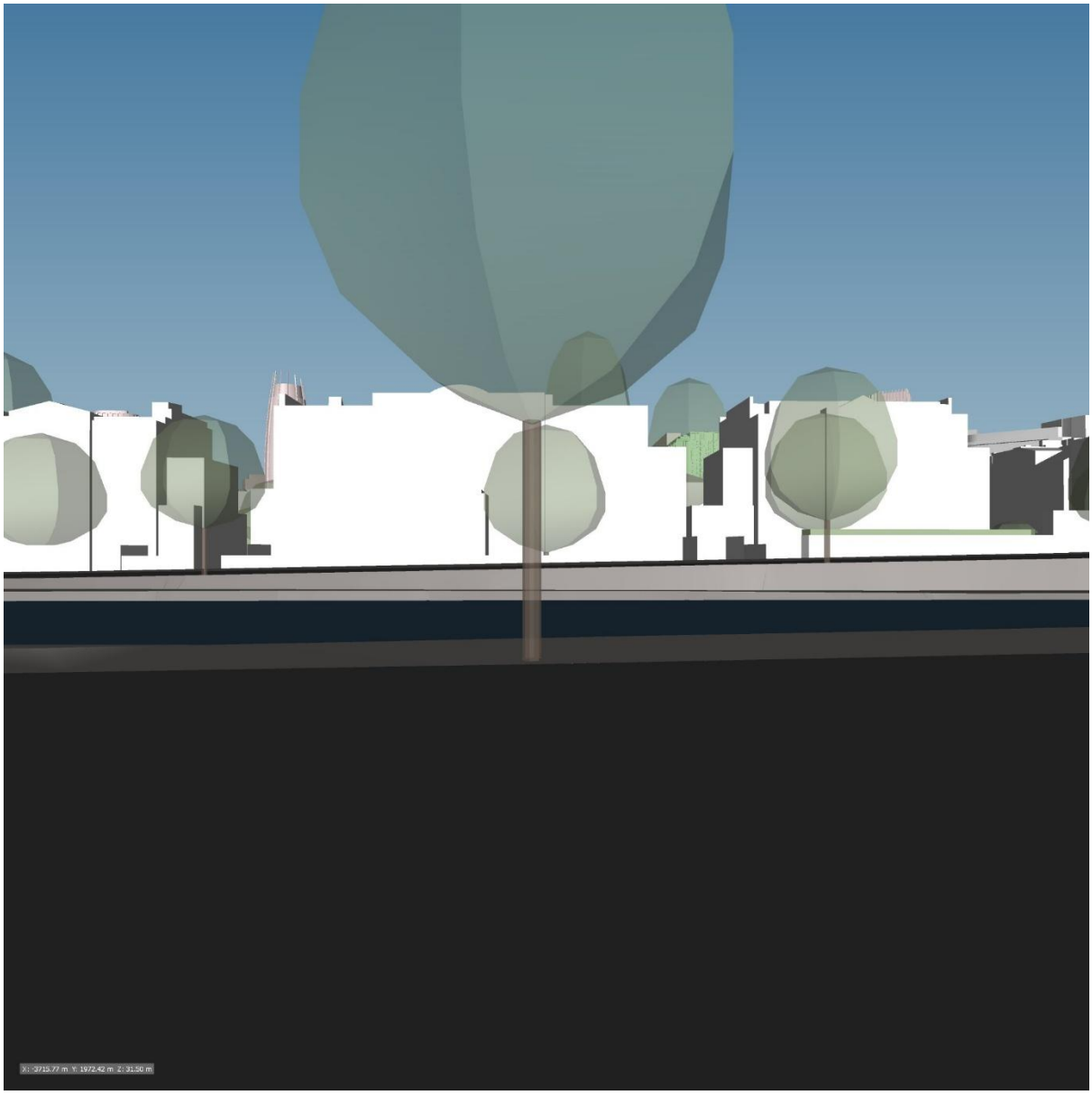
APPENDIX A: MODELLED VIEWS REQUESTED BY THE GLA

View HIA 1: Looking towards the Catholic Apostolic Church (Grade I) on Maida Avenue from Blomfield Road (across the canal)

Key: Proposed Development in green; Consented Schemes in pink

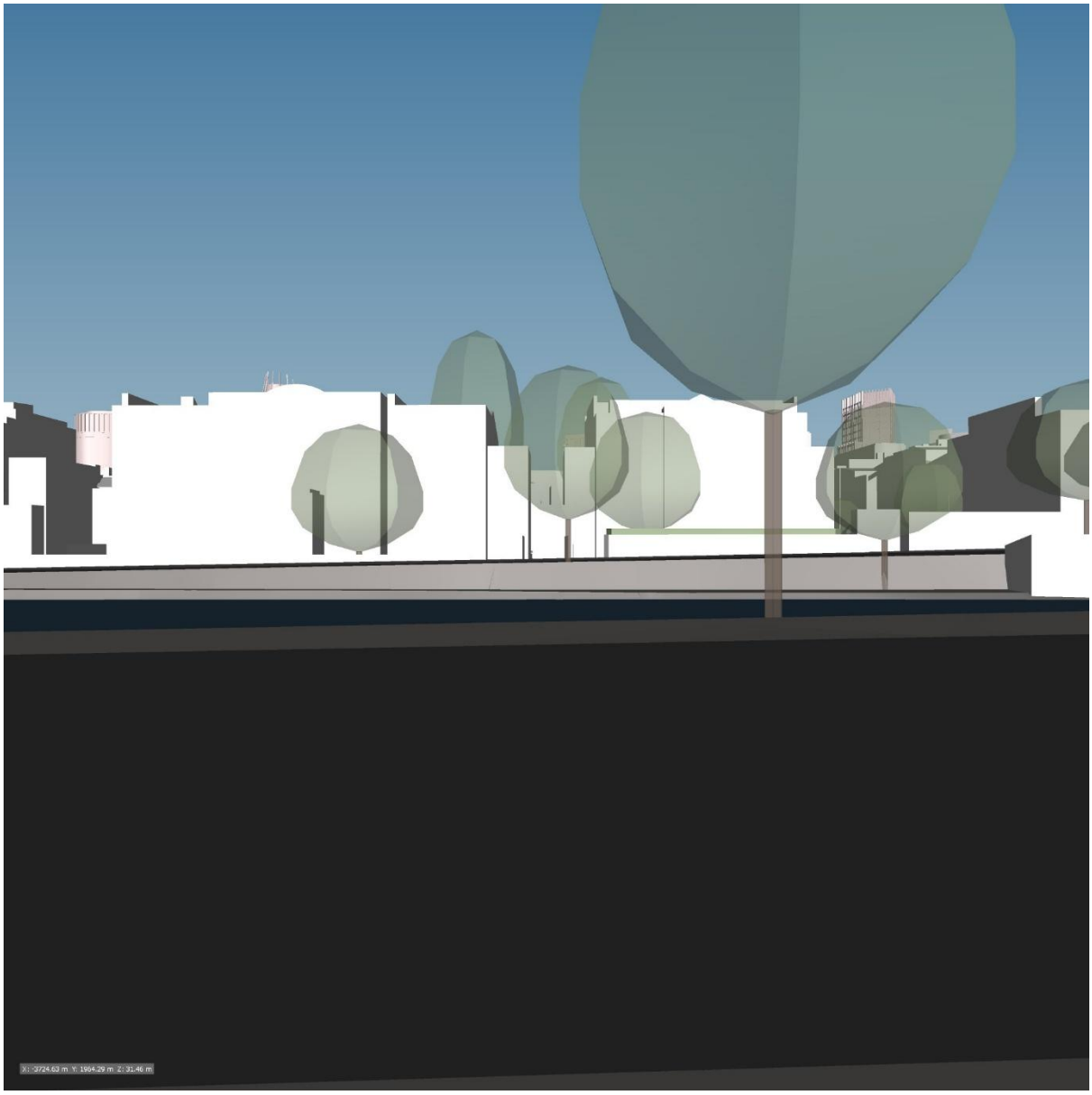
View HIA 2: Looking towards 22-23 Maida Avenue (Grade II) from Blomfield Road (across the canal)

Key: Proposed Development in green; Consented Schemes in pink



View HIA 3: Looking towards 25-31 Maida Avenue (Grade II) from Blomfield Road (across the canal)

Key: Proposed Development in green; Consented Schemes in pink



View HIA 4: Looking towards 27-32 Maida Avenue (Grade II) from Blomfield Road (across the canal)

Key: Proposed Development in green (not visible); Consented Schemes in pink

View HIA 5: Looking south along Park Place Villas from Maida Avenue

Key: Proposed Development in green (not visible); Consented Schemes in pink

View HIA 6: Howley Place, looking west

Key: Proposed Development in green; Consented Schemes in pink

APPENDIX A3

BALTIC WHARF, 149 HARROW ROAD W2 6NA

STATEMENT OF HERITAGE SIGNIFICANCE

Tavernor Consultancy, April 2021

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BALTIC WHARF, 149 HARROW ROAD, LONDON W2 6NA

STATEMENT OF HERITAGE SIGNIFICANCE

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References

Appendix 1: Site photographs (2020 and 2021)

1.0 INTRODUCTION

1.1 This Statement of Significance relates to the existing structures on the Baltic Wharf site at 149 Harrow Road, W2 6NA. It has been commissioned by Unite and Travis Perkins in relation to a forthcoming planning application, expected to be submitted in May 2021. It has been undertaken by the Tavernor Consultancy, who are advising on townscape, heritage and visual impact matters relating to the planning application.

1.2 This report follows the structure and guidance set out in the Historic England (HE) guidance *Statements of Heritage Significance: Analysing Significance in Heritage Assets* (HE Advice Note 12) (Historic England, 2019)

1.3 This Statement of Significance sets out the nature and degree of the heritage significance of the existing structures on the Site. All structures on the Site are proposed for demolition as part of the planning application and therefore all parts of the Site have been considered in this Statement. However this report does not consider the planning application proposals.

1.4 None of the structures on Site are listed or locally listed (Westminster City Council (WCC) does not hold a local list). The Site is not located within a Conservation Area. There are no references for the Site in the local Historic Environment Record (HER). To date, the buildings on Site have not been formally identified as non-designated heritage assets during the pre-application process.

1.5 This Statement does not consider the archaeological potential of the Site, which will be addressed as part of the Environmental Impact Assessment (EIA) which will be submitted as part of the planning application.

1.6 The Site is located within the Paddington Opportunity Area and has been allocated for full redevelopment. A Planning Brief was prepared by WCC for the Site (dated 2012) which considers potential effects on heritage solely in terms of potential effects on the settings of heritage assets in the area surrounding the Site as a result of redevelopment of the Site. The existing structures on Site are not attributed any heritage or townscape interest in the planning brief.

1.7 Off-site buildings will only be considered in this Statement insofar as they may contribute to the heritage significance of the structures on the Site or where points of comparison are helpful. Potential effects on heritage assets in the surrounding area will not be considered in this report; they will be addressed within the EIA which will be submitted as part of the forthcoming planning application.

1.8 Consultation has taken place with WCC in relation to the planning application. The heritage interest of the existing buildings has not been discussed, in the context of the site allocation

for full redevelopment. Extensive discussions have taken place in relation to heritage assets in the surrounding area (not addressed in this report).

1.9 Historic England has been contacted in relation to the forthcoming planning application. They have stated that they "d*o not consider it necessary for us to participate in pre-application discussions*" in this instance (17 March 2021). As a statutory consultee, HE will be formally consulted by WCC following the submission of the planning application.

1.10 Public consultation with local groups, including the Canal and River Trust and the Paddington Waterways and Maida Vale Society (W9W2) has taken place in relation to the planning application. Questions relating to the heritage value of the buildings on Site have been raised during this consultation. The Canal and River Trust have responded to the EIA scoping with a number of comments, including a request for a detailed heritage assessment to be undertaken, including an interpretative survey of the structures on Site (11 March 2021). Consequently, this Statement of Significance has been compiled and issued ahead of the planning application.

1.11 The key sources are set out in Section 2 and the assessment criteria is set out in Section 6 of this report. In summary, the existing condition and quality of the Site structures has been established through physical inspections. The history of the Site structures has been deduced through analysis of maps, historic photos and written records. Contextual research into other structures of a similar type and period in the area and elsewhere in London and the UK has been undertaken using online sources and published material. The assessment has been based on criteria set out in relevant guidance published by Historic England and DCMS.

1.12 It should be noted that, due to the current restrictions imposed by the UK Government in relation to the Coronavirus pandemic, archives are currently closed to visitors and not all sources held at archives are accessible on-line. Relevant archives have been contacted by email. However it should be noted that there are likely to be sources relevant to the Site which have not been viewed. Nonetheless, due to the considerable evidence which is now accessible on-line, Tavernor Consultancy, as the author of this report, is confident that the research and analysis presented is comprehensive and in proportion with the heritage significance of the Site structures, as is stipulated in the NPPF at paragraph 189.

2.0 SOURCES AND KEY GUIDANCE

2.1 Analysis of the buildings on Site is based on site inspections and web-based and printed sources.

Site inspections

2.2 The Site has been inspected by the Tavernor Consultancy on two occasions: 12 March 2020 and 11 March 2021. The first Site visit was conducted with partial access due to the confidential status of the project at the time. Access was gained to all parts of the Site on 11 March 2021. Limited parts of the structure are enclosed by secondary wall structures, and so are not visible: this is described where relevant in the report. Thumbnail photographs are included in the report for ease of reference. A stand-alone document, Appendix 1, including photographs of all key parts of the Site accompanies this report.

Desk-based analysis

2.3 The Historic Environment Record has been consulted in relation to the Site and the surrounding area within a radius of 500m; this search was made in relation to the forthcoming planning application and potential effects on heritage assets both on and off Site. The assessment in this report is solely concerned with the structures on the Site. The HER search found no documented heritage assets on the Site.

2.4 Historic maps, photos and other information have been sourced from a number of web-based archives and published books. A list of references is provided at the back of this report.

Archival research

2.5 Not all archival material and books are accessible on-line and therefore archives and libraries are usually also visited in person. Due to the restrictions imposed as a result of the Coronavirus pandemic, the main relevant archives are closed to public access and have been contacted by email and telephone instead, they are:

- The National Archives (managed by the UK Government);
- The London Metropolitan Archives (managed by the City of London);
- City of Westminster Archives (managed by WCC); and
- The Waterways Archive (managed by the Canal and River Trust).

Assessment Guidance

2.6 There are a number of documents published by Historic England and DCMS which have informed the analysis presented in this report. The key guidance relevant to this Site and assessment is as follows:

- *Conservation Principles* (Historic England, 2008) (Ref 1-2)
- *Designation Listing Selection Guide: Industrial Structures* (Historic England, 2011) (Ref1-3)
- *Managing Significance in Decision-Taking in the Historic Environment* (Historic England, 2015) (Ref 1-4)
- *Understanding Historic Buildings: A Guide to Good Recording Practice* (Historic England, 2016) (Ref 1-5)
- *Statements of Heritage Significance: Analysing Significance in Heritage Assets* (HE Advice Note 12) (Historic England, 2019) (Ref 1-6)
- *Principles of Selection for Listed Buildings* (DCMS, 2018) (Ref 1-7)
- *Local Heritage Listing: Identifying and Conserving Local Heritage* (Historic England, 2021) (Ref 1-8)

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3.0 THE HISTORY OF THE SITE

Site History

3.1 The Site and surroundings was farmland until the introduction of the Grand Union Canal at the start of the 19th century. The historic village of Paddington was east of the Site. The basis of the existing road network can be traced back to this time.

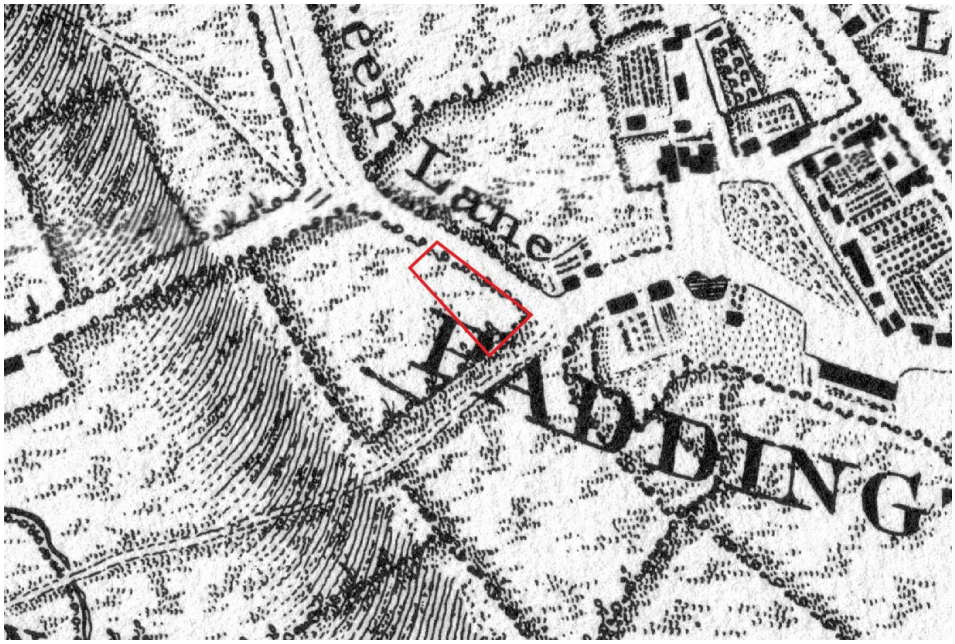


Figure 3.1: Rocque, 1746

3.2 Wharf structures were built at Paddington Basin at the same time as the canal itself: this etching is dated 1801, the year when the Grand Union Canal was extended to Paddington.

Figure 3.2 Paddington Basin by Henry Milbourne/ Joseph Jeake (1801) (British Museum)

3.3 Greenwood's map of 1828 shows wharf complexes either side of Paddington Basin and on North Wharf Road. Large structures and open yards are visible on the Site and further north and south along the canal.

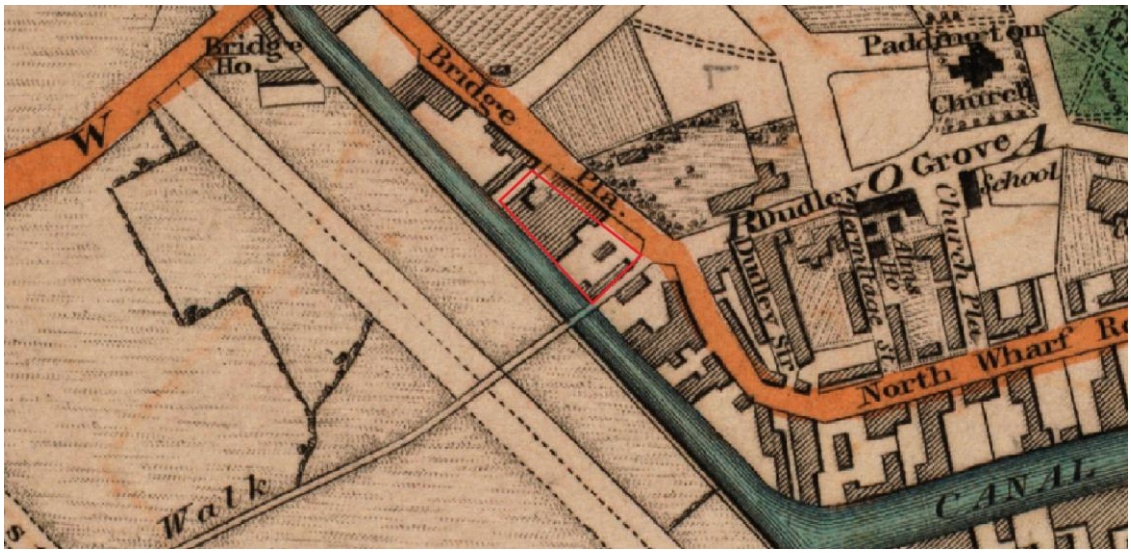


Figure 3.3: Greenwood,1828

3.4 The Great Western Railway and Paddington terminus brought the next key phase of development, including rapid construction of the, then, suburban villas and terraces around Little Venice and Maida Vale to the north of the Site. The OS map of 1869 shows the large Station sheds, sidings and goods yard dominant to the west of the canal, opposite the Site. Dense residential development was laid out north and south of the Station and north and east of the Site. Industrial buildings lined the Paddington Basin and St Mary's Hospital is identified south of the North Wharf Road.

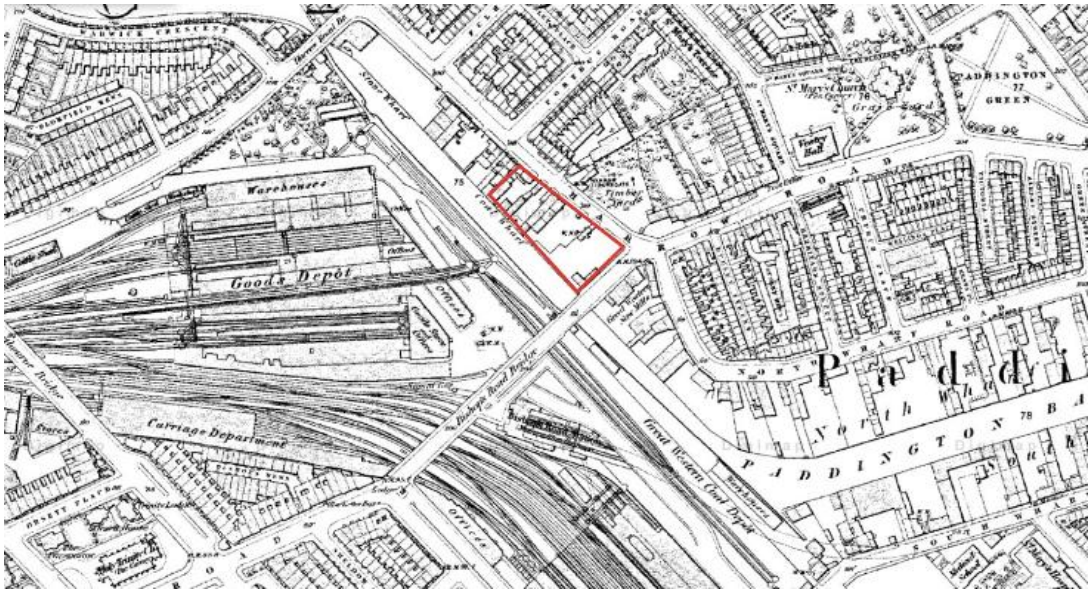


Figure 3.4: Ordnance Survey, 1869

3.5 The 1869 OS map shoes that the arrangement of buildings on the Site changed following 1828. On the 1869 OS map, the north part of the Site is labelled ‘coal wharf’ and the south part of the Site is largely open, likely to be associated with the ‘Timber Yard’ on the large plot on the other side of Harrow Road. Well-established timber merchants Samuel Putney were known to be operating out of Baltic Wharf, at 149 Harrow Road, by 1879 until the late 1960s/70s, when they were succeeded by timber merchants Sandell Perkins (Victoria County History, Ref 1-9).

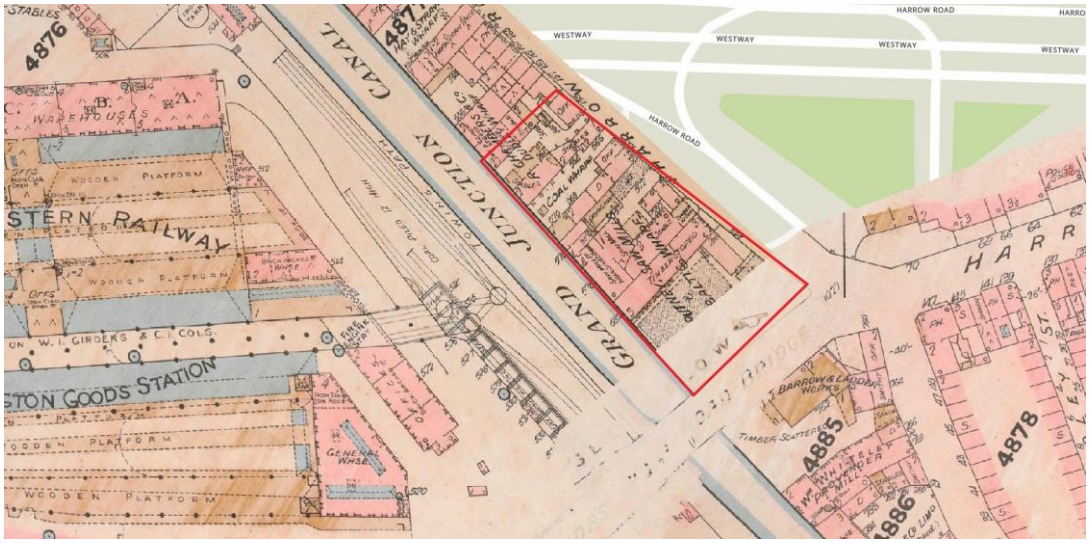


Figure 3.5: Goad Insurance, 1887

3.6 The south end of the Site is labelled ‘Putney Saw Mills’ on the Goad Insurance Map of 1887. It labels various associated structures: saw mills, storage, stables and a drying room. To the north a series of structures flanks an open space labelled ‘coal wharf’. North again, and extending beyond the present Site, are stables and other structures labelled ‘R. Chambers & Co. Dudley Wharf’. None of these structures survive today.

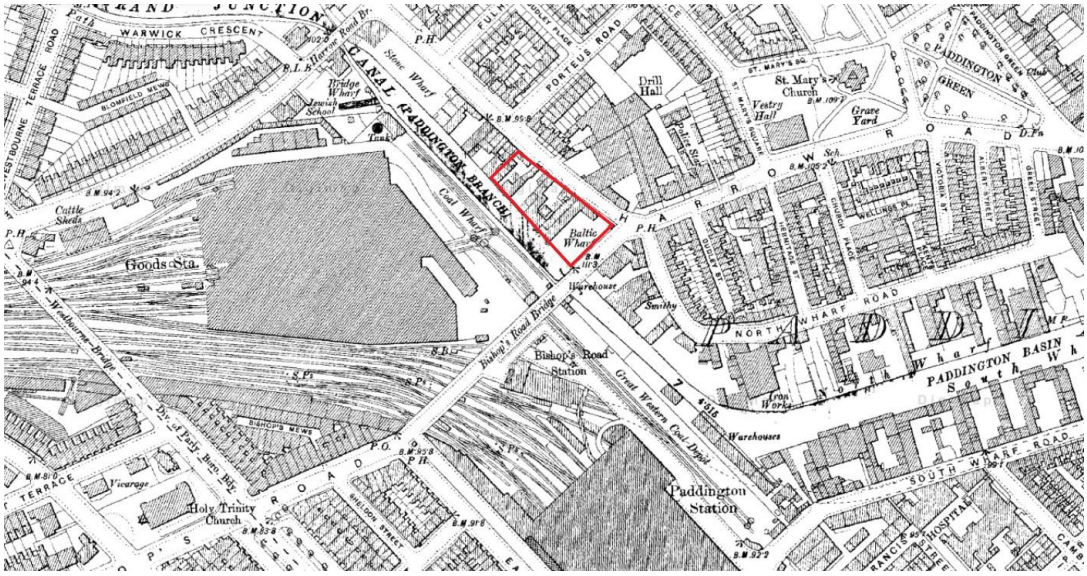


Figure 3.6: Ordnance Survey, 1896

3.7 The 1896 OS Map shows a similar arrangement of buildings on the Site as in 1887. Baltic Wharf is labelled to the south; no other parts of the Site are identified. The Inland Revenue map is dated 1910, however the map itself is the 1896 OS map marked up in c.1910 with a red pen to identify land parcels during the Valuation Office Survey carried out from 1910-1915 (these parcels are numbered in red). Plot 403 includes the open area labelled 'coal wharf' on the Goad Insurance map of 1887 and a row of adjoining structures along the south edge of that space. A larger plot is to the south (401), which includes Baltic Wharf, and smaller plots adjoin to the north.

Figure 3.7: Inland Revenue, 1910

3.8 The hand-drawn outline of Plot 403 on the Inland Revenue map partly matches the building lines shown on the same part of the Site on the 1916 OS Map. The width of this plot appears to match the width of the single brick building presently on the Site; today, this is seen from the canal, the rear of which has since been demolished and replaced.

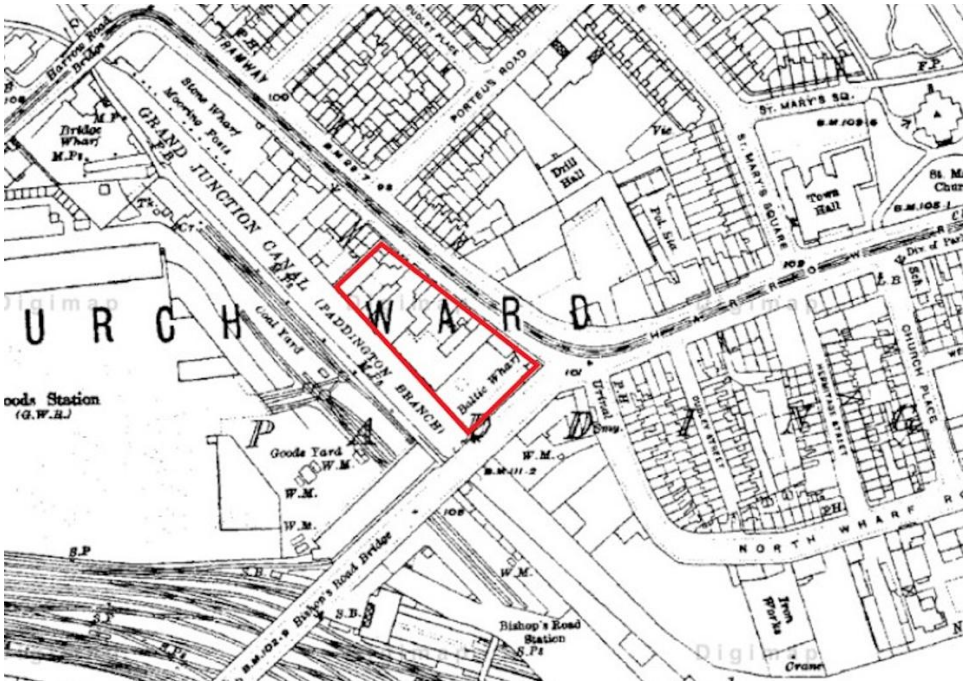


Figure 3.8: Ordnance Survey, 1916

3.9 It is concluded that the brick elevation on the canal is the oldest part of the Site and is likely to have been built between 1896 and 1916; it appears to be shown on the OS Map published in 1916. It was certainly built before 1925 when its top – evidently not new - is clearly seen in the background of a historic photograph of the last shunting horse at Paddington Station, held at the Steam Museum (the museum of the Great Western Railway) (Figure 3.9).

Figure 3.9: Paddington Station with site in background (1925) (Ref.83874 STEAM-Museum of the Great Western Railway, Swindon)

3.10 This photograph dated 1925 shows a large brick warehouse on the Site to the north (left) of the brick building which remains on the Site. Both buildings are visible on an aerial photograph dating to 1931. The photograph also shows how the brick building remaining on the Site extended further back (east) and joined a three-storey building on Harrow Road. This building on Harrow Road and the north warehouse no longer exist. Indeed, it is evident from this photo and site inspections that the brick building on the Site is the only pre-WWII structure on the Site.

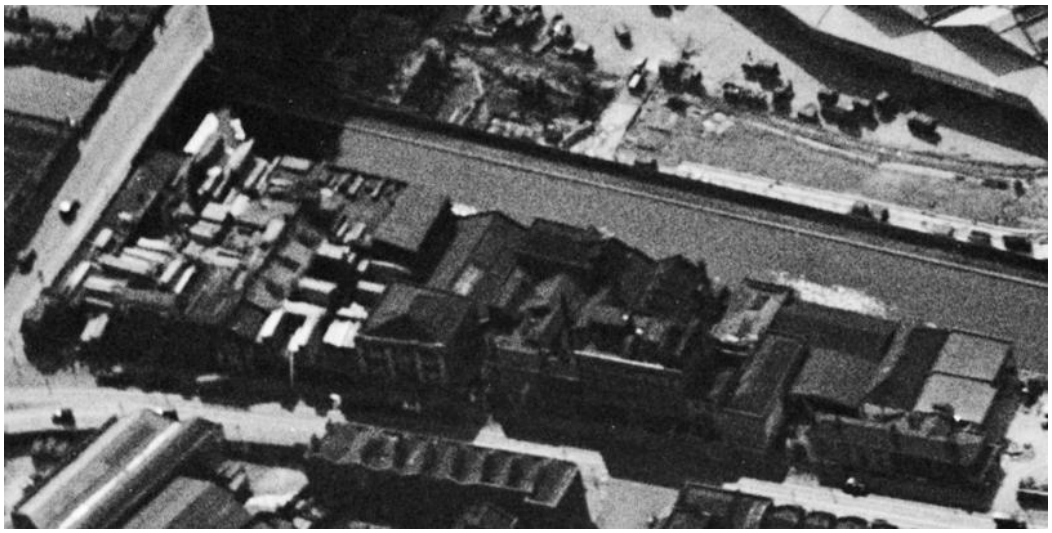


Figure 3.10: Aerial photograph from 1931 (Paddington Railway Station, Britain from Above: https://britainfromabove.org.uk/en/image/EPW035005/download)

3.11 An arial photo from the northwest, just seven years later, in 1938, shows that the brick warehouse to the north of the remaining brick building on the Site has been demolished and is replaced by an open area occupied by goods, likely piles of timber.

Figure 3.11: Aerial photograph from 1938 (Paddington Railway Station and environs, Britain from Above: https://britainfromabove.org.uk/en/image/EPW058334/download)

3.12 The footprint of the brick building remaining on the Site and the three-storey building it formerly adjoined appear as a single building in the 1945 Bomb Damage Map. Whilst the brick building remains beside the canal today, the rear of this building was likely demolished in the 1960s, when the existing office building on Site was built on the same part of the Site.

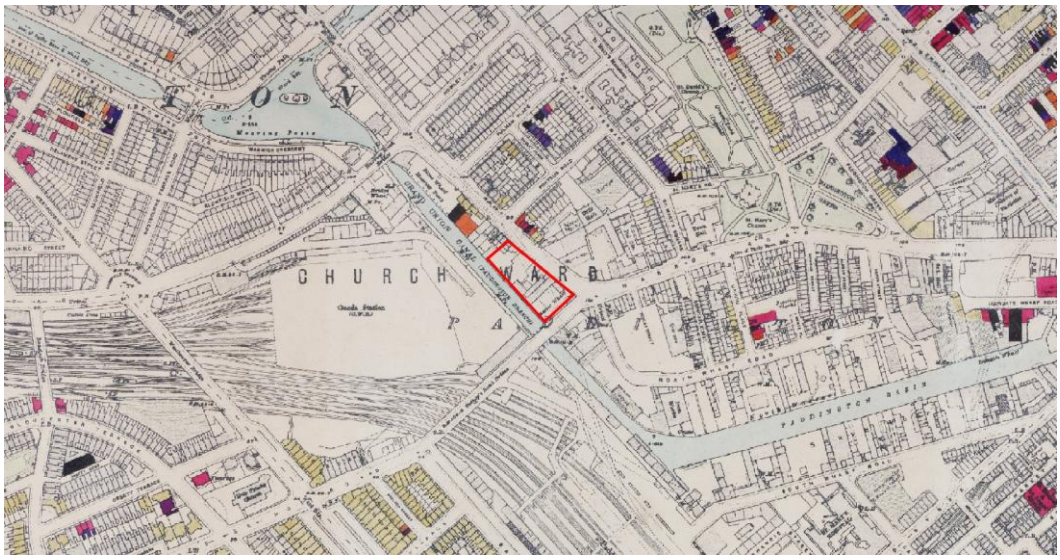


Figure 3.12: WWII Bomb Damage Map, LCC 1945

3.13 The open yard to the north of the remaining brick building was covered between 1945 and 1962. It is not in existence in the aerial photo dated 1938 or the RAF aerial photograph dated 1945-49. It is not known for certain when this part of the RAF aerial photographic survey was taken, and so it could date to 1945. The structure is visible in the 1962 photograph (Figure 3.14).

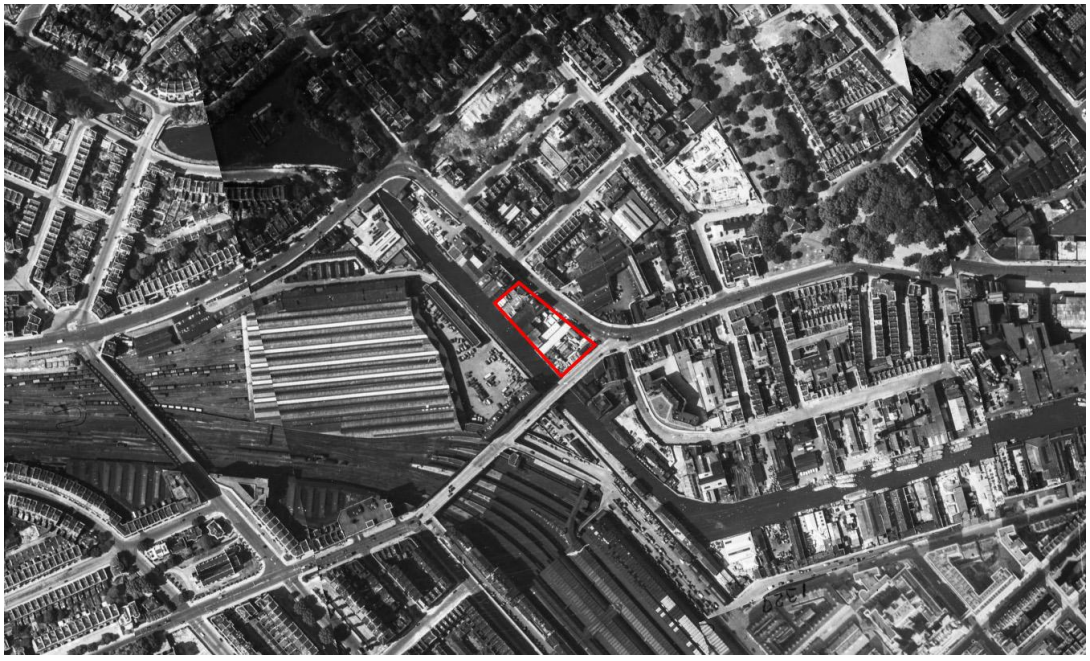


Figure 3.13: RAF Aerial Collection, 1945-9 (Royal Airforce Museum)

3.14 The north covered yard and brick canal building - both of which remain on Site - are clearly seen in the photos from 1962 and 1964 (Figures 3.14 and 3.15). In the foreground of these photographs, none of the structures south of the brick building remain on Site. The existing,

three- storey office building on Site is not visible in this photo but the design and materials of the building clearly date to the 1960s. It is described in the following section.

Figure 3.14: 1962 photograph of the Site (London Picture Archive, City of London 233680)

Figure 3.15: 1964 photograph of the Site (London Picture Archive, City of London 233696)

3.15 In 1970, the Westway was constructed. The wharf buildings north of the Site and the houses to the northeast were cleared to allow its path. It effectively severed the Site from the townscape to the north and east. On the Site, the existing north covered yard is indicated. The late 19th/early 20th century brick building and adjoining 1960s office are shown as a single plot. To the south, the 'timber yard' and "Baltic Wharf' plots show larger building forms than evident in earlier maps, however they still do not represent the single steel structure which exists on that part of the Site today. The Victoria County History records that Sandell Perkins secured the Site from Samuel Putney and opened a new warehouse in 1974 (Ref 1-9).

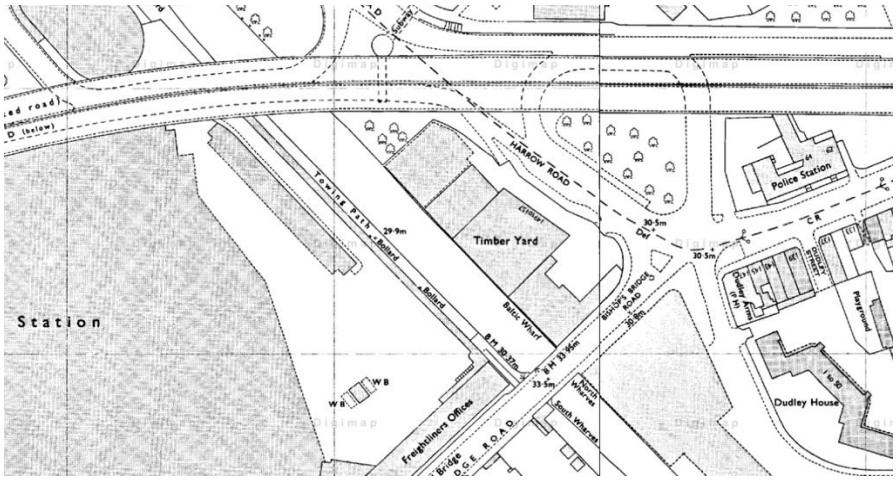


Figure 3.16: Ordnance Survey, 1972

3.16 The timber screens concealing the canal frontage on Site either side of the 19th/20th century brick structure were erected in the 1970s/80s.

Figure 3.17 and Figure 3.18: the canal frontage in 2020

Conclusions: Summary Site History

3.17 The oldest structure on Site is the brick building fronting the canal. It is likely to have been built between 1896 and 1916; it was definitely built before 1925. Its rear (eastern) part is demolished and other alterations have been made which are described in section 4.

3.18 The structure of the north covered yard and the corrugated iron roof was erected between 1945-1962.

3.19 The three-storey office building which adjoins the aforementioned brick building was built in the 1960s.

3.20 The structure covering the south yard was erected in the late 20th century.

3.21 There are blockwork extensions to the office building and brick building fronting the canal which extend across the ground level of the north covered yard. These are described in section 4 and not shown on the historic OS maps. They are likely also to date to the late 20th century.

4.0 THE FORM OF THE STRUCTURES ON THE SITE

4.1 The Site will be described in terms of four main structures, however it must be noted that they are adjoining and include older and newer elements in places, where the Site has been adapted over time. The main structures are outlined on Figures 4.1 and 4.2 as follows:

- Blue: North covered yard (*built between 1945 and 1962);*
- Green: Office building (inc. builders' merchant at ground) *(built in 1960s);*
- Yellow: Brick building fronting the canal (*likely built 1896-1916); and*
- Pink: South covered yard and adjoining Site wall (*built in 1970 or later)*.

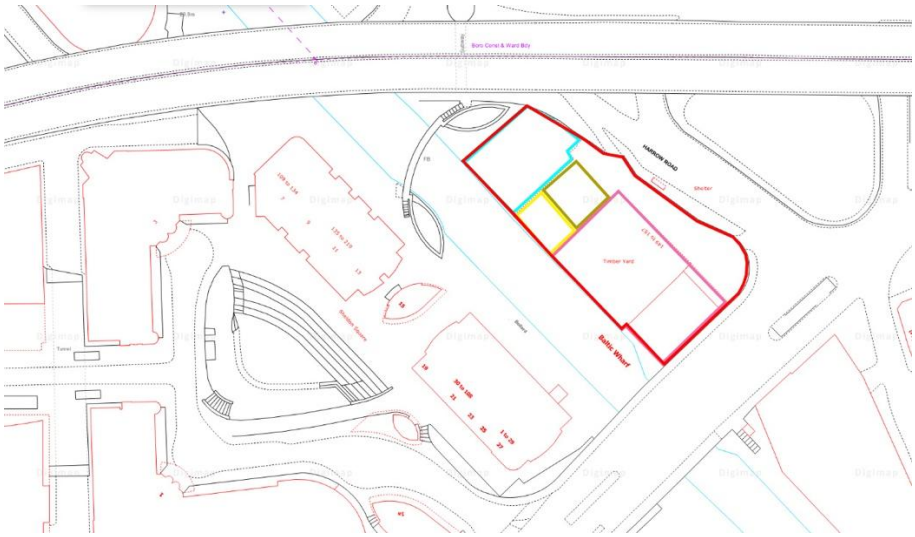


Figure 4.1: 2020 Site plan with key structures outlined

Figure 4.2: Aerial view with key structures outlined

4.2 Thumbnail images are inserted in the text for ease of reference. A full photographic record of the Site, including larger versions of all the thumbnail images, is provided in the stand alone Appendix 1.

South covered yard

4.3 As noted in Section 3, it appears from the historic maps that the structure partly enclosing the south yard is late 20th century. The materials and form of construction support this.

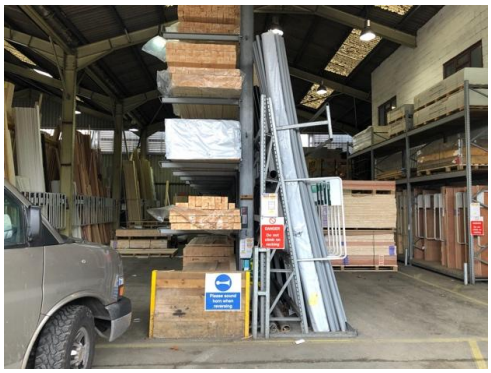
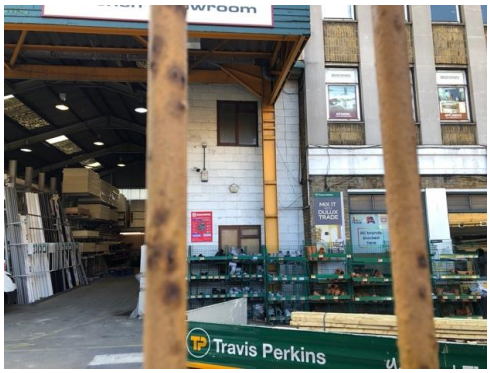
4.4 The southern yard structure is in steel and separated into three main spans. Overall, it forms a tall, single storey canopy with no internal divides except for the structural steel columns and shelving. The roof comprises corrugated metal sheets with clear corrugated areas for skylights. Corrugated metal also encloses the rear (west) edge which fronts the canal; no access was ever required from the canal. The ground is concrete.

4.5 The Site boundary and open part of the yard to the southeast is bound by a concrete wall at Bishops Bridge Road. A high brick wall (English bond) turns the corner into Harrow Road. It is capped with concrete and topped with modern metal fencing. In the uncovered (east) part of the south yard, the ground is rough concrete and used for parking.

4.6 To the south, on Bishop's Bridge, the corrugated metal is exposed and painted light green. A canopy with timber fascia extends to the east. It is also painted green and Travis Perkins signage is fixed to the east edge. To the west, on the canal edge, brown-painted timber screens cover a large portion of the corrugated metal sheeting and wild plants grow up them. It is understood that the screens were erected in the late 1970s or 1980s to screen the industrial activity and structures on the Site from view.

4.7 The north edge of the south covered yard is formed in part by a brick wall. It appears to be part of a building formerly on the Site (seen in the 1964 photo, but not in the 1938 photo), with a new section subsequently added on top. This upper part of this wall is visible from the upper level of the office.

4.8 The brick wall is visible at a small mezzanine level which is supported by exposed blockwork. The blockwork forms a small single storey extension to the adjacent brick building. A larger, two-storey block extension is visible on the south side of the office building.

Office building

4.9 The office building on Site is likely to have been built in the late 1960s. The ground level of the eastern elevation is dominated by large, modern window openings, an automated double doorway and signage for the builders' merchant, with small elements of brick work in stretcher bond. The two storeys above are characteristic of the period: smooth concrete pilasters are arranged close together, with a single window between each and brick-clad spandrels in a vertical stack bond.

4.10 The office building appears to be largely refitted and functional in character, except for two original design features in good condition: a narrow staircase with Terrazzo floor and chequerboard pattern and original 'space age' metal-framed windows and fittings on the east side of the building at upper levels. The windows to the rear may also be original but are not distinctive.

4.11 The rear elevation of the two upper storeys is in stretcher bond, with simple black-painted metal-framed windows and plain concrete cills and lintels. The roof is flat: aerial photos suggest it is felted or concrete with a slender concrete coping around a short parapet.

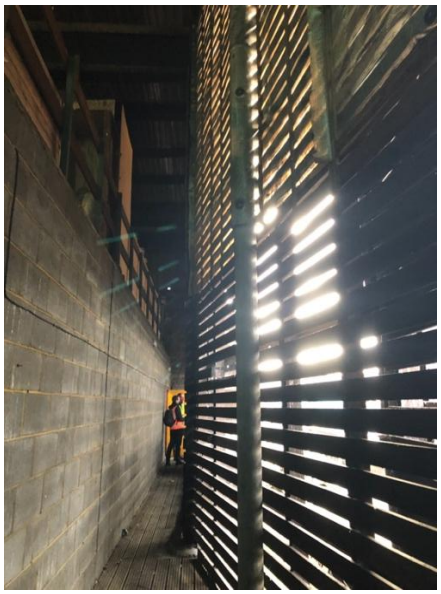
Brick building fronting the canal

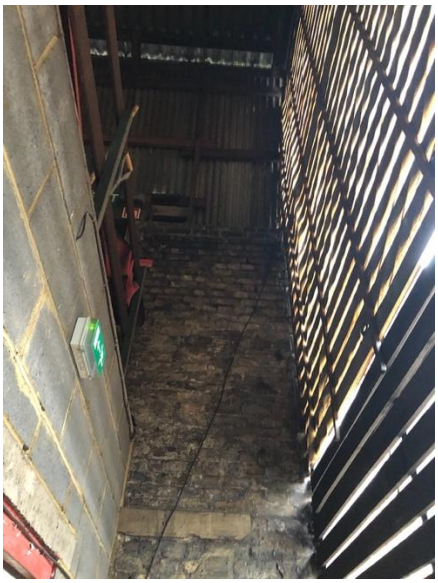
4.12 The historic maps suggest that the brick, gable roof building fronting the canal once extended further to the east and adjoined a taller building on Harrow Wall (which no longer exists). It is likely to have built between 1895 and 1916; it was definitely built before 1925.

4.13 The western elevation is situated directly at the canal edge. It is in stock brick with piers separating two central timber doors and four blocked up windows. The window headers are segmental arches with two rows of brick headers. The central piers are broader than the outer piers. The window bays are recessed and lined at the top with red brickwork. It is a modest but well-composed, symmetrical elevation that has been visibly designed for canal-based industrial use and with attention to its aesthetic character.

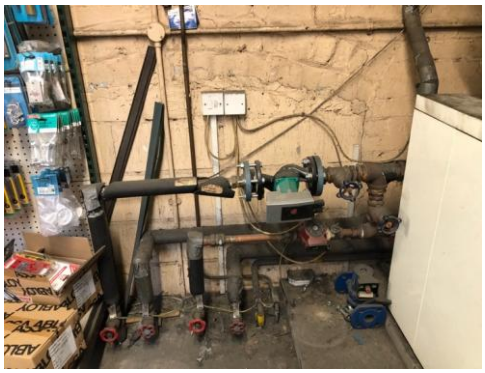
4.14 As noted, the ground level of the office building contains the builders' merchant and extends into the brick building fronting the canal. It extends all the way to the inside of the canal elevation, but the interior of that elevation is concealed with fittings for the builders' merchant. No parts of the brick elevation are visible from the inside and so have not been inspected. The ground level interior has a modern, functional character, with a suspended ceiling and shelving on the walls. There are office spaces around the edge of the builders' merchant which are also modern and functional.

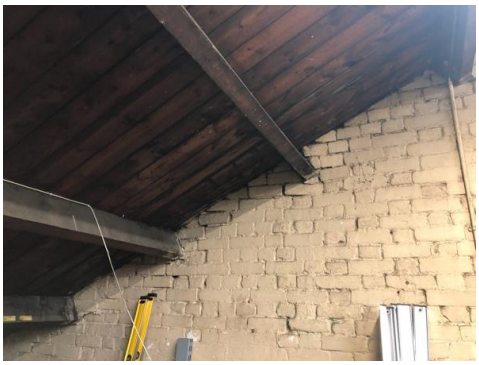
4.15 There is a door at the back (west end) of the ground level through which access is gained to a cavity, coined ‘the alleyway’ by the Travis Perkins staff, which runs north beside the canal and at the rear (west) of the north covered yard – from that ‘alleyway’, the north flank brick wall of the brick building fronting the river can be seen. The ground level of the builders’ merchant extends into the north covered yard. Its construction would have entailed the demolition of part of the older brick wall. The extension is in breeze blocks which are visible from the canalside ‘alleyway’ (on the left in the photographs below).





4.16 The first floor of the brick building fronting the canal is accessible and has been inspected. It is accessed via the mezzanine within the north covered yard (the mezzanine is formed by the blockwork extension of the builders’ merchant). At this upper level in the brick building, the former large openings with segmental arches formed by brick headers can be seen from the inside. They have been blocked up and the blocks and brickwork have been painted. The roof structure is timber, in good condition and modern. The brickwork of the walls has been pushed slightly out of place around the ends of the purlins. Turning to the rear (east) a modern steel roof structure supports the timber roof, with a large skylight with safety glass. The rear wall at this upper level is corrugated metal.

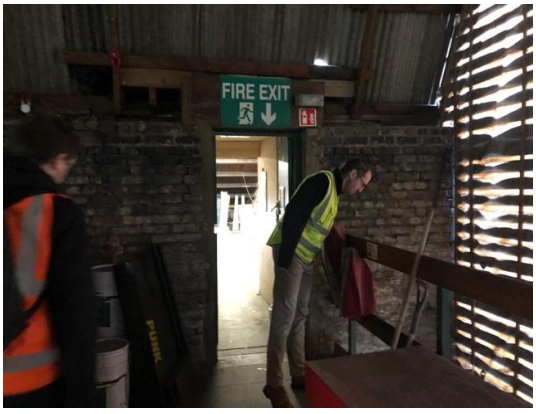




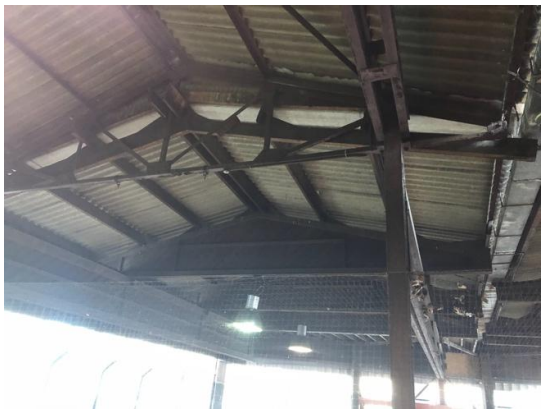
4.17 The view from the top floor of the office building shows that the roof of the brick building on the canal, which appears to be modern, has been recently felted.

North covered yard

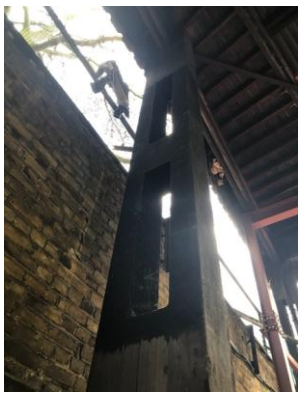
4.18 As noted, the ground level, indoor part of the builders' merchant - within the office building and brick building - extends into the north covered yard. The breeze blocks which form its external walls are visible through the clutter of the builders' merchant. It forms a mezzanine level within the yard. It is not known when this blockwork extension was built, but it is likely to be late 20th century. It is a purely functional construction.



4.19 The whole of the north yard, including the breeze block level, is covered with a timber and steel structure and double pitched corrugated iron roof which historic maps and photos show was erected between 1945 and 1962.



4.20 The north yard roof structure includes both steel and timber purlins and trusses. It is supported by a 'post and beam' timber structure strengthened through the use of multiple posts and beams: sawn posts are bolted together and set in concrete to form columns, with beams slotted horizontally into the columns. The 'beams' are broad, with timber arranged diagonally to brace long horizontals either side. Two of these 'beams' are positioned in parallel and are secured with ties and bolted to the columns. Timber structures are not as common as steel in the mid-20th century. It is thought likely that the material choice was made as a result of the availability of timber and carpenters on the Site at the time, however there is no historical evidence of this.



4.21 At the north boundary of the Site, the breeze block wall of the extension is set back from the outer boundary wall, which has been rendered and is topped with modern metal security fencing. The high wall at the eastern edge of the yard is rendered at the base with exposed brick above; it is English bond like the brick wall enclosing the southern yard.

4.22 At the upper level on the north side and on the canal, a timber screen was erected in the late 1970s or 1980s. In the historic photos dated 1962 and 1964, the canal frontage is open under the roof covering, allowing direct access to the north yard from the canal.

5.0 THE LOCAL SETTING AND WIDER CONTEXT OF THE SITE

The local setting

5.1 The close setting of the Site has changed considerably over the last two decades due to the allocation of the Paddington Basin for substantial redevelopment as part of the Paddington Opportunity Area. The Paddington Regeneration Partnership was established in 1998 to co-ordinate regeneration of the area. Paddington Basin is now characterised by modern, large scale buildings – residential, office and hospital - with broad paths edging the waterfront and pedestrian bridges crossing the canal.

Figure 5.1: Paddington Basin (2020)

5.2 In the immediate setting of the Site, no industrial structures remain. Until 2006, Bishops Bridge – southwest of the Site - was an iron structure designed by Brunel and built in 1839. This was belatedly discovered, following plans for its replacement, which went ahead in 2006 and the historic bridge was dismantled and stored off-site.

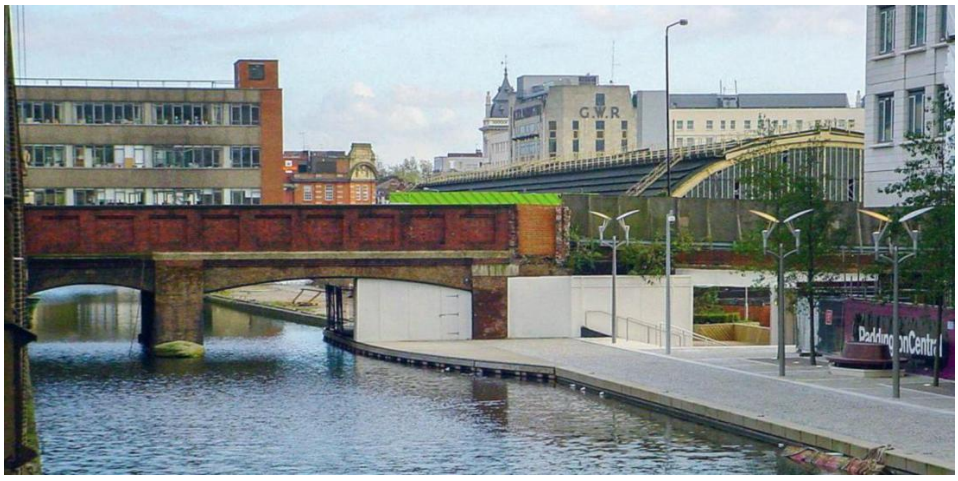


Figure 5.2: photo of Brunel Bishops Bridge before removed in 2006

5.3 Opposite the Site, the existing residential blocks on Sheldon Square replaced the former railway sidings and good yard of Paddington Station. The historic photo from 1925 shows the

high wall around the Goods Yard which would have formed the edge of the tow path on the west side of the canal. As shown on the historic maps in Section 3, industrial buildings lined Paddington Basin since the early 19th century. In the main part of the Basin, the wharf buildings came right up to the water's edge on both sides. Now pathways line the edge of the canal and encourage people to enjoy the character of the place, which is considerably quieter and more leisure-focused than when the canal served industrial uses.

5.4 One row of former industrial buildings remains in this part of the Paddington Basin south of Bishops Bridge Road (Figure 5.3). It is a two-storey row of former industrial buildings, situated on the west side of the canal and running parallel to the Paddington Station sheds. Its eastern edge is directly beside the canal and the buildings, now owned by Imperial College London (ICL), are accessed to the rear (west) from a cobbled pedestrian path. They are not listed and appear to be functional in character and significantly altered, they are, however, whole buildings and their series of large openings with sliding timber doors, situated at the southwest corner of the canal where it bends northwards, contribute to the interest and senses of history and place to the canal.

Figure 5.3: ICL former industrial buildings on Paddington Basin (2021)

5.5 In scale, former use, period of construction and position close to the canal, this remaining row of industrial brick buildings on the Paddington Basin relates to the single brick elevation surviving on the Site and, more loosely, to the industrial and low-lying character of the whole Site. This is largely an experiential connection, noticed whilst walking along the new towpaths; there is no direct visibility between the Site and these buildings because of the distance between them, their low-lying nature and Bishops Bridge.

5.6 The Little Venice area to the north of the Site was, historically, different and suburban in character in contrast to the industrial basin to the south. These worlds were not wholly separate, and aspects of industrial activity were incorporated into the romanticised images of the canal produced in the period. From the outset, there was a genteel side of canal life, in

which people promenaded along the tow paths and enjoyed the natural character of the water and greenery beside it, even if records show that in reality it was highly polluted.

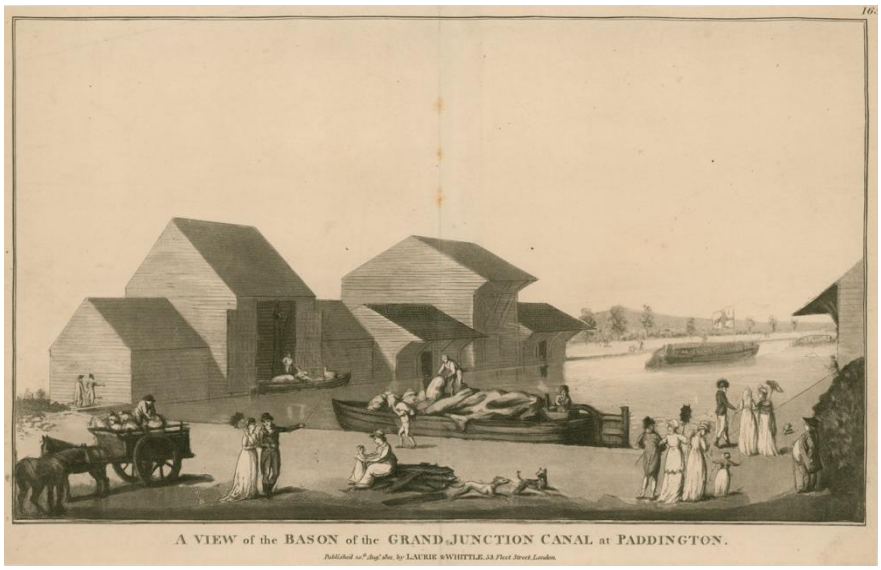


Figure 5.4: Paddington Basin 1801 (History Picture Archive XJ104108)

Figure 5.5: Grand Junction Toll Office, TH Shepherd (1828)

Figure 5.6: Former Grand Junction Toll Office in 2019 (Grade II Listed)

5.7 All of the mid 19th century stucco villas which survive around Little Venice are listed, mainly at Grade II. The Warwick Avenue iron girder bridge is late 19th century, also Grade II Listed. Close to the bridge, the Regent's Canal Junction House survives from early in the 19th century (Grade II Listed). Adjacent to the Westbourne Terrace Road Bridge, the former Toll House of c.1812-16 also survives (Grade II Listed).

5.8 The buildings on the Site were all erected much later than the buildings at Little Venice. There would have been industrial structures on the Site contemporary with the erection of the stucco villas in 1850, and even decades before that (Greenwood Map of 1828 shows buildings on the Site) but even historically, there was no architectural or designed connection between the suburban setting of Little Venice and the industrial wharves along the Basin.

Wider London context

5.9 The canalways formed a key part of the industrial revolution in the UK and remain an important aspect of the London townscape. Since their decline in industrial use in the 1970s, their value in terms of amenity and heritage has been recognised and a number of structures and areas have been preserved. The following paragraphs touch on the wider London context of the canalways, to provide a sense of the wider Site context whilst not attempting to provide an exhaustive survey of other canalside industrial sites.

5.10 At other junctions along the Regent's Canal, industrial structures of special architectural and historic interest remain and they are listed, for example of the Interchange building at Camden Lock (Figure 5.7) and the Granary Building and Coal Drop Yard at King's Cross (Figure 5.8).

Figure 5.7: The Interchange, Camden Lock (Grade II)

Figure 5.8: The Granary (Grade II) and Eastern Coal Drops (Grade II), Kings Cross

5.11 A significant number of unlisted industrial canal-side buildings also survive across London. Some are visually more impressive than others, for example the three storey Diespeker former warehouse, with tall brick chimney at City Road basin. It is not listed but highly characterful and imposing. The adjoining two storey Wharfinger's Cottage is early 19th century and Grade II Listed (Figure 5.9 and 5.10).

Figures 5.9 and 5.10: the Diespeker former warehouse, City Road Basin (not listed) and Wharfinger's Cottage (Grade II)

5.12 More similar in form and appearance to the only pre-WWII structure on the Site is the former warehouse now housing the London Canal Museum (Figure 5.11). It was built earlier, in 1862-3, as an ice warehouse and has two ice wells under the building. It is not listed.

Figure 5.11: Former Victorian Ice Warehouse (now London Canal Museum) (not listed)

5.13 In the Hackney Wick area, in the context of the adjacent development of the 2012 Olympic and Paralympic Games site, Conservation Areas were designated to protect a number of surviving industrial structures and the distinctive sense of place they gave the area. The London Borough of Tower Hamlets designated Fish Island Conservation Area in 2008 (extended to be the Fish Island and White Post Lane Conservation Area in 2014), and the Hackney Wick Conservation Area was designated by the London Borough of Hackney in 2009, both Areas being under the jurisdiction of the London Legacy Development Corporation (the LLDC).

Figure 5.12: Swan Wharf at Old Ford Lock, Fish Island Conservation Area

Figure 5.13: Hackney Wick Conservation Area

5.14 What is notable about the Hackney Wick Conservation Areas is that both include a number of locally listed buildings and buildings described as being of 'townscape merit' but no statutorily listed buildings. Both Conservation Areas include a high number of former industrial buildings and retain the historic grain, layout and spaces which unify the character of the place and warrant the Conservation Area designation.

5.15 Elsewhere in the LLDC, the Sugar House Lane Conservation Area was also designated in 2008 (by the London Borough of Newham). It also contains no listed buildings but rather 'buildings of note' and 'spaces of note'. Much of this Conservation Area is presently undergoing development as part of the Strand East Masterplan.

Figure 5.16: Sugar House Lane Conservation Area, with Strand East Masterplan under construction

5.16 In contrast, the Pudding Mill area, also in the LLDC and defined on two sides by canals contains few surviving industrial structures and a number of cleared sites. It has an interesting industrial history but it is not a conservation area and there are no designated or non-designated heritage assets identified in the area. The area is allocated for full redevelopment and a Masterplan has been drawn up by the LLDC. The Pudding Mill SPD includes an Appendix (Appendix B: Industrial Heritage Study) which catalogues “building archaeology” and buildings which were formerly on the Site, as a source of inspiration for the redevelopment of the area.

5.17 Not far south of Pudding Mill, and also in the London Borough of Newham, the Three Mills Conservation Area includes a more unusually high quality and little altered historic industrial townscape by the canal, with a number of listed buildings, including the Grade II* Abbey Pumping Station, Grade II* Clock Mill and Grade I Tide Mill (known as House Mill).

Figure 5.17 : Three Mills Conservation Area, Grade I Tide Mill and II* Clock Mill

5.18 These few examples of surviving industrial areas beside canals in London are provided to put the Site structures into the wider London context and to aid understanding of their relative character and heritage value, as considered in Section 6.

6.0 ASSESSMENT OF SIGNIFICANCE

6.1 As has been noted, the structures on Site are not identified in the HER, are not listed, identified in the Local Plan, locally listed (WCC does not hold a local list) and are not identified as non-designated heritage assets.

6.2 However two structures on Site hold some heritage value and so could be considered to be 'non-designated heritage assets'.

6.3 Consequently, this assessment considers the findings set out in Sections 3, 4 and 5 of this report against guidance and criteria set out in the NPPF (2019) (Ref 1-10) and PPG (2021) (Ref 1-11), Historic England's *Local Heritage Listing: Identifying and Conserving Local Heritage* (January 2021) (Ref 1-8) and DCMS's *Principles of Selection for Listed Buildings* (2018) (Ref 1-7).

Assessment Criteria

6.4 As cited in *Local Heritage Listing* (Ref 1-8) (p.4): "*Heritage interests as defined in the PPG can inform the development of the criteria which are important in providing a sound basis for a local heritage list (see Part 2, Section 2, below):*

- *Archaeological interest: 'There will be archaeological interest in a heritage asset if it holds, or potentially holds, evidence of past human activity worthy of expert investigation at some point.'*
- *Architectural and artistic interest: 'These are interests in the design and general aesthetics of a place. They can arise from conscious design or fortuitously from the way the heritage asset has evolved. More specifically, architectural interest is an interest in the art or science of the design, construction, craftsmanship and decoration of buildings and structures of all types. Artistic interest is an interest in other human creative skill, like sculpture.'*
- *Historic interest: 'An interest in past lives and events (including pre-historic). Heritage assets can illustrate or be associated with them. Heritage assets with historic interest not only provide a material record of our nation's history but can also provide meaning for communities derived from their collective experience of a place and can symbolise wider values such as faith and cultural identity."*

6.5 As noted previously, this assessment does not consider archaeological interest.

6.6 Also as noted, WCC do not presently keep a list of local non-designated heritage assets. Nonetheless the table of criteria for assessment for inclusion on a local heritage lists is useful to this assessment. It is presented as a template setting out "*commonly applied selection criteria*" (p.11), as follows:

Criterion	Description
Asset type	Although local heritage lists have long been developed successfully for buildings, all heritage asset types, including monuments, sites, places, areas, parks, gardens and designed landscapes may be considered for inclusion.
Age	The age of an asset may be an important criterion, and the age range can be adjusted to take into account distinctive local characteristics or building traditions.
Rarity	Appropriate for all assets, as judged against local characteristics.
Architectural and Artistic Interest	The intrinsic design and aesthetic value of an asset relating to local and/or national styles, materials, construction and craft techniques, or any other distinctive characteristics.
Group Value	Groupings of assets with a clear visual design or historic relationship.
Archaeological Interest	The local heritage asset may provide evidence about past human activity in the locality, which may be in the form of buried remains, but may also be revealed in the structure of buildings or in a designed landscape, for instance. Heritage assets with archaeological interest are primary sources of evidence about the substance and evolution of places, and of the people and cultures that made them.
Historic Interest	A significant historical association of local or national note, including links to important local figures, may enhance the significance of a heritage asset. Blue Plaque and similar schemes may be relevant. Social and communal interest may be regarded as a sub-set of historic interest but has special value in local listing. As noted in the PPG: 'Heritage assets … can also provide meaning for communities derived from their collective experience of a place and can symbolise wider values such as faith and cultural identity'. It therefore relates to places perceived as a source of local identity, distinctiveness, social interaction and coherence, contributing to the 'collective memory' of a place.
Landmark Status	An asset with strong communal or historical associations, or because it has especially striking aesthetic value, may be singled out as a landmark within the local scene.

6.7 The criteria in *Local Heritage Listing d*raws on DCMS's *Principles of Selection for Listed Buildings* (2018) (Ref 1-7).

6.8 Paragraph 16 of the Principles sets out the Statutory Criteria for Listing as follows: "*The Secretary of State uses the following criteria when assessing whether a building is of special architectural or historic interest and therefore should be added to the statutory list:*

- ***Architectural interest****: to be of special architectural interest a building must be of importance in its architectural design, decoration, or craftsmanship. Special interest may also apply to particularly significant examples of building types or techniques (e.g. buildings displaying technological innovation or virtuosity) and significant plan forms. Engineering and technological interest can be an important consideration for some buildings. For more recent buildings in particular, the functioning of the building (to the extent that this reflects on its original design and planned use, where known)*

will also be a consideration. Artistic distinction can also be a factor relevant to the architectural interest of buildings and objects and structures fixed to them.

- ***Historic Interest**: to be able to justify special historic interest a building must illustrate important aspects of the nation's history and/ or have closely substantiated historical associations with nationally important individuals, groups or events; and the building itself in its current form will afford a strong connection with the valued aspect of history."*

6.9 When making a listing decision, the Secretary of State may also take into account :

- Group value;
- Fixtures and features of a building and curtilage buildings; and
- The character or appearance of conservation areas (paragraph 17).

6.10 General principles for listing are set out as follows at paragraphs 18-23:

- **Age and rarity**: the older a building is, and the fewer the surviving examples of its kind, the more likely it is to have special interest. For buildings from 1700 to 1850 "*most buildings that retain a significant proportions of their original fabric are likely to be regarded of special interest".* For buildings from 1850 to 1945, the greater numbers of building mean that more selectivity is requires; and after 1945 "*careful selection is required*";

- **Aesthetic merits**: "*the appearance of a building (both its intrinsic architectural merit or any group value) is often a key consideration in listing, but the special interest will not always be reflected in obvious external visual quality. Buildings that are important for reasons of technological or material innovation, engineering or as illustrating particular aspects of social or economic history, may have little external visual quality but can still be of special interest"*

- **Selectivity**: "*where a building qualifies for listing primarily on the strength of its special architectural interest, the fact that there are other buildings of similar or identical quality elsewhere is not likely to be a major consideration. However, a building may be listed primarily because it represents a particular historical type to ensure that examples of such a type are preserved. Listing in these circumstances is largely a comparative exercise and needs to be selective where a substantial number of buildings of a similar type and quality survive. In such cases, the Secretary of State's policy is generally to list only the most representative or most significant examples of the type.*"

- **National interest**: "*the emphasis in this document is to establish consistency in selection to ensure that not only are all buildings of strong intrinsic national architectural or historic interest included on the statutory list, but also the most significant or distinctive regional buildings that together make a major contribution to the national historic stock."*

- **State of repair:** *"the general state of repair and upkeep of a building will not usually be a relevant consideration when deciding whether it meets the test of special architectural or historic interest. The Secretary of State will list a building that has been assessed as meeting the statutory criteria, irrespective of its state of repair. Loss of original fabric will however be a relevant consideration when considering special interest."*

6.11 Where helpful the categories of Historic England's *Conservation Principles* (Ref 1-2) have also been drawn on, they are as follows:

- Aesthetic value
- Communal value
- Evidential value
- Historical value

6.12 This assessment will be primarily based on the *Local Heritage Listing* criteria, since the structures on Site have not been proposed for statutory listing and are not believed to be of 'special interest' based on the evidence presented in this report. However the DCMS guidance for listing provides a useful reference point when establishing the degree of significance to attribute to an asset.

Assessment of the heritage interest of the structures on Site

Asset type

6.13 The Site consists of four main adjoining structures, historically and presently industrial in use.

Age

6.14 The oldest part of the Site is the brick gabled elevation fronting the canal and adjoining brick walls (the rear part of this building does not survive). It is likely to have been built between 1896 and 1916; it was certainly built by 1925.

6.15 The structure covering the north yard was constructed between 1945-1962.

6.16 The office building was constructed in the 1960s.

6.17 The structure covering the south yard was built in the 1970s or later.

6.18 In terms of age, no part of the Site remains from its first phases of development in the early and mid 19th century. The DCMS Guidance for listing states that, for buildings "f*rom 1850 to 1945* […] *progressively greater selection is necessary*" and that "*careful selection is required for buildings from the period after 1945*".

6.19 The *Local Heritage Listing* does not define phase of development but references "*distinctive local characteristics or building traditions".* On this basis, it is considered that the late 19th/early 20th century brick elevation on the canal holds some local interest on account of its pre-WWII age and association with the canal-based industry. The north covered yard is post-WWII but is also considered to hold some interest on account of its age and the association of its structure with the historic timberyard use of the Site. The office building and south covered structure do not meet this criterion of 'age'.

Rarity

6.20 In the DCMS guidance, rarity is linked to age and greater selectivity is required for buildings from 1850 onwards, and greater still from 1945 onwards. In terms of rarity on account of age – and so of national 'special interest' and eligible for listing - none of the structures on Site are considered to be rare: numerous other examples of canalside industry and commercial docks survive across London and the UK. The structures on Site are mainly 20th century and the design of the oldest part – the brick elevation on the canal - is not a rare survival nationally.

6.21 The timber aspect of the north yard structure is considered to hold some rarity value, not due to its age but because of the period of its construction when steel would have been more common. This aspect of the north yard structure is not likely to be of national interest, but is of local interest due to its association with the timberyard use of the Site.

6.22 The *Local Heritage Listing* guidance requires the judgement on rarity to be made against "*local characteristics".* This judgement can be made on two levels:

1) considering the existing Structures on the site against the design and qualities of the numerous canalside industrial structures which existed formerly (historically) on this Site and around the Paddington Basin, the structures on the Site are not considered to be rare or unique in design character or appearance;

2) considering the existing Structures against the buildings currently around Paddington Basin, the industrial architectural character of the Site and its association with the canal is a rarity. Only the brick canal elevation and north yard structure are thought to meet this criterion; the designs of the 1960s office building and south covered yard do not show 'local character' or any evident connection with the canal. There is only one other site with buildings remaining from the industrial and commercial phase of development around the Basin: the ICL buildings to the south, next to Paddington Station. This local rarity of parts of the Site results from a plan-led programme of regeneration around Paddington Basin.

Architectural and Artistic Interest

6.23 Again, in terms of DCMS guidance for "*special architectural interest*", none of the Structures on site are believed to have national importance on account of their design, decoration or

craftsmanship and none are considered to be significant examples of industrial or commercial development associated with the canal.

6.24 In terms of the local listing criteria, the brick elevation on the canal has some architectural interest, relating to industrial development on the canal typical of the period in London. It is in stock brick with red brick detailing. The composition of the brick piers and openings appears well-balanced. The gabled roofline is common to industrial structures in this and other parts of London and the UK.

6.25 The exterior of the 1960s office building also reflects the design character of other similar buildings of this period in London, however its design is not considered to be distinctive, highly crafted or to hold architectural interest. Internally, the staircase and some of the windows of this office building are high quality and interesting design features, but not of sufficient interest for the building as a whole to be considered as having architectural interest.

6.26 The timber structure of the north covered yard holds some local architectural interest: at this time structures like this would generally have been in steel. The use of timber likely results from the availability of timber and carpenters on the Site, because of its use as a timber yard, however there is no specific evidence of this. The bracing of the timber beams and columns has some engineering interest and aesthetic value, reflecting local craftsmanship.

6.27 The steel structure and roof covering the south yard is of modern, modular construction and of no architectural interest.

Group Value

6.28 As noted, there is one other former industrial site surviving on Paddington Basin: the ICL buildings near to Paddington Station, south of the Site. Due to the distance between the Site and these buildings, and their low-lying character, there is no visibility between them. However, there is a broad historic group relationship with the ICL buildings and also with the canal itself. Neither the canal nor the ICL buildings are known to have been classified as designated or non-designated heritage assets, however, a case could be made for both to be considered ‘non-designated heritage assets’. The group value is only held by those parts of the Site which front the canal and formerly served the canal-based industry in the area: the brick elevation fronting the canal and the structure of the north covered yard.

Historic Interest

6.29 There is no known significant historical association of the Site which is of either local or national note. The site was historically owned by the timber merchant Samuel Putney and known as ‘Putney’s Timber Yard’, from the late 19th century until the late 20th century. This history is interesting but is not considered to be of local or national significance.

6.30 In a more general manner, the Site has historic interest in terms of its communal and evidential value, as those terms are defined in *Conservation Principles.* Communal value derives from the meanings of a place for the people who relate to it, or for whom it figures in their collective experience or memory. Evidential value derives from the potential of a place to yield evidence about past human activity. However, it is noted that, in these general terms, almost all structures which are 50 years old or more are highly likely to meet this criteria.

Landmark Status

6.31 It is the case that the Site might be singled out within the local scene, however this is on account of the contrasting character of the new development around it rather than due to particularly strong communal or historical associations with the particular structures on the Site. As noted, parts of the Site are considered to have architectural interest but none are considered to be “especially striking”, as described under this criterion in *Local Heritage Listing* criteria (Ref 1-8).

7.0 CONCLUSIONS

7.1 The Site consists of a number of structures which have been adapted over the ages.

7.2 The oldest part of the Site, the brick elevation on the canal, holds the most heritage interest: it dates to the late 19th or early 20th century and appears well-composed and crafted and reflects the type of building which would have been common in Paddington Basin – and across London on commercial canalside sites– in that period. The rear of the building no longer exists, the roof is new and the openings have been blocked in. Nonetheless the remains of the building are considered to hold heritage interest at a local level on account of its age, local rarity, architectural interest, group value (with the canal itself and the ICL buildings south of the Site) and communal and evidential value, as defined in HE's *Conservation Principles* (Ref 1-2).

7.3 The timber parts of the structure covering the north yard hold some local architectural interest on account of the material and craftsmanship of its construction and the association of the structure's timber material with the timberyard use of the Site. The steel parts of the structure and corrugated roof are not of interest. Like the brick elevation on the canal, it holds some local heritage interest on account of its age, local rarity, group value, communal and evidential value, as defined in HE's *Conservation Principles* (Ref 1-2).

7.4 The 1960s office building has two features of aesthetic value – a staircase and some of the windows – however the building as a whole is not considered to have architectural interest or to meet any of the other criteria in the HE local listing guidance. It is not seen from the canal and so is also not attributed communal or group value.

7.5 The steel structure and roof covering the south yard holds no architectural or historic interest. It has been attributed some heritage value by the Canal and River Trust, as part of the gabled frontage to the canal across the whole Site, however, this was not the historic character of the roofline on this part of the Site and its regular rhythm of gables is likely to derive from its modern, modular fabrication. It has never opened onto the canal. The south yard structure is not considered to hold local heritage interest.

7.6 In conclusion, it is considered that the Site includes two elements of local heritage interest, the brick elevation on the canal and the timber parts of the north yard structure. These two structures could be classified as non-designated heritage assets. Based on the evidence and analysis presented in this assessment, they are not of the 'special interest' which would make them eligible for statutory listing. They are also only of local heritage interest in part: the brick building survives only partially - its rear is lost and the roof is new - and the steel parts of the north yard structure and corrugated roof are not of interest. The heritage interest of these two structures, as described above, is considered to exist only at a local level. It is concluded that they could be considered as non-designated heritage assets with a low level of heritage significance.

7.7 The PPG states that:

"*Non-designated heritage assets are buildings, monuments, sites, places, areas or landscapes identified by plan-making bodies as having a degree of heritage significance meriting consideration in planning decisions but which do not meet the criteria for designated heritage assets.*

A substantial majority of buildings have little or no heritage significance and thus do not constitute heritage assets. Only a minority have enough heritage significance to merit identification as non-designated heritage assets. (Paragraph: 040 Reference ID: 18a-040-20190723)" (Ref 1-11).

7.8 As a non-designated heritage asset, the NPPF states that "*The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset*." (paragraph 197) (Ref 1-10).

7.9 It goes on to state that "*Local planning authorities should not permit the loss of the whole or part of a heritage asset without taking all reasonable steps to ensure the new development will proceed after the loss has occurred.*

Local planning authorities should require developers to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and the impact, and to make this evidence (and any archive generated) publicly accessible. However, the ability to record evidence of our past should not be a factor in deciding whether such loss should be permitted" (paragraph 198-9).

7.10 The purpose of this assessment has been to establish the nature and extent of the heritage significance of the Site. Whilst this assessment has been made in the context of the anticipated demolition of all structures on the Site, those proposals are not considered as part of this assessment and will be addressed in the Townscape, Heritage and Visual Impact Assessment (THVIA) which will form part of the Environmental Impact Assessment (EIA) which will be submitted in support of the forthcoming planning submission.

References

Ref 1-1 Statements of Heritage Significance: Analysing Significance in Heritage Assets (HE Advice Note 12) (Historic England, 2019)

Ref 1-2 *Conservation Principles (Historic England, 2008)*

Ref 1-3 *Designation Listing Selection Guide: Industrial Structures* (Historic England, 2011)

Ref 1-4 *Managing Significance in Decision-Taking in the Historic Environment* (Historic England, 2015)

Ref 1-5 *Understanding Historic Buildings: A Guide to Good Recording Practice* (Historic England, 2016)

Ref 1-6 *Statements of Heritage Significance: Analysing Significance in Heritage Assets* (HE Advice Note 12) (Historic England, 2019)

Ref 1-7 *Principles of Selection for Listed Buildings* (DCMS, 2018)

Ref 1-8 *Local Heritage Listing: Identifying and Conserving Local Heritage* (Historic England, 2021)

Ref 1-9 A History of the County of Middlesex: Volume 9, Hampstead, Paddington (Victoria County History, London: 1989), pp233-241

Ref 1-10 National Planning Policy Framework (NPPF) (2019)

Ref 1-11 Planning Policy Guidance (continually updated)

Ref 1-12 Herbert Spencer, *London's Canal: An illustrated history of the Regent's Canal* (Lund Humphries Publishers Ltd, 1961/76)

Ref 1-13 Lynn Pearson, *British Industrial Architecture* (The Crowood Press Ltd, 2016)

Ref 1-14 Peter L. Smith, *Canal Architecture* (Shire Publications Ltd, 1997)

Ref 1-15 Derek Pratt, *The Architecture of Canals* (Shire Publications Ltd, 2005)

Ref 1-16 Frances Pratt, *Canal Architecture in Britain* (British Waterways Board, undated)

Ref 1-17 Michael Tutton, *Paddington Station 1833-1854* (Railway & Canal Historical Society, 1999)

BALTIC WHARF, 149 HARROW ROAD W2 6NA

APPENDIX 1: SITE PHOTOGRAPHS 2020/2021

STATEMENT OF HERITAGE SIGNIFICANCE

Tavernor Consultancy, April 2021

The photographs in this document were taken by the Tavernor Consultancy during site visits in 2020 and 2021.

EXTERIOR OF SITE, MOVING ANTI-CLOCKWISE FROM BISHOPS BRIDGE/HARROW ROAD

Figure 1

Figure 2

Figure 3

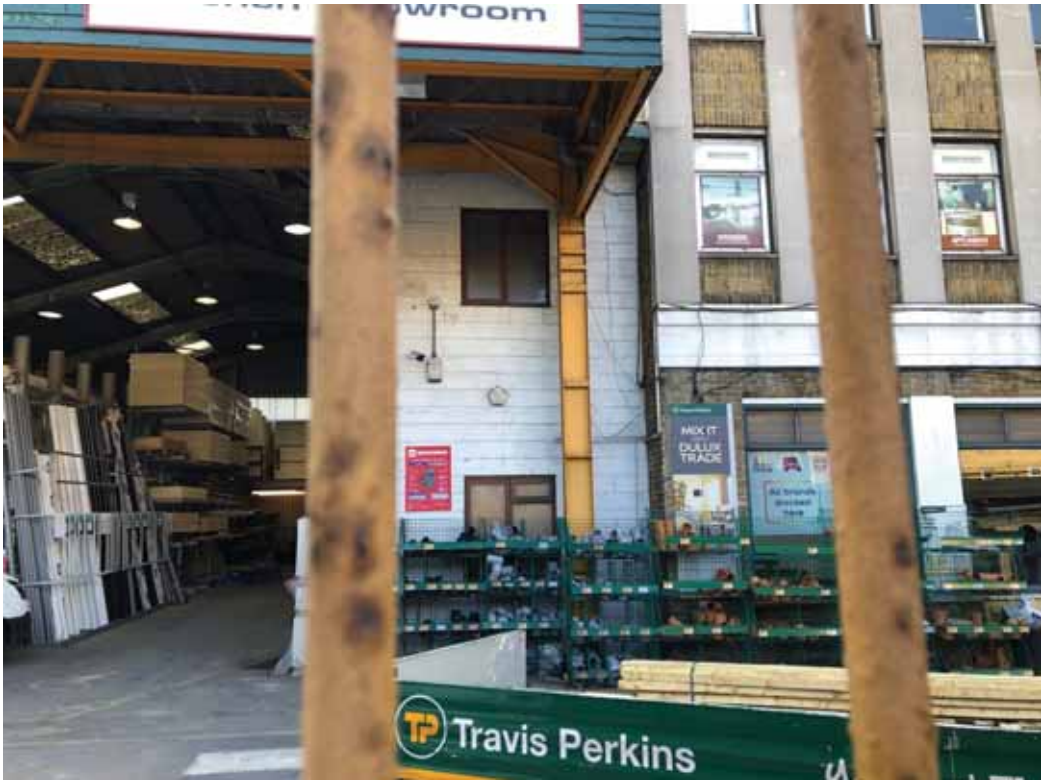


Figure 4

Figure 5

Figure 6

Figure 7

Figure 8

Figure 9

Figure 10

Figure 11

INTERIOR OF SITE, FROM SOUTH TO NORTH

Figure 12

Figure 13

Figure 14

Figure 15

Figure 16

Figure 17

Figure 18

Figure 19

Figure 20

Figure 21

Figure 22

Figure 23

Figure 24

Figure 25

Figure 26

Figure 27

Figure 28

Figure 29

Figure 30

Figure 31

Figure 32

Figure 33

Figure 34

Figure 35

Figure 36

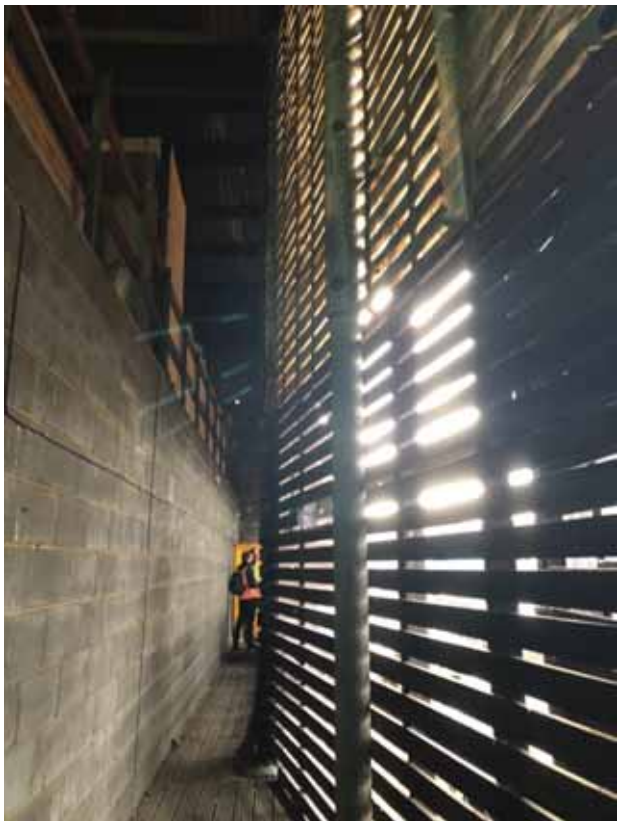


Figure 37

Figure 38

Figure 39

Figure 40

Figure 41

Figure 42

WESTERN ROOFSCAPE VIEWED FROM TOP FLOOR WINDOW OF OFFICE BUILDING, NORTH TO SOUTH

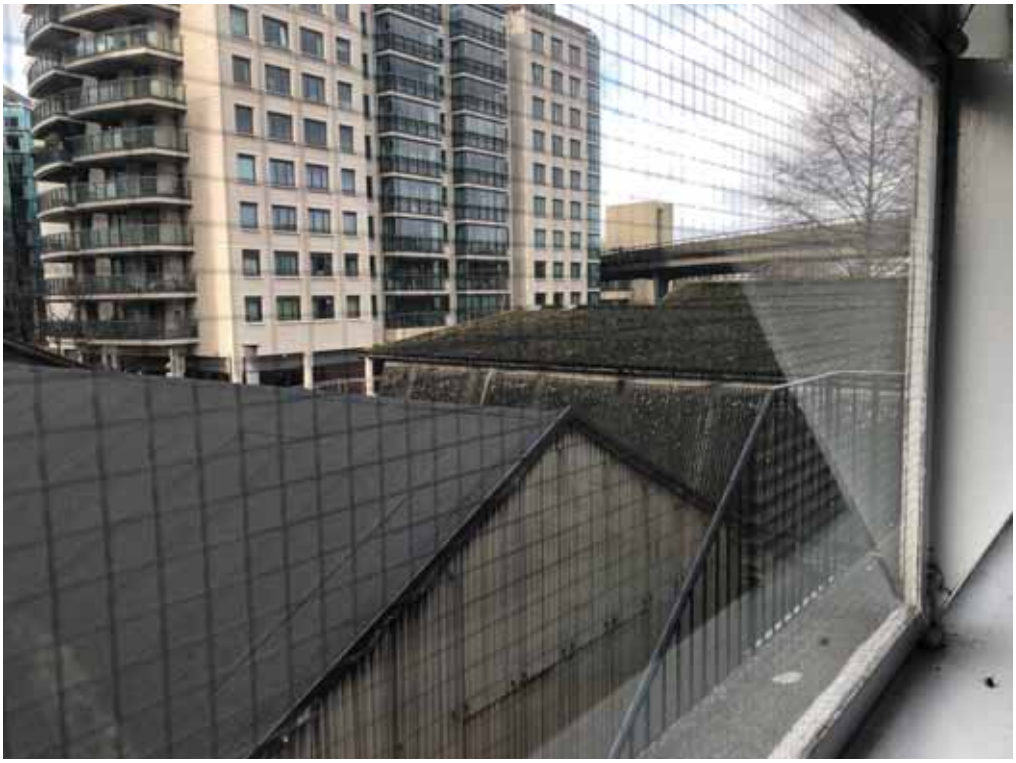


Figure 43

Figure 44

WESTERN ROOFSCAPE VIEWED FROM TOP FLOOR FIRE ESCAPE, NORTH TO SOUTH

Figure 45

Figure 46

Figure 47

Figure 48