



Earl's Court Village Conservation Area Appraisal

February 2017



THE ROYAL BOROUGH OF
KENSINGTON
AND CHELSEA

Adopted: 16 February 2017

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

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1 Introduction

What does a conservation area designation mean?

1.1 The statutory definition of a conservation area is an “area of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance”. The power to designate conservation areas is given to councils through the Planning (Listed Buildings and Conservations Areas) Act, 1990 (Sections 69 to 78). Once designated, proposals within a conservation area become subject to local conservation policies set out in Chapter 34 of the Council's Local Plan and national policies outlined in part 12 of the National Planning Policy Framework (NPPF). Our overarching duty which is set out in the Act is to preserve or enhance the historic or architectural character or appearance of the conservation area.

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

1.3 This document has been produced using the guidance set out by Historic England in their document, *Conservation Area Designation, Appraisal and Management: Historic England Advice Note 1 (2016)*. This appraisal will be a material consideration when assessing planning applications.

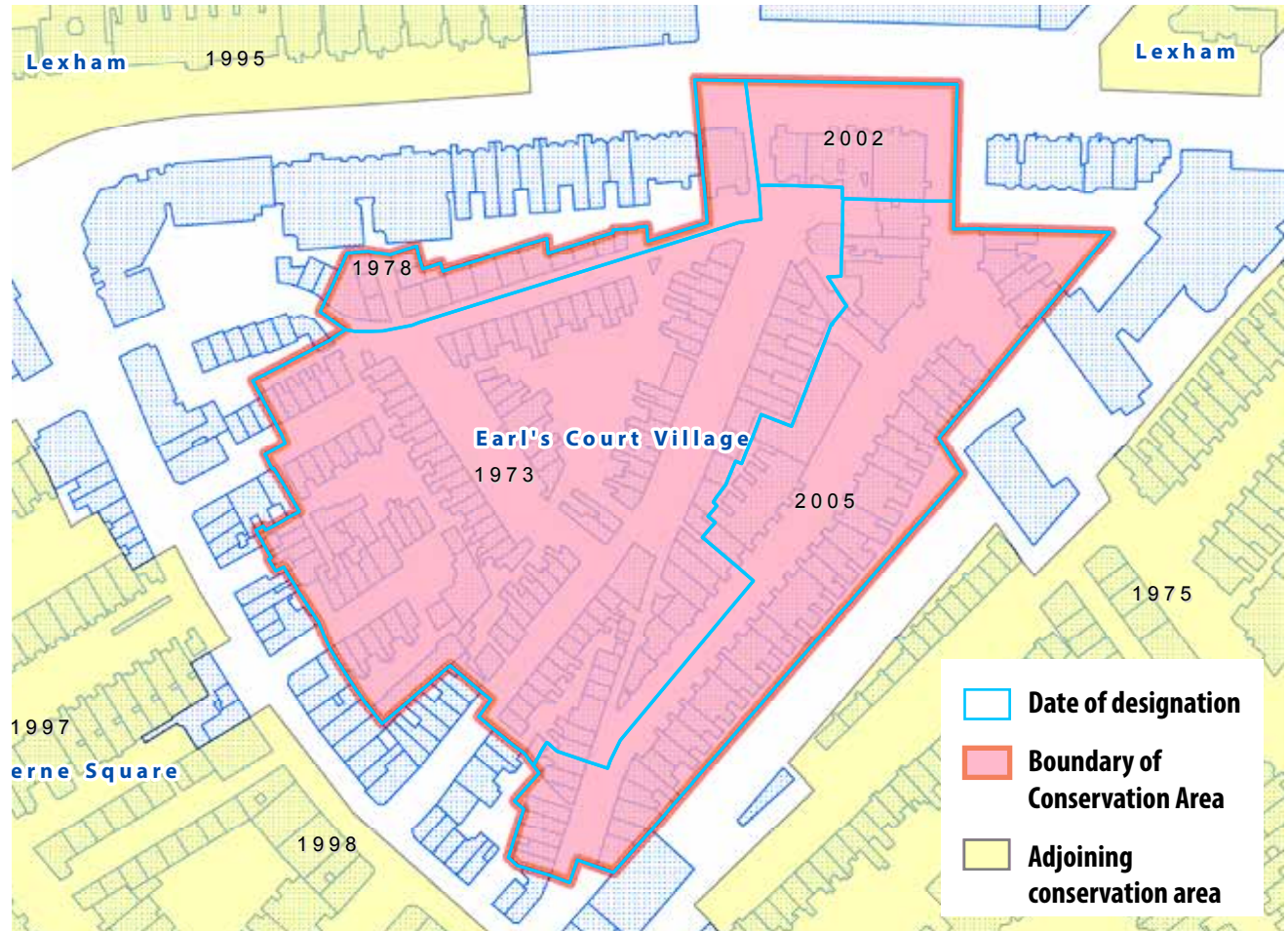


Fig 1.1 Conservation area boundary map

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Purpose of this document

1.4 The aims of this appraisal are to:

- describe the historic and architectural character and appearance of the area which will assist applicants in making successful planning applications and decision makers in assessing planning applications
- raise public interest and awareness of the special character of their area
- identify the positive features which should be conserved, as well as negative features which indicate scope for future enhancements

Summary of Character

1.5 Earl's Court Village Conservation Area is a triangular shaped residential area tucked away behind two busy thoroughfares; Earl's Court Road to the east and the Cromwell Road to the north. The inner streets by comparison are relatively quiet and provide a welcome break from the continual noise and bustle of the main roads. The residential streets have to this day, in spite of the significant changes around them, retained a village-like charm, character and scale. The buildings are simple and unpretentious being made up of terraced housing and shops that form attractive characterful streets of late Georgian and Victorian date that are of a small and human scale.

1.6 The buildings are constructed from a limited palette of materials comprising of London stock brick (many painted in pastel colours) and stucco with vertically sliding timber sash windows. This gives the area coherence and a commonality where the buildings sit in harmony with one another.

1.7 Despite the predominantly residential character of the area there are a variety of shops located at the southern end of Hogarth Road, Hogarth Place and Kenway Road that provide active frontages and are part of the character of the area.

1.8 A significant contribution to the area is also made by a number of street trees and the verdant planting of front and rear gardens including a beautifully maintained communal garden behind Kenway Road, Redfield Lane and Wallgrave Road. These provide visual amenity



Kenway Road looking north

not only to residents but also to the public helping to soften the architecture and create a picturesque streetscape.

Location and Setting

1.9 The Earl's Court Village Conservation Area is situated in a relatively central location within the borough of Kensington and Chelsea in an area that is largely bounded by Cromwell Road to the north, Earl's Court Road to the west and the District railway lines to the south. The area is located wholly within The Earl's Court Ward and is surrounded almost completely by other conservation areas. To the north by Lexham Conservation Area; to the east and south by Courtfield Conservation Area; to the west by the Neverne Square Conservation Area.

1.10 Beyond the boundaries of the conservation area are yet more well-mannered Victorian town houses arranged in terraces and larger blocks of twentieth century flats. The relatively low and consistent building heights and the frequent greening of the wider area by trees and the vitality offered episodically by the commercial streets and individual buildings contribute to the setting and desirability of the area. This setting combines with the conservation area to provide a swathe of attractive and historic places to live and work helping to ensure the longevity of this part of the borough's heritage.

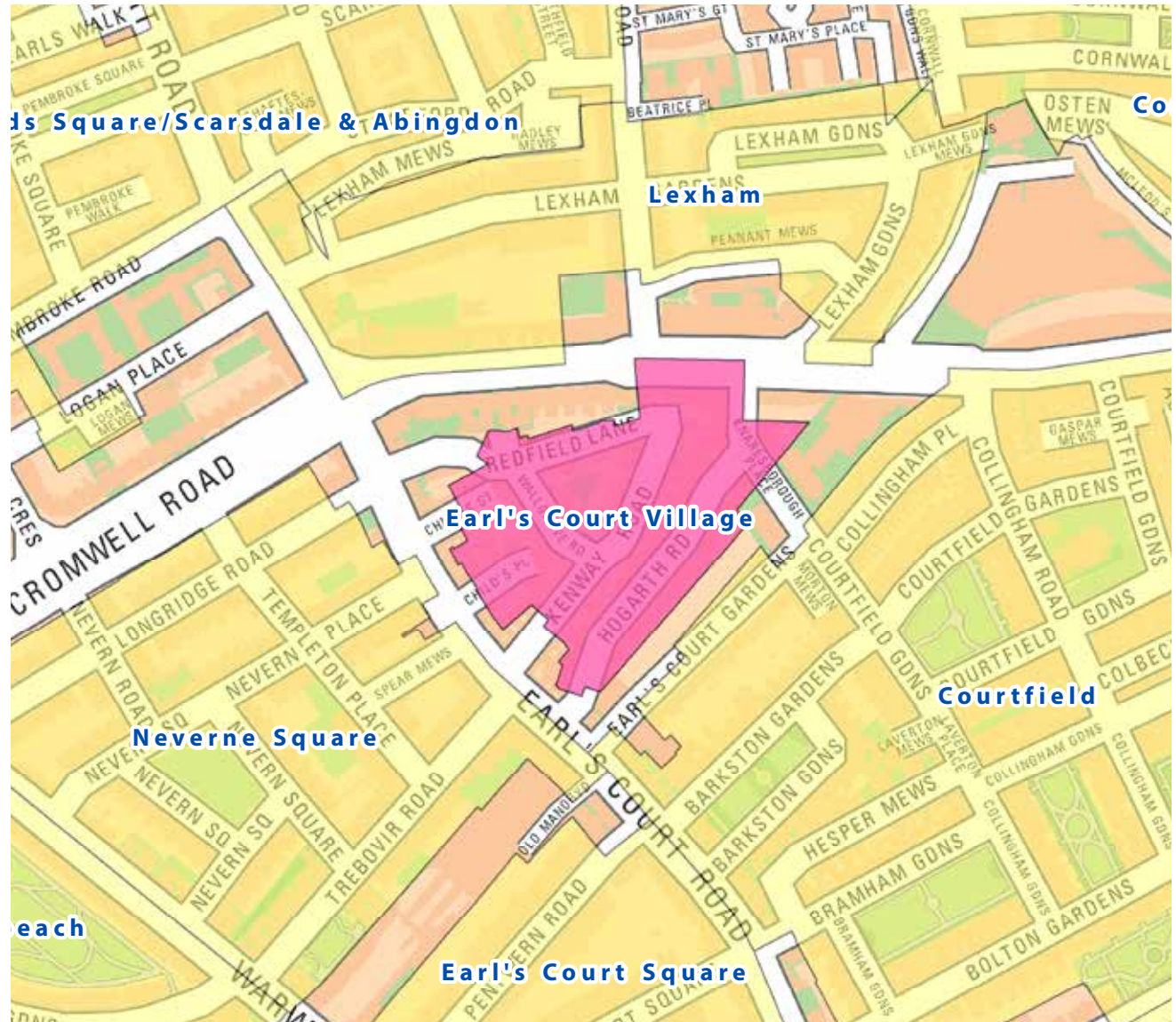


Fig 1.2 Conservation area context map

Historical Development Summary

- Prior to **1803** the area was covered by market gardens attached to Earl's Court Farm.
- **1807-1825**. Small cottages built in North and South Row (Kenway Road and Hogarth Place respectively) along with *The King's Head* public house.
- **1854-9**. Nos. **5-17** (consecutive) built in Child's Street and nos. **9-12** (consec) Child's Place by the Child's Family.
- **1860s**. Houses erected in Wallgrave Road, the south side of Redfield Lane, nos. **17-22** (consec) **Child's Place**, nos. **73-77** (odd) **Kenway Road** and shops at nos. **1-5** (consec) **Hogarth Place**.
- **1864**. Act of Parliament for the construction of the Metropolitan District Railway formed catalyst for further development in the area.
- **1866**. South side of Child's Place built by Thomas Hussey.
- **1870s**. Italianate terraces built along Hogarth Road, Knaresborough Place and Cromwell Road, terrace of shops built at nos. **40-54** (even) **Kenway Road** and nos. **1-5** (consec) **Child's Place**.
- **1880s**. Terrace of shops (nos. **56-70** (even)) built on eastern side of Kenway Road, mews houses built on north side of Redfield Lane along with Redfield Mews and a terrace of three shops built at nos. **6-8** (consec) **Hogarth Place**.
- **1890s**. Nos. **1-6** (consec) **Child's Walk** built.



Fig 1.3 Historic Development map

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- **1940s. nos. 7 and 8 Redfield Lane, nos. 57-61 (odd) Kenway Road and nos. 27-35 (odd) Hogarth Road** destroyed by bomb damage during World War II.
- **1950s.** Bomb damage sites redeveloped with new houses at **nos. 7 and 8 Redfield Lane** and **nos. 57-61 (odd) Kenway Road**.
- **1970s.** Bomb damage site in Hogarth Road (**nos. 27-35 (odd)**) redeveloped with a hotel.
- **1980s. No. 171 Cromwell Road** redeveloped with flats.
- **1990s.** Child's Mews and **nos. 14 and 15 Child's Place** built.
- **1973.** Earl's Court Village designated a conservation area and later extended in 1978, 2002 and 2005.



Hogarth Road looking north

2 Townscape

Street Layout

2.1 Earl's Court Village is located on the major road connecting Kensington and Fulham, then known as Earl's Court Lane, which joined Kensington Road to Richmond Road (today's Old Brompton Road) and continued to Fulham Road as Walnut Tree Walk (now Redcliffe Gardens).

2.2 The earliest route running through the conservation area connected Earl's Court Farm to Kensington High Street through farmland which closely follows the existing alignment of Marloes Road.

2.3 It was not, however, until the early nineteenth century that the first roads of the village were laid out with North Row and Earl's Court Terrace (now known as Kenway Road), South Row (Hogarth Place), Brewery Lane (Redfield Lane) and the short dead end lanes of Child's Place and Child's Street.

2.4 The next significant route in the conservation area to be constructed was in the 1860s and connected what is now known as Kenway Road to Redfield Lane when the village expanded with further housing. Finally, in the 1870s more substantial roads and houses were built with the arrival of the railway and resulted in the laying out of Hogarth Road, Cromwell Road and Knaresborough Place.

2.5 The street layout has changed little since the 1870s and the lack of direct routes through the area have created a relatively calm residential enclave with car speeds

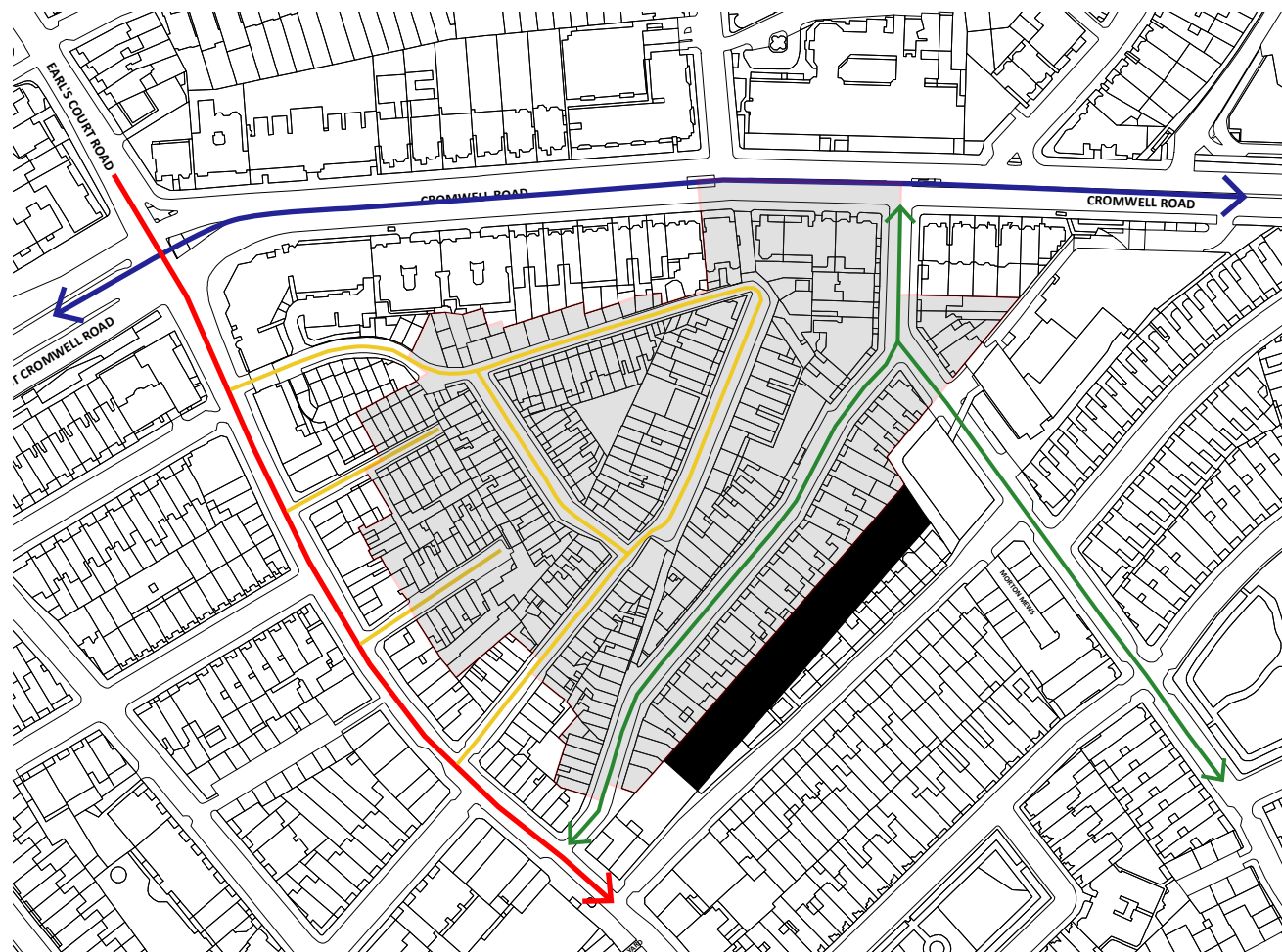






Fig 2.1 Road hierarchy map

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restricted due to many roads having on-street parking, limiting the free flow of traffic. This is in contrast to the primary routes that border the conservation area such as Earl's Court Road and Cromwell Road which have high volumes of traffic throughout the day.

-  Primary road
-  Secondary road
-  District road
-  Local road

Urban Form

2.6 The Earl's Court Village Conservation Area contains many residential buildings of a modest scale ranging in height from two to six storeys with finely grained terraced houses lining the streets along with a number of shops.

2.7 The earliest part of the conservation area to be developed was Kenway Road and Hogarth Place where modest two and three storey terraced houses, shops and *The King's Head* public house were built in the early part of the nineteenth century. This was followed by further modest terraced houses in Wallgrave Road, Redfield Lane and Child's Street in the 1860s that respected the bulk and massing of the existing architecture. In the 1870s more substantial Italianate houses and roads were constructed along Hogarth Road, Cromwell Road and Knarborough Place as the village became more desirable with the coming of the Metropolitan Railway resulting in the two distinct styles of architecture seen within the conservation area today.

2.8 Most houses are set back behind railings, with either a small garden or hard standing area, or in some cases with front lightwells to allow light to the lower ground floors. A number of houses front directly onto the street such as those found in Child's Place, the southern end of Kenway Road, Hogarth Place and the north side of Redfield Lane as well as the majority of the shops found throughout the area. Most houses have small rear gardens/yards which allow separation and a clear distinction to be made between the different terraces.

2.9 Road widths vary throughout the area with the narrowest being at Hogarth Place and Child's Walk which comprise narrow passages which are only suitable for pedestrian access. Child's Street, the southern end of Kenway Road and Redfield Lane are characterised by narrow streets. The roads have on street parking on one side of the street whilst Redfield Lane has no parking due to its narrow width. Larger road widths can be found at Child's Place, Wallgrave Road and the northern section of Kenway Road which have on street parking on both sides of the street and a central lane of passage. The largest of all the streets are those to the grander terraced houses on Hogarth Road, Cromwell Road and Knarborough Place which also have on street parking except Cromwell Road which is a restricted red route.

2.10 The largest green space is the private communal garden known as Providence Patch which is located to the rear of the perimeter block formed by Kenway Road, Wallgrave Road and Redfield Lane. Other smaller green spaces which contribute to the softening of the area can be found in the front and rear gardens of many of the houses.

2.11 The result is an urban form that is highly legible with housing and shops that vary in age and style. These reflect changing fashions in urban design of the late Georgian and Victorian periods and represent a fine example of the Borough's built heritage.



Shops in Kenway Road

Gaps

2.12 The conservation area is densely built up in most parts having been largely developed by the twentieth century. In such a tightly grained urban area, even small spaces between and around buildings are extremely valuable creating a pleasant and comfortable environment. The gaps shown on the map are therefore vital in providing a visual breathing space and extremely important to the character of the conservation area.

2.13 Important gaps usually fall into one of the following categories:

- Space around buildings such as yards, gardens or landscaping.
- Gaps between buildings and groups of buildings or terraces.
- Gaps created where a back garden abuts a street.
- High level gaps for example above garages or rear additions or between two taller buildings.

2.14 Such gaps allow glimpses of gardens, trees, daylight and views along the backs of terraces creating a breathing space in the dense urban environment as well as allowing the terraces and detached buildings to be read as one architectural composition as originally intended.

2.15 Not all gaps start at ground level. In such a dense townscape, even gaps at higher level are important such as above garages or over single storey rear additions. High level gaps create interest and variety in the roofline



Fig 2.2 Important townscape gaps map

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demonstrating that not all buildings were built at the same time or to the same style.

2.16 The roads themselves serve to break up the solidity of the architecture, particularly where these are small alleys or narrow dead end streets such as Child's Walk, Child's Place and Child's Street. A gap may also serve to break up the built mass between one architectural design and another rather than creating an awkward clash of styles where they join.

2.17 Fortunately the vast majority of historic gaps have been respected since the late Georgian/Victorian buildings were constructed and there has been very little infill development to harm the character and appearance of the conservation area.



Gaps between closet wings rear of nos. 9-13 (odd) Hogarth Rd



Childs Walk between nos. 17 and 18 Child's Street



Gap between no. 35 Kenway Road and no. 18 Wallgrave Road

Land Uses

2.18 The adjacent map shows the land uses as intended by the original landowners and developers. These uses have continued largely to the present day and have defined the different character areas of the conservation area.

2.19 The area is, however, predominantly residential with housing laid out as terraces. The mews properties found in Redfield Mews and the north side of Redfield Lane (former stabling with living accommodation above to serve the large houses) have now been converted to dwellings.

2.20 Along the southern end of Hogarth Road, Hogarth Place and the eastern side of Kenway Road there are rows of shops with living accommodation above. The shops, restaurants and public house have, in the vast majority of cases, remained in their commercial uses since built and make a significant contribution to the vitality of the conservation area.



Fig 2.3 Historic or original land uses map

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Kenway Road looking south



Fig 2.4 Present day land uses map

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Materials

2.21 Materials used in the construction of the historic buildings within the conservation area are either natural materials such as slate and stone or traditionally (and then locally) manufactured ones such as brick, stucco and glass. Their original method of fabrication results in a finish that is typical of traditional building materials. The imperfections in cylinder or crown glass and folds/wrinkles in hand made bricks, along with the natural process of ageing and weathering, give the buildings their authentic historic character and patina that makes the conservation area so special. Traditional materials used in the Earl's Court Village Conservation Area include:

- Stone (steps, coping stones, dressings)
- Brick (brown, yellow, red)
- Stucco (house frontages and decorative elements)
- Lime (main constituent of mortar and stucco)
- Slate and lead (roofs)
- Clay tile (roofs)
- Painted timber (windows, doors, shopfronts)
- Painted cast iron (railings, balconies, pot guards, boot scrapers, bollards).
- Buff and red terracotta (ornamentation, chimney pots)
- Glass (thin crown or cylinder glass, stained glass)
- Quarry/mosaic tiles (covering to steps)
- Granite setts (mews surfaces and kerb stones)



Fig 2.5 Materials map (front elevations)

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London stock brick



Painted brickwork



Painted stucco



Red brick



Cast iron railings



Stone setts

Buildings Audit

2.22 The Buildings Audit Map shows the contribution made by buildings to the historic and architectural character of the area. For all buildings identified here as positive buildings, change must be managed to conserve and, where appropriate, enhance their significance in accordance with national and local planning policies. Where particular sites, buildings or additions to buildings are harmful or out of keeping with the broader character of the conservation area as outlined in this appraisal, the Council will support proposals and where possible, take opportunities to make improvements and enhancements in line with Policies CL1, CL2 and CL3 of the Local Plan.

Listed Buildings

2.23 A listed building is a building designated by the Government on the advice of Historic England as a building of special architectural or historic interest, which local authorities have a statutory duty to preserve or enhance.

Positive Buildings

2.24 These buildings make a positive contribution to the historic and architectural character and appearance of the conservation area. They are a key reason for the designation and significance of the conservation area.

Neutral Buildings

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

Negative Buildings

2.26 Negative buildings are those which are out of keeping with the prevailing character of the conservation area.



Fig 2.6 Buildings audit map

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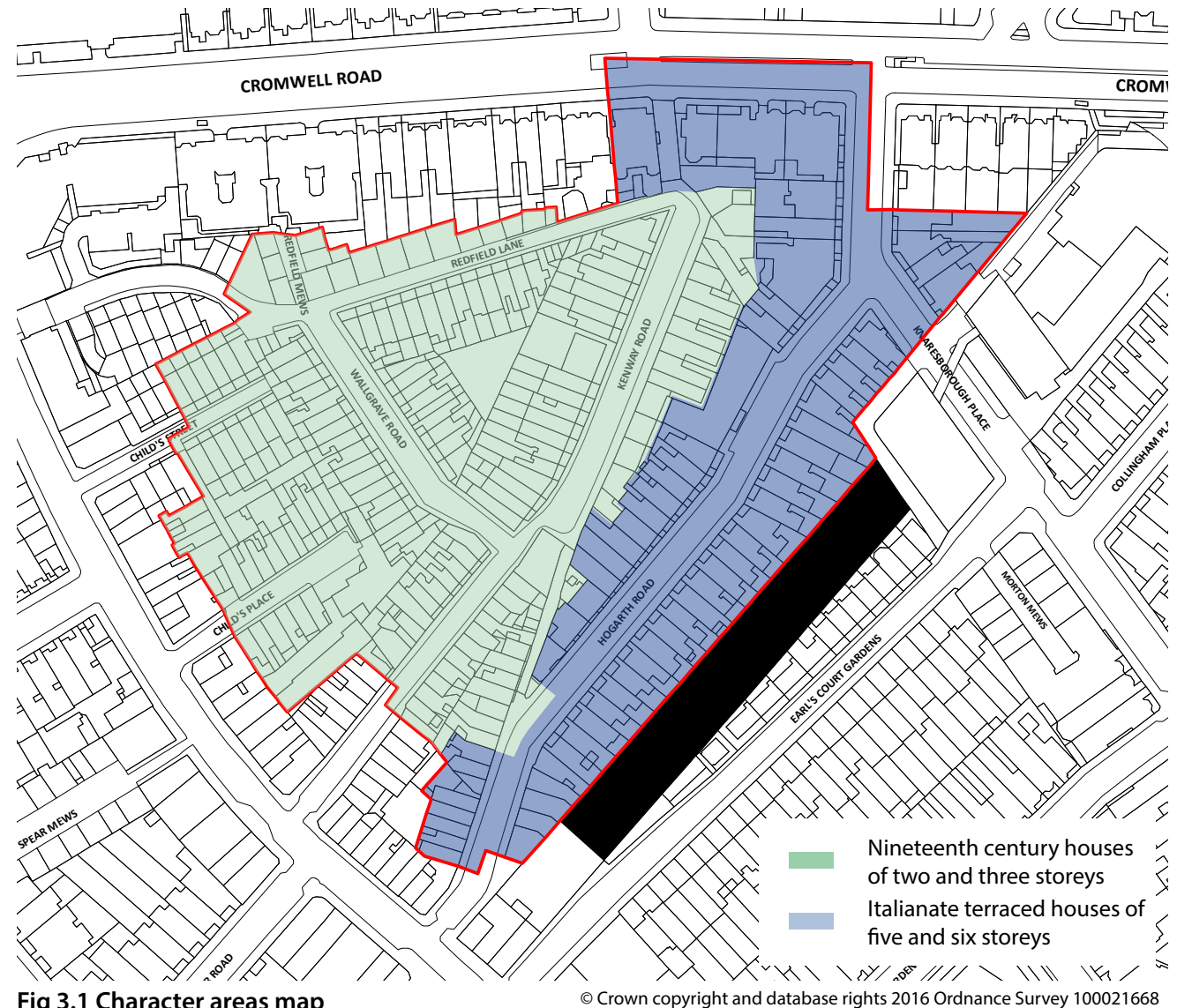
3 Architecture

Housing

3.1 Properties in Earl's Court Village Conservation Area date mainly from the late Georgian and Victorian eras. There are two distinct character areas of terraces which are illustrated on the adjacent map. These comprise large five and six storey Italianate terraces of the 1870s, which dominate the eastern edge of the conservation area along Cromwell Road, Hogarth Road and Knaresborough Road, and more modest two and three storey terraces found in Child's Street, Child's Place, Childs Walk, Kenway Road, Knaresborough Place, Wallgrave Road, Redfield Lane and Redfield Mews.

3.2 The Georgian theme of reflecting the vertical nature of individual houses within the horizontal framework of a terrace was continued into the Victorian period. The proportions of door and window openings all emphasised verticality, as did those of door panels and of individual panes within window sashes. The vertical emphasis of individual houses was, however, subordinated to the horizontal lines of a long terrace; vertical lines were rarely continuous from roof to ground whilst horizontal cornices, parapet lines and rooflines were often constant along the length of the terrace. A fine balance was thus created between the length and height of a terrace and the loss of any of this detailing can spoil the overall proportions of a terrace.

3.3 The significance of vertical details such as door treatment and window openings, is increased when the building line abuts



or is close to the pavement. Where houses are entered straight from the street or over basement areas, the eye is drawn to the elevational details at ground floor level such as fenestration, bootscrapers and door fittings. Where a longer view of any group is available the importance of continuous details is emphasised. Cornices, parapets, roof lines, chimneys and repeated ornamentation are all seen in the context of a group of buildings rather than in isolation and are a significant characteristic of the conservation area.

NINETEENTH CENTURY TERRACED HOUSES OF TWO AND THREE STOREYS

Child's Street; Child's Place; Child's Walk; Kenway Road; Knaresborough Place; Wallgrave Road; Redfield Lane; Redfield Mews

Child's Street

3.4 Child's Street is a quiet small scale residential cul-de-sac with two storey houses of modest proportions, continuous roof lines, small leafy green front gardens and an intimate atmosphere. The eastward vista is terminated by the backs of houses in Wallgrave Road and their London roofs and all these features contribute to a characterful mid nineteenth century streetscape.

3.5 Nos. 5-10 (consec) and nos. 11-17 (consec) were built in 1854 and form two facing terraces of six and seven houses respectively. These simple two storey houses are constructed from London stock brick laid in Flemish bond



Fig 3.2 Building typology map

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Nos. 5-10 (consec) Child's Street



Nos. 11-17 (consec) Child's Street

which have been painted at a later date. The houses are two windows wide with vertical sliding glazing bar sash windows except at **nos. 11-13** (consec) which have centrally positioned twin windows at first floor. In each case the windows are set within plain brick reveals with cambered arches, those at the eastern end on the terrace with brick keystones. The doors are of timber six-panelled construction with a rectangular transom light above set within plain brick reveals with cambered heads. The only exception being **no. 17** which has a fanlight set within a rounded arched head. The houses on the north side of the street are finished with a brick parapet whilst those on the south side are slightly more embellished with a simple

square section cornice. The houses have been harmed by various alterations over the years including the loss of architectural decorative finishes, some window replacement and the introduction of strong colours visually breaking up and detracting from the rhythm and unity of the terraced group and all drawing attention to individual houses.

Child's Place

3.6 Childs Place is a short cul-de-sac which has a variety of residential properties that were built from the mid nineteenth century. The road is flanked by three storey houses to the north

and south sides widening at the eastern end with more modest two storey early nineteenth century houses and modern three storey houses at **nos. 14 and 15** and **Childs Mews** built in the 1990s.

3.7 **Nos. 1-5** (consec) **Child's Place** form an attractive terraced group of five three storey houses, **nos. 1-4** finished in stucco and **no. 5** with a painted brick finish. **Nos. 1-4** **Child's Place** were built in 1871-2 by a local builder Henry King and **no. 5** was built slightly later to a similar design with a covered carriage way in 1879 by S. Benstead. The houses are two windows wide at **nos. 1-4** and three windows wide at **no. 5** and have vertical sliding glazing



nos. 1-5 (consec) Child's Place



Nos. 17-22 (consec) Child's Place

bar sash windows, those to the ground floor with stucco surrounds with cornice mouldings to the heads and decorative cast iron pot guards to the window cills. The first floor windows are plainer with a simple keystone detail whilst the second floor windows are less tall and have rounded heads with keystones. The front entrance doors are of timber panelled construction with transom lights above and are set within pilaster surrounds, those to **nos. 2 and 3** with fluted decoration. The houses are terminated with a masonry parapet with a bracketed moulded cornice. The facades are painted in different colours which visually breaks the terrace into individual units, the stronger of which draws

undue attention and undermines the unity of the group.

3.8 Directly opposite is another group of six houses, **nos. 17-22** (consec) which were erected by Huggett and Hussey in the 1860s. These are also three storeys in height and are two windows wide. The terrace is constructed from stock brick laid in Flemish bond, four houses of which have been painted. The windows comprise three-over-three vertical sliding sashes that are set within plain brick reveals with cambered heads, those to the ground floor having stucco surrounds with moulded heads. The entrance doors are of timber construction of differing design,

the originals of which are of a four panelled construction with a transom light above and are set in stucco reveals with moulded cornice heads. The elevations are further embellished with a moulded string course above the ground floor windows and entrance doors, and a cornice to the roof parapet. The group suffers from the painting of the brickwork elevations and the loss of some decorative architectural finishes which has affected the unity of the group.

3.9 **Nos. 9-12** (consec) on the north side are the earliest surviving houses in the street being constructed in the 1850s. These very simple but characterful houses are more modest being two storeys in height and one window



Nos. 9-12 (consec) Child's Place



No. 13 Child's Place

wide. They are constructed from stock brick which has been painted white, and are set back discretely behind the building line of the adjacent terrace of houses **nos. 17-22** (consec). The windows are to various designs having been replaced over the years with the originals being six-over-six vertical sliding sash windows set within plain brick reveals with cambered arched heads. The front entrance doors have also been replaced and a couple of storm porches added to the elevation. The buildings are terminated with traditional pitched roofs with a tile or slate finish with the party wall lines extending up through the roof and the eaves level finished with a u-shaped gutter. The buildings have been harmed by the loss of original doors and

windows and the addition of storm porches which have affected the uniformity of the terrace.

3.10 The attractive house at **no. 13** was built by David Farmilo in the 1850s and terminates the view at the east end of the road. This dwelling is also modest being two storeys in height and constructed from stock brick laid in Flemish bond with a painted finish. The building is four windows wide with timber vertical sliding three-over-three sashes that are set within plain brick reveals with cambered heads. The front entrance door is of a traditional six-panelled construction with transom light above. The front area is enclosed with a modern brick wall with simple black painted railings and the façade

terminated with a brick parapet and stone coping.

Child's Walk

3.11 Child's Walk is a narrow intimate dead end alleyway that is accessed from the southern side of Child's Street between **nos. 17 and 18a**. This attractive, almost hidden, short street is lined either side with houses that were probably laid out and built in the 1890s. **Nos. 1-4** (consec) on the western side are two storeys in height and are constructed from stock brick laid in Flemish bond with either vertical sliding sashes or side hung casement windows. The roof parapet terminates the buildings at different heights and are finished with a simple brick cornice. Opposite this group are two similarly designed houses on the eastern side, **nos. 5 and 6**, which are also two storeys in height and constructed from stock brick with similar windows. The roof parapets of these houses are finished differently with more ornate dogtooth and dentilled brick cornices. **No. 6** has a recessed area at first floor which is enclosed at the north end with a canted projection creating a small balcony area. The houses have either been painted white or in subtle pastel colours.



Nos. 1-4 (consec) Child's walk

and range from two to three storeys in height and are built from a limited palette of materials incorporating brick and stucco. The terraced houses are comprised of various groups which have variation in their elevational treatment through later alterations and rebuilding works that have occurred at various times since they were first built. The period character and charm of the houses make a significant contribution to the character and appearance of the conservation area.

Kenway Road

3.12 Kenway Road has a mixed character with a combination of houses and shops. The road doglegs around *The King's Head* public house with the residential properties located on the western side and southern end of the road and the shops being concentrated on the eastern side stretching northwards from the public house. The buildings are modest in size



Nos. 5 and 6 Child's Walk

3.13 Towards the southern end of the street on the western side are **nos. 15-33** (odd) **Kenway Road** which were originally constructed in the 1820s by Thomas Smith. These have been altered over time with **nos. 15-21** either being refronted or rebuilt in the mid Victorian period. **Nos. 15-21** are modest two storey houses constructed from brick with a stucco finish. **No. 15** was later converted to a restaurant taking in two units and **no. 17** was built with a covered carriage way leading to buildings at the rear. The houses are one window wide with vertical sliding



Nos. 15-21 (odd) Kenway Road

six-over-six timber sash windows set within architrave surrounds with scrolled pediments. The terrace is finished with a masonry parapet and moulded cornice. The ground floors have been altered considerably with the creation of a restaurant frontage to **no. 15** and a large casement window to **no. 19**. The only original configuration can now be found at **no. 21**.

3.14 Nos. 23-33 (consec) are stepped back from **nos. 15-21** providing small paved forecourts that are enclosed with low brick walls with modern mild steel railings painted black. The houses are also two storeys in height and are constructed from London stock brick. The majority of houses have stucco to the ground



Nos. 23-33 (odd) Kenway Road

floor with **nos. 23 and 29** having full stuccoed frontages. The units are one window wide with vertical sliding glazing bar sash windows. These appear to have been widened over time resulting in windows of differing designs with the predominant style now being of the tripartite type. The only original configuration can still be seen at **no. 27** at first floor level which comprises a single six-over-six sash window. The heads of the tripartite window reveals are finished in raised stucco with a keystone detail. The doors are predominantly of the traditional Georgian six-panelled type with a transom light above. The buildings are finished with a parapet finished with corbelled brick cornice to **nos. 23-29**. The houses have either been painted

white or various pastel colours which for the most part are quite muted and no one building stands out significantly within the group. Despite the various alterations to the terrace their period characteristics still dominate and the group makes a positive contribution to the character and appearance of the conservation area.

3.15 Nos. 35-71 (odd), (**nos. 57-61 and 65 and 71** rebuilt) were built in 1807-10 by Thomas Smith. The houses are three storeys in height and were originally finished in London stock brick laid in Flemish bond. The houses are one bay wide with a centrally positioned window with vertical sliding six-over-six sashes set within plain brick reveals with cambered arched heads.



Nos. 43-53 (odd) Kenway Road

The entrance doors are primarily of a traditional six-panelled design with a transom light above set within a plain brick reveal and rounded arched heads. The buildings are terminated with a pitched slate roof with u-shaped gutters to the eaves. There are some variations within the group which are the result of later remodelling and reflect different periods. **Nos. 37, 39 and 69** have been stucco fronted in the mid Victorian period and have greater architectural embellishment with the windows being set within stucco architrave surrounds, the first floor

of which have console bracketed architrave hoods and a cornice above the ground floor. **No. 41** has had its brickwork painted and the windows widened at first and second floor levels to accommodate an additional sash. **No. 47** was probably remodelled in the mid Victorian period and reflected **nos. 37 and 39**. The has again been modified sometime in the twentieth century with the removal of the sash windows for modern uPVC casements and the loss of the decorative corbel brackets. **No. 62** was built in the 1950s replacing three houses that were



No. 71 Kenway Road

destroyed by bombing during World War II. The building is larger than the others in the terrace being five windows wide and has a mansard roof. When first constructed it had a brick façade but this was modified in the 2000s for a rendered finish. **No. 65** has had its frontage rebuilt in 1965 and has large rectangular windows and a rendered finish.

3.16 No. 71 was completely rebuilt in 1885 to grander proportions with taller floor to ceiling heights. The house is three storeys in height with a mansard roof set behind a bottle



Nos. 73-77 (odd) Kenway Road

balustraded parapet and is constructed from London stock brick with a stucco ground floor. The building is two windows wide with timber vertical sliding two-over-two sash windows set within architrave surrounds, those to the first floor with bracketed corniced hoods and those to the second floor with rounded arched heads. The façade also has added stucco decoration with quoined corners and a bracketed cornice above the ground floor. The front entrance door is of the traditional four-panelled type with transom light above set within a pilaster surround with bracketed hood.

3.17 The terraced houses within the group are set back behind small front gardens and

are enclosed with a variety of low boundary treatments comprising either stock brick or rendered finished walls of timber picket fences.

3.18 Nos. 73-77 (odd) Kenway Road were constructed in 1862 by local builder Thomas Huggett. The houses are three storeys over a lower ground floor and are constructed from stock brick laid in Flemish bond with a painted finish. The houses are two windows wide with two-over-two vertical sliding sashes that are set within architrave surrounds. Embellishment has been added to the elevation with a cornice above the upper ground floor and to the roof parapet, and a string course below the second floor windows. The houses originally



Nos. 18-30 (even) Kenway Road

had front gardens, however, these have been compromised with the creation of a car parking space and glazed extensions. These alterations along with the insertion of a modern plate glass window, front entrance door and pedestrian gate have harmed the appearance and setting of the group.

3.19 Located on the eastern side of the street directly south of *The King's Head* public house are some of the earliest houses to be built in the area. **Nos. 18-36 (even)** date from around 1807 and were built by Thomas Smith. **Nos. 18-30** are modest houses that are two storeys in height and constructed from stock brick laid in Flemish bond with channelled stucco to the ground



Nos. 32-36 (even) Kenway Road



Nos. 1-12 (consec) Wallgrave Road

floor. The houses are of one bay with a single centrally positioned window. Many of these have been enlarged with the only original window reveal in the group probably now surviving at **no. 18**. There are a variety of window styles with **nos. 24-28** having more modern windows with side hung casements and top lights. **Nos. 18-22 and 28-30** have more traditional vertical sliding timber sash windows in pairs where the windows have been widened. The front doors are varied and include both modern and traditional designs. They are all of timber construction and have a painted finish providing some unity to the group. The brickwork to the first floors have now largely been painted in various colours, the stronger colours of which stand out more prominently

from those painted in more muted pastel colours. The houses are finished with a pitched slate roof and are terminated at the eaves with a u-shaped gutters.

3.20 Nos. 32-36 (even) are sandwiched between the public houses and **nos. 18-30**. These characterful houses are larger properties being three storeys in height and two windows wide. The group is constructed from London stock brick with the ground floor of **no. 32** being finished with channelled stucco. The brickwork has now been painted different pastel colours with the reveals to the windows and doors painted white. The windows comprise traditional timber vertical sliding glazing bar sash windows

that sit within plain brick reveals with cambered arched heads. The fenestration to **no. 34** has been slightly reconfigured with a first floor window being extended and a second floor window bricked up. The houses are also finished with a hipped slated roof and terminated at the eaves level with a u-shaped gutter.

Wallgrave Road

3.21 Wallgrave Road is spacious and has an almost suburban character which is enhanced with trees that help to soften the streetscape. **Nos. 1-17** (odd) and **nos. 18-25** (consec) Wallgrave Road were built by Charles William



Nos. 18-25 (consec) Wallgrave Road

Wallgrave in the 1860s and are two storeys in height over a lower ground floor. The houses are constructed from London stock brick laid in Flemish bond and are approached by a flight of stairs flanked with railings. The houses are one window wide with vertical sliding sashes of the tripartite type. However, many of the ground floor windows have been altered to accommodate bow windows that incorporate more modern casements. The doors are of the Regency six-panelled type with transom lights that are coupled together and set within stucco pilaster

surrounds finished with corbel bracketed heads. The terrace to the eastern side of the street has a centrally positioned covered carriage way that provides access to the private communal garden to the rear known as Providence Patch.

3.22 The roofline on both sides of the street is continuous and finished with a masonry parapet with moulded cornice. As in Kenway Road, some buildings are rendered and painted, some colour washed while others only partly so. Although various colour schemes have been



Carriage way between nos. 21 and 22 Wallgrave Road

introduced they comprise of soft pastel colours. Strong colours have been avoided so that no one house stands out more prominently than its neighbour. The front gardens and steps are enclosed with cast iron spear tipped railings and gates that help to unite the development at street level. The houses have been harmed by the removal of front entrance steps, the insertion of modern style windows and materials as well as elevational clutter in the form of pipework, burglar alarms and cabling.



Nos. 1-13 (consec) Redfield Lane



Redfield Lane looking east from junction with Wallgrave Road

Redfield Lane

3.23 Redfield Lane is more typical of a village street as it is not very wide and has a long narrow pavement to its southern side serving Wallgrave Terrace. The north side of the street has an unusual range of mews houses, **nos. 12-42** (even), which are three storeys in height (see *Mews Houses* chapter).

3.24 The southern side of Redfield Lane, **nos. 1-13** (consec) (Wallgrave Terrace), were also built in 1860-2 by Charles William Wallgrave. The houses are to the same design as those in Wallgrave Road but are more altered. **Nos.**

7 and 8 were rebuilt in the 1950s, on a former bomb damage site, and incorporated garages resulting in an open forecourt and an unsightly visual gap being created in the street. Another significant alteration has been to **no. 6** which has seen the construction of an additional storey making it the tallest building within the group. The original parts of the terrace have a consistent roof parapet height but unfortunately some of the decorative cornicing has been lost. All but one house has now been painted with **no. 10** remaining in much of its original state providing a reference to how the terrace would originally have looked. Where colour has been introduced to the properties these have, for the most part, been undertaken in various soft

pastel colours. Where stronger paint colours have been introduced this has made the house stand out more prominently within the group and detracts from the appearance of the terrace. The original houses within the terrace suffer from the loss of architectural decorative finishes and inconsistent boundary treatments which has affected the uniformity of the terrace.

3.25 There are a number of red bricked 1980s terraced houses that have been painted various pastel colours at the western end of Redfield Lane, outside the conservation area. These have been directly influenced by the historic buildings within the area and make a positive gateway into this part of the conservation area.

ITALIANATE TERRACED HOUSES OF FIVE AND SIX STOREYS

Cromwell Road; Hogarth Road, Knaresborough Place

3.26 Cromwell Road, Hogarth Road and Knaresborough Place are distinct from other parts of the conservation area having much larger Italianate Victorian terraced housing. These contrast strongly with the earlier two and three storey dwellings and shops in the western parts of the area which are more modest and reflective of village architecture.

Cromwell Road

3.27 The northern most edge of the conservation area fronts onto Cromwell Road with five houses that reflect the scale and massing of adjacent Italianate buildings. **No. 171** located on the western edge is a detached replacement building constructed in the 1980s and is discussed in the *Recent Buildings* section.

3.28 Nos. 161-165 (odd) were designed by the architect T.R. Parker and built by William Watts in 1874. The group of three houses are unusual as they are richly decorated and contrast with the surrounding Italianate architecture having a red brick facades with stucco/stone dressings. The houses are four storeys in height over a lower ground floor and have an attic storey embellished with tall pedimented dormer windows. The elevations are given further



Nos. 161-165 (odd) Cromwell Road

interest with canted bay windows that extend up to the second floor and are terminated with a bottle balustrade and pediment and a richly detailed bracketed cornice to the roof parapet. The windows are vertical sliding one-over-one timber sashes that are set within decorative reveals with French casements to the first floor which lead out onto a heavily bracketed balcony enclosed with decorative cast iron railings. The entrance doors are accessed via Doric porticos and are of timber construction with glazed

upper sections set within a screen with side and transom lights. The front boundaries have been modified and comprise a low stock brick wall with stone copings, original gate and gate piers to the Cromwell Road and spear tipped railings and gates to Knaresborough Place. The houses are of a high quality adding architectural variety to the street and make a positive contribution character and appearance of the conservation area.



Nos. 167-169 (odd) Cromwell Road

3.29 Nos. 167-169 (odd) were also built by William Watts in 1872 and are reflective of the more established Italianate architecture found within the area. This attractive semi-detached pair of houses have a balanced composition. The houses are four storeys in height over a lower ground floor and are constructed from gault brick with channelled stucco to the upper ground floor. The windows comprise vertical sliding one-over-one timber sashes that are set within architrave surrounds with shouldered heads and cornices to the first and second

floors. The elevation is further embellished with canted bay windows, decorative quoined corners and a moulded cornice to the parapet. Front entrance doors are accessed via a Doric portico which are crowned with a bottle balustrade. The entrance doors themselves are of timber construction with six panels that are set within a glass screen with side and transom lights. The front boundaries have been modified and comprise a low stock brick wall with stone copings, however, original decorative cast iron gate piers have been retained.



Nos. 1-7 (odd) Hogarth Road

Hogarth Road

3.30 Nos. 1-7 (odd) **Hogarth Road** are a group of three terraced houses that were built in the 1870s by William Ashford. Each of the houses differ slightly in their design but incorporate many matching architectural decorative finishes and are built from the same stock brick with channelled stucco decoration to the upper ground floor. **No. 1** is a double fronted houses of three storeys over a basement. The almost balanced composition is not quite

realised having one canted bay and one projecting square window to the upper ground floor either side of the entrance bay with a pilaster door surround. **Nos. 5 and 7** are taller at four storeys over a basement, the additional storey being provided over the second floor cornice. These two houses have Doric porticos and canted bay windows, **no. 5** of which extends up to the upper ground floor level and **no. 7** to the first floor. The houses are three windows wide with timber vertical sliding sashes set within architrave surrounds with shoulders and pediments and corniced heads to the first and second floors. Other decoration has been added to the elevation with stucco string courses to the first and second floors and a decorative cornice to the roof parapet. The front lightwells are enclosed with spear tipped railings the bars of which are set into a painted stone plinth.

3.31 Nos 12-16 (even) Hogarth Road, on the eastern side of the street, were also built in the 1870s by William Ashford. This group of three houses are three storeys in height over a lower ground floor and have a mansard finished with a series of flat roofed dormers. The houses are constructed from stock brick laid in Flemish bond with a channelled stucco upper ground floor. Each house is two windows wide with vertical sliding glazing bar sashes that sit within architrave surrounds with shoulders and finished with decorative cornices to the first and second floors. The houses have canted bay windows that extend up to the upper ground floor level except at **no.16** which has been extended up to first floor. The entrances have Doric porticos, those to **no. 14** crowned with decorative railings and those to **no. 12** with squared columns. The



Nos. 12-16 (even) Hogarth Road

entrance doors are of the traditional Victorian four-panelled design, the upper two panes of which are glazed with a transom light above. The front lightwells are enclosed with spear tipped railings the bars of which are set into a painted stone plinth. The group has been harmed by the insertion of some modern window replacements and modern finishes to the entrance steps.

3.32 Nos. 18- 24 (even) Hogarth Road are situated directly adjacent to **nos. 12-16** and were also built in the 1870s by William Ashford. This group of four houses are four storeys in height above a lower ground floor and are constructed from stock brick laid in Flemish bond with a channelled stucco upper ground floors. The houses are three windows wide with vertical sliding timber sash windows that are set within architrave surrounds with shoulders and architrave heads. Further modelling and



Nos. 18-24 (even) Hogarth Road

embellishment has been added to the façade with canted bay windows that extend up to first floor level, Doric porticos and a bracketed cornice to the roof parapet. Front entrance doors are of the traditional four-panelled type with transom light above. The front lightwells are enclosed with spear tipped railings, the bars of which are set within painted stone plinths. Harm has been caused to the group with the insertion of a modern aluminium door, clutter in the form of signage, lights, pipework and wiring and an inconsistent paint colour scheme.



Nos. 9-25 (odd) and nos. 26-60 (even) Hogarth Road

3.33 The other houses in Hogarth Road, **nos. 9-25 (odd), 37 and 26-60 (even)**, are to the same design except at **nos. 27-35** which were replaced with a hotel in 1971-3 following bomb damage sustained during World War II. The houses were constructed in the 1870s by J.F Van Camp and are four storeys in height over a lower ground floor and finished with a mansard roof. The terraces are constructed from gault brick laid in Flemish bond with channelled stucco to the upper ground floors. The majority

of houses are two windows wide, except at **nos. 44-54** which are three windows wide, and have vertical sliding timber sash windows set within architrave surrounds. The first floor French doors sit within architrave surrounds and have greater emphasis with ornate corbel bracketed corniced hoods. The elevation is further embellished with canted bay windows that stretch up to the upper ground floor level, and Doric porticos. The front entrance doors are of the two leaf type with a transom light

above that is split into three panes. The first floor French doors open onto a narrow balcony that stretches across the groups so that they are enclosed with ornate cast iron railings. Additional ironwork can also be found on some properties in the form of pot guards to the window cills of the upper ground floor. The terrace is finished at roof level with a decorative bracketed cornice behind which sits a mansard roof with ornate round headed stucco dormers that creates a consistent rhythm across the group. The front lightwells are enclosed with spear tipped cast iron railings the bars of which are set into a stone plinth. The group has been harmed by some modern replacement doors; signage; replacement coverings to front entrance steps; the addition of canopies; the painting of natural brick work; replacement balcony railings; the loss of decorative architectural finishes and external clutter in the form of wires, pipework, trellis and safety railings to the roof.

Knaresborough Place

3.34 Knaresborough Place also contains larger Italianate Victorian terraced houses that enclose the northeastern edge of the conservation area.

3.35 **Nos. 1-7 (odd)** appear to have been built at the same time in the latter part of the nineteenth century. However, on closer inspection subtle differences can be seen in the façade treatment. **Nos. 5-7** were constructed in the 1990s and are discussed in more detail in the *Recent Buildings* section. **Nos. 1-3** were built in 1875 by William Watts to a slightly plainer design to those across the road and



Nos. 1-7 (odd) Knaresborough Place

those in Hogarth Road. The houses are four storeys in height over a lower ground floor and a mansard storey. They are constructed from gault brick with channelled stucco to the upper ground floor. The houses are three windows wide with a central portico flanked by canted bay windows up to second floor level that create a balanced composition to each unit. The windows are vertical one-over-one vertical sliding timber sash windows that are set within decorative stucco surrounds with architrave hoods to the

second floor. The first floor by contrast has greater emphasis with taller French casements that open onto a balcony enclosed with ornate cast iron railings. The façade is finished with a decorative cornice behind which sits a mansard storey covered in slate with stuccoed dormers with pediments. The front lightwell is enclosed with spear tipped railings the bars of which are set into a stone plinth.



Nos. 2-4 (even) Knaresborough Place



Nos. 4-8 (even) Knaresborough Place



No. 9 Knaresborough Place

3.36 Nos. 2-8 (even) and no. 9 Knaresborough Place are essentially to the same design as the other houses J.F Van Camp built in Hogarth Road and also date from 1870s. The only differences being the stucco fourth floor to **no. 9** and differently designed railings to the front lightwells which have a hooped design and dog rail. The group has been harmed by the painting of one of the elevations, the replacement of some original windows with uPVC, new replacement doors and later coverings to front entrance steps.

Shared Features of Housing

Windows and Doors

3.37 The architectural treatment of front windows and doors are key features of all houses in the conservation area. Existing styles of doors in the area, by and large, manage to reflect the architectural style in which they are set.

3.38 Door design is varied and quite often differs from house to house. These range from the fairly standard Georgian six-panelled and Victorian four-panelled style doors, such as examples at **nos. 5-8 (consec) Wallgrave Road** and to **nos. 12-18 (even) Hogarth Road** respectively. There are other variations to these more standardised designs such as the two leaf doors which give the appearance of either four or six panelled doors when shut, such as those found at **nos. 42 and 44 Hogarth Road**. In each of the above examples the door panels are heavily moulded and typical of the period.

3.39 The doors are either positioned within decorative surrounds, plain brickwork reveals, rusticated stucco reveals or porticos, many with transom lights above or glazed side panels. Doors to the lower ground floors, where they exist, in the front lightwells tend to be less formal and plainer being of the four panelled type without mouldings.

3.40 Windows and in particular the pattern of their glazing bars make a significant contribution to the appearance of the elevations of an individual building, and can enhance or destroy the unity of a terrace or semi-detached pair of houses. The conservation area reveals a wide



Six panelled doors, Wallgrave Road

variety of window styles, but it is important that a single pattern of glazing bars should be retained within any uniform architectural composition.

3.41 As a general rule, in the Georgian and early-mid Victorian terraces, each half of the sash was usually wider than it was high but its division into six or more panes emphasised the window's vertical proportions. Such glazing patterns are found in many of the terraces, for example those found at **nos. 49-51 (odd)** and



Four panelled door, Hogarth Road

nos. 32-36 (even) Kenway Road. The mid-late Victorian houses, for example in Hogarth Road and **nos. 56-70 (even) Kenway Road**, had a much simpler glazing pattern, with one pane of glass to each sash or a two-over-two configuration.

3.42 Windows reduce in size and have simpler surrounds as they rise through the building with the most decorative windows being on the principal floor levels. Some terraces and



Six panelled door with top and side lights, Cromwell Road

houses such as those in Hogarth Road and Knaresborough Place have French windows with balconies at first floor level.

3.43 The windows, like the front entrance doors, are quite often set within decorative surrounds and range from simple stuccoed architraves such as those found at **nos. 73-77 (odd) Kenway Road** to more ornate examples which incorporate pilasters, capitals and pediments and bracketed cornices



Two leafed doors with transom light, Hogarth Road

such as those found in Hogarth Road and Knaresborough Place. It is also common on many of the more modest houses for the windows to be set within simple brick reveals with cambered heads, examples of which can be seen at **nos. 49-55 (odd) Kenway Road**. Later developments of the 1930s and 1950s introduced simpler brick reveals with concrete lintel heads or soldier courses to the windows such as those seen at **nos. 44-46 (even)**



Six-over-six sash windows with cambered brick head, Wallgrave Road

Kenway Road and nos. 7 and 8 Redfield Lane. A number of houses in Hogarth Road and Knaresborough Place have retained their original cast iron pot guards to the upper ground floor window cills which prevent planters from falling into the street or lightwell below.

3.44 Steps up to the front doors are a strong characteristic of most of the conservation area but have often been altered over time. Each group of houses or terrace would have used the



Traditional sash window with decorative architrave surround, Hogarth Road

same material for the steps: large stone slabs or small tiles, but not the newer finishes such as marble or square ceramic tiles of modern dimensions seen in many places today.



French doors set within decorative architrave surround, Hogarth Road



Original stone steps, Cromwell Road



Pot guards to houses within Knaresborough Place

Roofs

3.45 There are a number of original roof forms in the conservation area:

- Hipped roofs
- London / butterfly roofs hidden behind parapets.
- Pitched roofs with dormers
- Original mansard roofs

3.46 The roof types in the conservation area follow the building or house type consistently.

3.47 Traditional London/butterfly roofs are present in some parts of the area. Where they are present they are formed by two pitched roofs that slope away from each party wall and downwards towards the centre of the house. The roof form is concealed from the front by a parapet, but the distinctive butterfly effect can often be seen to the rear of some of the houses where the roof form undulates against the skyline. A good example of this can be seen to the rear of **nos. 1-4 (consec) Wallgrave Road** looking east along Child's Street.

3.48 Houses that were originally designed with loft and attic spaces have plain roof slopes that are pitched from a ridge running the length of the terrace or house. As with all roof forms, chimney stacks punctuate the roofs at every party wall or at the end of a terrace or individual house.

3.49 Hipped roofs are not common in the conservation area but a group can be seen in a central location and include *The King's Head* public house, **nos. 32-36 (even) Kenway Road**, **no. 35 Kenway Road** and **no. 17 Hogarth**



London roofs undulating against the skyline rear of Wallgrave Road

Road. These are covered in natural slate except at *The King's Head* which has clay pantiles.

3.50 Original mansard roofs are present on the large Italianate terraced houses on Hogarth Road and **nos. 1-7 (odd) Knaresborough Place**. These roof forms have a consistent rhythm of ornate stucco dormers across groups and make a positive contribution to character and appearance of this part of the conservation area.

3.51 The Earl's Court Village Conservation Area is fortunate to have retained the vast majority of its original roof forms intact. These are of great heritage significance and make a strong positive contribution to the character and appearance of the conservation area particularly where they are present as a group providing consistent rooflines and terminations to the buildings.



London roofs undulating against the skyline rear of Hogarth Road



Mansard roof with round headed dormers, Hogarth Road



Hipped roof of *The King's Head* public house



Hipped roof, Kenway Road

Rear Elevations

3.52 The front elevations of houses in the conservation area were designed to be the most formal and decorative. Side elevations were usually constructed with less ornamentation and used cheaper construction materials such as stock brick. This practice often continues on the rear elevations where ornamentation was unnecessary to the more secluded parts of the buildings. However, the rear elevations of houses still make a significant contribution to the conservation area, not only from public vantage points but also from within the gardens and yards themselves. Rear elevations were designed as a piece with their neighbours and builders employed matching designs and details across the whole terrace or groups of houses.

3.53 The fact that the rears of some of the terrace houses are less decorative does not mean that they do not make a positive contribution to the conservation area. On the contrary they are a key feature of Georgian and Victorian house design and wherever original form or historic uniformity remains, these make a very positive contribution to the architectural and historic character. Many rear elevations are visible from the side streets bringing them clearly into the public realm. All rear views are enjoyed by surrounding neighbours and these factors make them a strong component of the character of the conservation area.

3.54 The rear elevations within the area are relatively simple with yellow stock brick elevations. Closet wings, where they exist, usually project approximately half way across the rear elevation of each house. These are generally attached to each other as pairs



Rear elevations of Wallgrave Road from Child's Street

or singularly to each house. This leaves the characteristic void between structures which have now frequently been infilled at lower ground floor level with conservatory type extensions. This relationship of projection and void creates rhythm and uniformity to the rear and is highly characteristic of the terraced houses in the conservation area such as the rears of the eastern and western sides of Hogarth Road.

3.55 The rebuilding of the rear elevation of houses has caused harm to the conservation



Rear elevations of Hogarth Road (west side) showing rear wings and gaps between

area. It has seen the loss of original yellow stock brickwork which had settled and weathered to an attractive patina. The new construction works appear in stark contrast to neighbouring properties having quite often involved the removal of the half-landings of the stairs within the house to create a level floor plate. This results in the characteristic staggered window pattern being lost, harming the fenestration rhythm at the rear and can be to the detriment of the terrace and conservation area.



London roofs to rear of nos. 73-77 (odd) Kenway Road

3.56 The height of the closet wings is characteristic of each group, with some houses having wings of only one or two storeys, while others extend to the eaves of the main house having been built upon over the years. Typically though closet wings finish at least one storey below the roof parapet or eaves line.

3.57 Where later extensions have infilled the void between closet wings, a solid and flat appearance is created that harms the pleasant articulation of the rear. Where individual rear elevations have been painted so that they



Rear elevations of Hogarth Road (east side) showing rhythm of closet wings

stand out from the others, they harm the regular appearance of the whole group.

Boundary Treatments and Lightwells



Railings to houses in Knaresborough Place



Spear tipped railings Hogarth Road



Railings in Wallgrave Place

3.58 The conservation area is enriched by the great number of original boundary treatments which enhance the setting of the buildings they enclose and contribute to the historic character of the streets.

3.59 Railings provide streets with a unified appearance and yet can include a variety of patterns and details so that richness is ensured and visual interest sustained.

3.60 Complete runs of original railings can be found in Hogarth Road and Wallgrave Road where they are a prominent features completing the street frontages of the houses. Fortunately these railings were not removed for the war effort due to the need to guard the lightwells immediately next to the pavement.

3.61 Railings serve not only to prevent passers-by from falling into basement areas or intruders from entering gardens but also to emphasise the unity of a building group without masking it from view. Railing patterns vary considerably between terraced groups due to the different developers involved and the replacement of original sets at a later date.

3.62 Originally the bars of the railings were individually set with lead caulk into a low coping stone. They are generally highly decorative and are painted gloss black which is a strong unifying characteristic throughout the area.

3.63 The more modest mews developments such as Redfield Mews, Child's Mews, nos. **20-40** (even) **Redfield Lane** and a number of terraced houses at the southern end of Kenway

Road, Child's Place and Child's Street do not have basements and open directly onto the street without boundary treatments.

3.64 Low front boundary walls are present at nos. **41-77** (odd) **Kenway Road** and the houses in Child's Street and enclose the front gardens. Rear garden walls are taller and are present to the rear of most properties. These are most prominent in the public realm where the end terrace house abuts a neighbouring street. Like railings they work best en-masse in terms of detailing, continuity and finish, particularly when designed as part of a planned development. Examples of rear garden walls that can be seen from public vantage points are those to the rear of nos. **167-169** (odd) **Cromwell Road**, and the rear of Wallgrave Road from Child's Place.

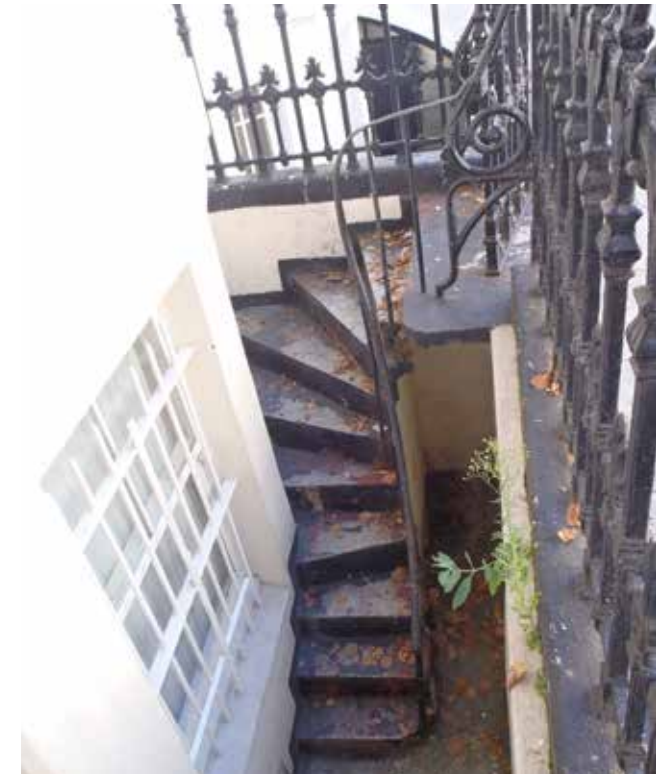


Low brick walls to houses in Kenway Road

3.65 Unfortunately many boundaries have been altered with the loss of the original configuration. Some of these may have been lost where iron railings were removed to help the war effort. However, many others have been altered, partially removed or demolished in their entirety to provide off street parking. This type of development has often broken up the building line and has led to bland forecourts, and in some cases garages.

3.66 Many of the Georgian and Victorian houses in the conservation area have original half-basements or lower ground floors which have lightwells that sit either immediately next to the pavement or are set back behind front gardens. As such they create a continuous feature along the street.

3.67 The open character of lightwells is an important feature. Many have historic stone slab steps with simple iron 'D-section' handrails. Basement doors were originally the servants' entranceways and were usually tucked under the steps to the main front door. Such doors were designed as part of the house as a whole and were often black painted with four panels and of smaller proportions than the main door. Many original doors have been lost, but where they remain they can provide templates for more suitable replacements and are of high historic value in themselves. Coal cellar doors were usually ledged and braced plank doors painted black. These have often been replaced with inferior and inappropriate plain flush doors. Entrance steps over the areas were originally of stone, but many were later covered with



Original stone steps to front lightwell and iron bars to windows Hogarth Road

tiles and this trend has continued with usually unfortunate results. The poor treatment and untidy condition of some lightwells also detracts from the appearance of the property and the terrace. Corner sites are especially prominent from the street.

3.68 Iron security bars have been installed within the reveals of many lower ground floor windows or across the top of a lightwell. These were not part of the original design and can, if not designed sympathetically, be unattractive and intrusive features.

Front and Rear Gardens



Front gardens in Child's Street

3.69 The greenery, both to the front and rear of some of the terraces, is an important feature of the conservation area. This can be seen to great effect in the front gardens to the houses in the northern section of Kenway Road and those to Child's Street. There is also an attractive array of smaller scale planting throughout the conservation area, particularly behind the ground floor railings of some terraces

or on other terraces where the only greenery is provided in window boxes behind traditional pot guards, or to the front entrance steps due to the lack of garden space.

3.70 Rear gardens are larger and allow for more mature planting to grow with small trees and larger shrubs. Where these gardens sit next to the street, often where one street bisects another, it allows the greenery of the private



Planting set behind decorative cast iron pot guard, Child's Place

space to visually spill into the public realm to form a welcome contrast to the hard surfacing and buildings around.

3.71 There are no publicly accessible green spaces in the area. There is, however, a private communal garden on a triangular piece of land to the rear of the perimeter block formed by Kenway Road, Wallgrave Road and Redfield Lane. This delightful well maintained



Providence Patch

space is known as Providence Patch and is a small pocket of tranquillity in the centre of the conservation area.

3.72 There are many gaps around buildings in the conservation area that allow breathing space and glimpses of greenery between and around the buildings and this forms an important part of the character of the conservation area.



Planting behind railings in Hogarth Place

Other Building Types

Buildings with shops

3.73 The shops within the Earl's Court Village Conservation Area make a particularly important contribution to its character. As well as the commercial aspects, they provide the setting for residents to meet socially, while in visual terms their prominent locations and variety in style and finish make for welcome interest in what is predominantly a residential area.

3.74 A good number of historic timber shop frontages survive in the area and these have historic and architectural significance in their own right as well as making a strong contribution to the character and appearance of the conservation area. Other shopfronts are modern, but most have still been built in timber to traditional designs which conserve the character of the area. Important parts of shopfronts include narrow fascias, timber columns, stallrisers, pilasters, console brackets, recessed doors as well as other historic details characteristic of historic frontages.

3.75 Shops still survive in their original locations and can be found primarily at the southern end of Hogarth Road; Hogarth Place and Kenway Road.

East side of Hogarth Place

3.76 Nos. 1-5 (consec) Hogarth Place were originally built as houses in 1862-3 by Robert Gunter. The ground floors were later built out between 1878-80 with shop frontages leaving the second and third storeys of the original



Nos. 1-5 (consec) Hogarth Place

facade set back from the street. The principal façade of the first and second floors are constructed from stock brick which has been painted white at a later date. Each unit is two windows wide with vertical sliding two-over-two sashes that are set within stucco surrounds with keystone detail. The roof parapet is continuous across the group and is finished with a moulded cornice. The shopfront surrounds are largely intact with pilasters and decorative corbel brackets that separate the fascia panels. Unfortunately, three of these are over large and do not keep to the original fascia depths. **Nos.**

2 and 3 have, however, retained the correct fascia depth and the dentilled cornice above. The shopfronts themselves have been altered but the replacements have been sympathetic to the parent building, being of a traditional timber construction with mullion, transoms and stallriser.

3.77 Nos. 6-8 (consec) Hogarth Place were built by Joseph Richmond in 1882-3. This attractive group of three houses with shops are four storeys in height and constructed from London stock brick laid in Flemish bond



Nos. 6-8 (consec) Hogarth Place



Nos. 9-13 (consec) Hogarth Place

with stucco decoration. The buildings are two windows wide with vertical sliding sashes, the two outer properties with tripartite windows to the first and second floors with paired rounded arched windows to the third. The façade is embellished with stucco decoration in the form of architrave surrounds to the windows and decorative bracketed corniced heads. The group is terminated with a consistent roof parapet and decorative bracketed cornice. The shopfront surrounds have been altered but the original pilasters may survive behind later coverings. The fascia signs are separated by original scrolled decorative corbel brackets each embossed on the front fascia stoppers with letters that spell out 'HOPE' across the

three shop frontages. The shopfronts vary across the group with two having traditional timber shopfronts that incorporate mullions and transoms and stallrisers and the other with a more modern plate glass design with tiled stallriser. The group has been harmed by the erection of an extension to the first floor, the painting of natural brickwork, non-traditional shopfront canopies and signage that incorporates plastic finishes and internal illumination.

3.78 Nos. 9-16b (consec) positioned directly to the north of **nos. 6-8** are modest two storey shops some of which may have been converted from residential properties. The dramatic drop in

height between the two groups within Hogarth Place mark the transition to the oldest parts of the village which were laid out around 1803-05 by Thomas Smith. Their appearance has been changed over the years with fenestration alterations to the first floors and numerous alterations to the shopfronts as well as the slight raising in height of **no. 11**. The buildings would originally have been constructed from London stock brick but these have now either been painted or rendered over. The building is finished with a traditionally pitched roof covered in slates with the eaves line terminated with u-shaped guttering. The first floor window designs and positions differ between properties with the original configuration comprising a



Shops to rear of Hogarth Road in Hogarth Place

single centrally positioned vertically sliding sash. The shopfronts are of modern timber construction but have traditional elements such as mullions and stallrisers. **Nos. 11 and 12** have Victorian console brackets that separate the fascia panels which make a positive contribution to the frontage. **Nos. 12-15** have front lightwells with railings and are likely to have been former houses that were later converted to shops. Despite the numerous alterations that have occurred to the group they still retain many period characteristics and features that make



Kiosk at 1a Hogarth Road

a positive contribution to the character and appearance of the conservation area.

3.79 Nos. 17a, 18 and 22-24 on the eastern side of Hogarth Road are an interesting group of retail units that have been built into the rear of the houses along Hogarth Road (**nos. 1-9** (odd)). These appear to have been introduced at different times with **no. 17** having a Victorian style shop frontage. The shops at street level reflect the historic character of Hogarth Place and help provide a continuous and active shop frontage leading through to Kenway Road and the shops beyond.

Hogarth Road

3.80 No. 1a Hogarth Road is a small single storey kiosk that was built on the triangular shaped forecourt of **no. 1 Hogarth Road** in the late 1950s. The kiosk is to a traditional timber design with bottom panels and applied mouldings, rounded arched windows and a painted finish. The traditional elevations are harmed by the addition of a fascia panel above the u-shaped guttering which obscures the pitched roof behind creating a heavy termination to the building.



Houses with shops nos. 2-10 (even) Hogarth Road

3.81 Nos. 2-10 (even) are located on the eastern side of Hogarth Road. This group of five houses with shops was built in the 1870s by William Ashford and reflect the Italianate architecture within the rest of the street being large properties of four storeys in height and constructed from stock brick with stucco decoration. The buildings are either two or three windows wide with vertical sliding two-over-two sash windows that are set within architrave surrounds with shoulders and bracketed cornice/pedimented heads. Further embellishment has been added to the elevation with stucco quoins to the corners and a bracketed cornice

to the roof parapet. Elements of the shopfront surrounds remain with channelled stucco pilasters and decorative console brackets that separate the fascia panels. The shopfronts have been altered and there is now a mixture of traditional style timber framing with mullion and transoms and more modern plate glass. The modern plastic materials and oversized fascia panels and general clutter to the elevations of the shop frontages have a harmful impact on the character and appearance of the group. The group has also been harmed with the loss of some decorative cornicing to the roof parapet which breaks the uniformity of the terrace.



No. 16 Kenway Road

Kenway Road

3.82 No. 16 Kenway Road is three storeys in height and dwarfs the adjacent modest two storey terraced houses to the north (**nos. 18-30** (even)). The building is constructed from stock brick which has been painted white. The corner is canted providing a distinctive and traditional termination to the group through which access is provided into the shop at street level. The building is one window wide to the street with modern unsympathetic uPVC frames



No. 35 Kenway Road

that sit within plain brick reveals with cambered heads and apron details below the window cills. The building has a deep footprint the rear section of which is of London stock brick with modern uPVC window set within brick reveals with red brick cambered heads. The building is terminated with a hipped slate roof with u-shaped gutters to the eaves. Elements of the original Victorian shopfront surround survive in the form of plain pilasters with corbels and a cornice above the fascia panel. The shopfront itself is a later insertion but is to a traditional



Nos. 40-54 (even) Kenway Road

timber construction with mullion, transoms and stallriser that complements the parent building.

3.83 On the western side of the street **no. 35 Kenway Road** is situated at the southern end of the terrace comprising **nos. 35-55** (odd) and has been converted to residential. The upper parts of the building reflect the original houses within the terrace with its London stock brick elevations laid in Flemish bond and hipped slate roof. The upper floors are also one window wide and have vertical sliding timber sash windows that are set within plain brick reveals with cambered arched

heads. The projecting shopfront is Victorian in date and has been preserved in the conversion to residential. This attractive frontage is of timber construction with slender glazing bars that break the glass into six separate panes. The front entrance door is of a traditional panelled construction and sits within a fluted door frame. The shop frontage is finished with a slender fascia panel along the top with cornice moulding. The flank elevation fronting onto Wallgrave Road also has a shop frontage that is broken into six panes in the same manner as Kenway Road but sits within a masonry reveal rather



Original Victorian shopfronts to nos. 52 and 54 Kenway Road



Nos. 56-70 (even) Kenway Road

than projecting from the face of the building. Above this frontage is a painted mural that adds visual interest to this secondary elevation and is also seen in the vista looking north along the southern section of Kenway Road.

3.84 On the eastern side of the street the shop frontage of **no. 36a** is built into the rear of **no. 11 Hogarth Road** taking in the full width of the closet wing and adjoining lightwell. The shopfront is traditional in appearance with the surround having plain pilasters and decorative corbels at either end of the fascia panel and a lead covered rain hood. The shopfront itself is constructed from timber with a mullion and transomed frame and masonry stallriser.

3.85 Nos. 40-54 (even) (nos. 44-48 were rebuilt between the wars) are an attractive group of four units built in the 1870s by J.F. Van Camp. The original parts of the terraced group are two storeys in height with a mansard roof set behind a decorative bracketed cornice. The buildings are constructed from stock brick laid in Flemish bond with stucco decoration **nos. 40-42** which has been painted. The buildings are four windows wide with double fronted shopfronts to the street. The first floor windows comprise vertical sliding one-over-one timber sash windows that are set within reveals with architrave surrounds and bracketed cills. **Nos. 44-48** were rebuilt between the wars and are three storeys in height. The elevation

is constructed from red brick laid in Flemish bond with a simple brick on edge parapet to the roof with tile creasing. The windows are vertical sliding one-over-one-sash windows set within plain brick reveals with a lintel above painted white. The rebuilt section, due to its extra height, choice of materials and plainer elevational treatment, disrupts the rhythm of the terrace and causes harm to the group. The shopfront surrounds survive largely intact with plain pilasters with cast iron boot scrapers and console bracketed corbels separating the shop fascias. The Victorian shopfronts themselves have also survived largely intact to the historic parts of the terrace with timber mullions and stallrisers. The rebuilt section comprising **nos.**

44-48 have a modern powder coated shopfront which is at odds with the rest of the terrace.

3.86 Directly to the north of **nos. 40-54** (even) is another attractive row of eight houses with shops at **nos. 56-70** (even). These were built in 1881-2 by Reverend M. M. Ben-Oliel to the designs of architect Hugh Roumieu Gough. This range contrasts with the surrounding buildings being of red brick construction. The fenestration pattern alternates between units at the first and second floor levels with either a tripartite or twin configuration that is finished with pediments and friezes with sunflower motifs. The windows themselves are timber one-over-one vertical sliding sash windows that are set within moulded brick reveals, the two window wide units having double height pilasters. The consistent and unbroken roof parapet is finished with a moulded brick cornice behind which sits a flat roof. The shopfront surrounds have remained intact with sunflower motif pilasters and decorative corbels that separate the fascia signs. Four of the eight shopfronts are Victorian in date or have Victorian elements which make a positive contribution to the character and appearance of the conservation area. These can be seen at **nos. 56, 66, 68 and 70**. The other four are modern and of no particular note.



Original Victorian shopfront to no. 70 Kenway Road

Public Houses



Original faience beneath modern paint finishes and coloured decorative leaded windows to *The King's Head* public house

3.87 Public houses were usually the first buildings to be built in a street to give somewhere for builders to drink and pick up their wages whilst the houses were being built. Today they create focus in the street scene and make a significant contribution to the character of the conservation area, both in terms of their architecture and, in the case of those still functioning, their social role.

3.88 There is only one public house in the conservation area, *The King's Head* in Hogarth Place, which is situated at its heart on a prominent corner site where Wallgrave Road meets Kenway Road. The building dates from the 1930s (architects, Surveyor's Department (Sidney C. Clark) of Hoare and Company Brewers) and replaced an earlier



The King's Head public house

pub that had occupied the site in the early part of the nineteenth century. The building is two storeys in height and is finished at street level with cream and green coloured faience which is currently obscured by a light grey paint, a render finish to the first floor and a hipped roof covered in clay pantiles. The windows to the first floor are vertical sliding six-over-six of four-over-four sashes giving the building a Georgian appearance. The windows to the ground floor are either of plain glass with transom lights of

are decorative with patterns of coloured glass set into leaded lights. The main entrance has a tent canopy hood on brackets providing access to a traditionally constructed timber door with glazed top light. Signage is provided on the fascia above the ground floor pub frontage along with traditional swinging signs at first floor level. The building contributes to the village atmosphere and makes a significant contribution to the character and appearance of the conservation area.

Mews Houses

3.89 The original mews buildings comprised a row of stables, with carriage houses below and living quarters above. These were built around a cobbled yard or along a street, behind the large terrace houses. They have now all been converted to dwellings, a large proportion of the conversions happening after the First World War when fewer families were able to afford large houses. This has led to the introduction of often inappropriate doors and windows, the removal of ornament and in some instances a diversity of external paint colours.

3.90 The mews were built to front directly onto the street and never had basement levels. The ground floors had pairs of double timber doors, painted and side hung, often on large cast iron Collinge hinges. Originally the buildings were of stock brick, but many have been painted over time, often to the detriment of the street scene. The mews are surfaced with hard wearing granite stone setts that have been worn smooth. They either fall to a central gully for drainage or are cambered with gullies at the sides of the street.

3.91 The mews were never designed as formal decorative terraces and have a more functional appearance which reflects their former use.

3.92 There is only one traditional mews within the area, Redfield Mews, which is accessed from Redfield Street under a covered way beneath no. 22. This group of four houses were built by Myers and Company in 1882-3 and are laid out around a courtyard with two houses located opposite each other. The houses are two storeys in height and are constructed



Fig 3.3 Mews map

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from stock brick with the roof parapet finished with a dogtooth cornice. The units are two windows wide with vertical sliding two-over-two timber sashes that sit within brick reveals with

cambered heads. The front entrance doors are placed centrally and are of the six-panelled type with transom light above. Adjacent to these doors are modern garage doors that have



Entrance to Redfield Mews beneath no. 22 Redfield Lane

replaced the original boarded timber doors. The consistency in their design, despite subsequent minor alterations, has retained their traditional character creating a charming development with its historic setting respected around a courtyard of granite sets.

3.93 Nos. 20-38 (even) Redfield Lane were also built at the same time by Myers and Company. These mews properties are unusual in that they are three storeys in height and front directly onto a residential street. The buildings are also constructed from stock and



Redfield Mews from covered carriage way

are terminated with a parapet with dogtooth cornice which creates a consistent and unbroken roofline across the group. **Nos. 20 and 22** at the western end of the terrace have an attractive curved façade which follows the historic contours of the street. The mews houses above the ground level are two windows wide with vertical sliding two-over-two sashes that are set within brick reveals with cambered heads creating a consistent rhythm across the group. The street level, however, has been altered with a variety of garage doors, entrances and



Nos. 22-42 (even) Redfield Lane

windows disrupting the rhythm of the terrace. **Nos. 40** at the eastern end of the group was built in the latter part of the twentieth century to the same design and respect the historic part of the terrace. The mews in Redfield Lane have been painted a series of light pastel colours reflecting adjacent residential streets whilst Redfield Mews has a consistency being painted white.

Recent Buildings



Nos. 7 and 8 Redfield Lane

3.94 The conservation area was completely developed by 1900 leaving little room for later development. In the few instances where new buildings have been erected these have generally involved the demolition and redevelopment of existing buildings.

3.95 **Nos. 7 and 8 Redfield Lane** are an example of 1950s architecture and were built after the previous houses were destroyed by bombing during World War II. The redevelopment of another bomb damage site can be seen at **nos. 27-35 (odd) Hogarth Road**



Nos. 27-35 (odd) Hogarth Road

Road. This hotel development was built by W.J. Marston and Son in 1971-3 to the designs of Buxton Truscott. The design is reflective of its time being constructed from brown brick with tall concrete framed projecting windows. This has resulted in oblique views of the hotel along the terrace being dominated by the concrete framing with the brick becoming very much

the secondary element. The street frontage has large glazed bays one and a half storeys high. This, taken with the realignment of the pavement and exclusion of boundary railings, creates a visual gap at street level. The plainer architectural detailing of the hotel is seen in stark contrast to the more decorative Italianate Victorian architecture of Hogarth Road.

3.96 Recent buildings have taken a more contextual approach to their design and reflect the surrounding Victorian architecture. The most prominent of these is at **no. 171 Cromwell Road** (Chamberlain House). This block of flats was constructed in the late 1980s and was designed by Dinkha Latchin Associates. The building is not an exact copy of a Victorian detached house but a more modern interpretation of the Victorian house that formally occupied the site. The development retains the detached house aesthetic respecting the height and depth of the adjoining Victorian buildings. The classical detailing, however, is rather plain and has a heavy in appearance reflecting the period in which it was built. This, taken with the brown silvered glass to the windows, catches the eye and draws undue attention on this stretch of the Cromwell Road.

3.97 Later developments in the 1990s have attempted to copy the Victorian architecture in a more scholarly manner and include Child's Mews in Child's Place and **nos. 5-7 (odd) Knaresborough Place**.

3.98 Child's Mews is a modern interpretation of a traditional mews that was built in the 1990s on a former light industrial site. The houses are three storeys in height and constructed from yellow stock brick laid in Flemish bond with red brick dressings. Each unit is two windows wide and has vertical sliding two-over-two sashes set within plain brick reveals with red brick gauged brick heads. Modern garages are provided at street level along with front entrance doors. Although the development is of more recent construction and was never designed as a



No. 171 Cromwell Road (Chamberlain House)

working mews, it respects the back land area and has a quiet atmosphere similar to other cul-de-sac mews found within the borough. The development is accessed through a traditional stuccoed mews arch that is finished with a decorative red brick panel inscribed with 'CHILD'S MEWS'.

3.99 **Nos. 5-7 (odd) Knaresborough Place** were built in 1994 by W.J. Marston and Sons Ltd replacing Victorian terraced houses that were to the same design as **no. 39 Hogarth Road** adjacent to the site. The design approach was



Child's Mews, Child's Place

to copy **nos. 1-3 (odd) Knaresborough Place**. However, the attention to detail and choice of materials make them stand out within the group. The development uses a modern yellow brick laid in stretcher bond and the architectural decorative stucco work and iron balconies have not been faithfully replicated giving the building a more modern appearance which can be clearly discerned under closer inspection.



Nos. 5-7 (odd) Knaresborough Place



Nos. 14 and 15 Child's Place

3.100 Nos. 14 and 15 Child's Place were built on a former industrial garage site in 1992. The building has a more contemporary appearance with some traditional elements such as vertical sliding timber sash windows and a simple first floor cornice to the parapet. The elevations are finished in painted smooth render and the entrances are accessed via a curved flight of steps. The development sits quietly within the street and is considered to have a neutral impact on the character and appearance of the conservation area.

4 Public Realm

Trees

4.1 The Earls Court Village Conservation Area is a small and heavily built up area where the houses and gardens tend to be relatively small with space at a premium. This, perhaps reflects the small number of trees found in the area.

4.2 Only a single street; Wallgrave Road has more than a single tree growing beside the public footpath. This street has a row of Pillar Apple trees growing on each side, the areas around the base having been planted by residents to add further visual amenity.

4.3 The small front gardens along Kenway Road are home to a small number of privately owned trees including Ornamental pear, Hawthorn, Indian Bean Tree and a good quality Weeping Willow close to the junction with Redfield Lane. The trees make a significant contribution to the character and appearance of the area helping to soften the architecture and provide visual amenity within the street.



Pillar Apple trees, Wallgrave Road



Trees within front gardens of houses on Kenway Road



Weeping Willow on corner with Redfield Lane and Kenway Road



Lime tree, Child's Place

Street Furniture

4.4 The conservation area contains various items of historic and reproduction street furniture that have design and historical interest in their own right and enrich the character and appearance of the conservation area. Unnecessary clutter and unsympathetic styles have been mostly avoided.

4.5 Original Victorian cast iron lamp posts have survived in Child's Lane and make a significant contribution to the period character of the street. In other parts of the conservation area the historic lamp posts have now been replaced with traditional style lamp posts with 'lanterns' and decorative metal ladder supports. Although much taller than their original counterparts their consistency of design helps to unify the streets and complements the architecture of the area. An historic lantern light also survives in Child's Walk attached to **no. 6** adding to the Victorian charm of this narrow street.

4.6 The road signage is primarily of a modern steel construction that is painted white with the name of the road picked out in black paint and the name of the borough in red along with the postcode. These are usually attached to residential railings, walls and onto the sides of buildings. Older signage is also present and makes a positive contribution to the character and appearance of the area. The blue and white enamelled signs are the earliest and date from the Victorian period. Examples of these can be found attached to **Nos. 2 and 3 Hogarth Road**. Other hand painted signs can be seen on to the side of **no. 163 Cromwell Road** and **no. 36 Kenway Road** and have a more traditional



Traditional Victorian lamp post, Child's Street

appearance that complements the Georgian and Victorian architecture.

4.7 There is only one red painted pillar box in the area which can be found on a corner site where Hogarth Road meets Knaresborough Place and makes a positive contribution to the streetscape.

4.8 No historic cast iron bollards can be found within the area but modern examples can be found on the west side of Kenway Road outside **nos. 15-33 (odd)**, outside **no. 36a Kenway**



Modern traditional style Victorian lamp post, Wallgrave Road

Road, the north end of Kenway Road across the passageway to Cromwell Road, Wallgrave Road along the flank wall of **no. 35 Kenway Road** and Child's Place. These have been introduced in the latter part of the twentieth century and are to slender designs with a chamfered column and oversailing rounded cap.

4.9 Coal hole covers have been removed from the pavements of the large Victorian terraced houses in Hogarth Road and the only examples can now only be found outside **no. 163 Cromwell Road**.



Original Victorian road sign, Hogarth Road

4.10 Doorknockers, letter plates, balcony rails and bootscrapers represent some of those delightful details which not only complete the appearance of a building but also contribute to its period character. Pot guards are unfortunately now rarely seen, although Hogarth Road, Knaresborough Place and **nos. 1-4** (consec) **Child's Place** have retained a small number of these. These elements make a significant contribution to the character and appearance of the conservation area.



Modern steel road sign, Redfield Lane



Cast iron bollards north end of Kenway Road



Red pillar box on corner with Hogarth Road and Knaresborough Place



Cast iron coal hole cover, Cromwell Road



Cast iron boot scraper, Hogarth Road



Cast iron pot guard, Child's Place



Decorative cast iron gate posts, Cromwell Road

Street Paving

4.11 When first paved, most of the area's footways would have been covered with riven York Stone slabs of various sizes. This expensive material is of a high townscape value, but unfortunately none has survived. Today the pavements are surfaced with new sawn cut York stone which are edged with granite kerb stones. These complement the Georgian and Victorian architecture and is an improvement on the less expensive concrete paving slabs such as those found on the northern edge of the conservation area along Cromwell Road.

4.12 The carriageways are surfaced generally with bituminous macadam or hot rolled asphalt. Redfield Mews, the road surface of Redfield Lane outside **nos. 20-22** (even), the covered carriage way between **nos. 21 and 22 Wallgrave Road** have all retained their original granite setts which were used because of their hard wearing properties that would not be worn down by horses' hooves and metal rimmed carriage wheels. These are an important features and are of significant heritage value to the conservation area.



York stone paving slabs, granite kerb stones and stone setts



Stone setts to covered carriage way, Wallgrave Road



Tarmac road surface, Wallgrave Road



Stone sets road surface, Redfield Lane

Views

4.13 The conservation area is made up of various short and medium views that are constantly changing as one travels through the area. Medium distance views can be enjoyed along many of the terraces that line the streets. Some good examples of these can be found in Hogarth Road, Kenway Road (with views looking along **nos. 35-71** (odd) with their mature front gardens) and Wallgrave Road which are lined with Pillar Apple trees.

4.14 Short vistas within the conservation area are confined to short streets looking onto terraces in other streets that bisect them. These are welcome end stops in the townscape, but were not generally planned and often houses sit off-centre rather than being framed symmetrically. Good examples of these can be seen in views looking south along Kenway Road and east along Wallgrave Road, onto *The King's Head* public house, views west along Wallgrave Road onto **nos. 22 and 24 Redfield Lane**, Child's Place looking north onto **no. 13** and views looking north along Hogarth Road onto **nos. 2-6** (even) **Knaresborough Place**.

4.15 Views looking into and out of the conservation area offer similar effects, such as the views looking south along Kenway Road onto **nos. 202-204** (even) **Earl's Court Road**; Hogarth Road looking south onto Earl's Court Station; views looking west along Knaresborough Place onto **nos. 1-7** (odd); views looking north along Hogarth Road from Earl's Court Road onto **no. 3 Hogarth Road** and the views of **no. 163-169** (odd) **Cromwell Road**.



Fig 4.1 Views map

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4.16 Other attractive views, although not public, are those from within the private communal garden Providence Patch as well as views that overlook the garden from the surrounding

terraced houses in Kenway Road, Wallgrave Road and Redfield Lane.

4.17 Many views along the front elevations of terraces allow their architectural compositions to be fully appreciated and make a positive contribution to the area. Views of rear elevations of terraces also make a positive contribution. They show a distinct rhythm of closet wings and window layouts that are characteristic of Georgian and Victorian house design and have their own charm that also contributes to the character and appearance of the conservation area. Examples of these can be seen in views looking east along Child's Street onto the rears of Wallgrave Road and the rear of the terraced houses along Hogarth Road.



Vista looking southwest along Hogarth Road



Vista looking northeast along Kenway Road



Views towards Earl's Court Station from Hogarth Road

5 Negative Elements and Opportunities for Enhancement

5.1 The area is well conserved with houses, shops and gardens which are generally well maintained with the streets clean and in good repair. Very few buildings actually have a harmful impact on the character and appearance of the conservation area and it is generally the smaller changes and development to the existing residential properties and shops which can cause harm.

5.2 Common alterations to buildings that have caused harm in the area include:

The attachment of wires, burglar alarms, plumbing, TV aerials, vents, flues and lights to the exterior of buildings. These create unsightly clutter if not sympathetically located.

5.3 Heavy weather struck pointing of brickwork creating larger joints, hard straight edges and shadow gaps making buildings appear darker and placing visual emphasis on the joint rather than the brick. Unsympathetic re-pointing in the past has seen the loss of original forms such as struck, tuck and flush pointing.

5.4 The cleaning of brick buildings can be harmful to their appearance as the fabric can be damaged and the attractive patina of age lost. Terraces which have individual houses that have been heavily cleaned and/or have been unsympathetically re-pointed stand out and result in a less harmonious groups to the detriment of the conservation area.

5.5 The buildings within the area were not intended to have painted masonry finishes. Today many houses have been painted. In some



uPVC replacement windows

cases where the whole terrace was painted many years ago in a consistent scheme of subtle pastel colours this paint has become part of the street's character. However, in other places, where individual houses have been painted in a brick terrace or have introduced garish colour schemes to a terrace or a group they have harmed the uniformity and appearance of the conservation area.

5.6 Some replacement windows have introduced modern designs and materials such as uPVC and aluminium. These have little



Modern replacement doors

regard to the original joinery which they have replaced. They do not replicate the profiles and more delicate elements such as glazing bars or leaded windows. Double glazing of larger one-over-one sash windows result quite often in distortion of the panes in different atmospheric conditions drawing undue attention in the street scene. Similar harmful installations are the use of glass that has a tinted appearance. Both double glazing and 'tinted' glass appear



Weather struck cement pointing

as discordant elements in a uniform terrace and harm the character and appearance of the conservation area.

5.7 Many original doors have also been replaced. Although the replacement doors tend to be of timber construction they are usually poorly detailed and do not respect the quality and design of the ones they have replaced which were originally heavily moulded. In some instances the door frames have also been removed and replaced so that the reveal can accommodate more modern standard sized



External clutter with the addition of pipework, railings, tanks and flues

doors to the detriment of the terrace or house.

5.8 Roof extensions that either stand alone in a group of unaltered roofs or that have different designs have a negative impact on the appearance of the buildings and the street scene.

5.9 Exposed plant at roof level adds unsightly clutter and breaks the roof line. Additional clutter is also caused by roof terraces which attract elements such as tables, chairs, railings, trellis,

umbrellas and patio heaters all of which can be harmful.

5.10 Front entrance steps have been rebuilt or refaced and sadly many original stone or tile finishes have been lost. Modern finishes such as standard metric sized tiles, marble, bitumen or concrete are harmful to the quality and character of the conservation area.

5.11 Lightwells are a feature that is part of the public realm and structures or clutter within



Replacement coverings to entrance steps

these, or modern coal cellars and basement doors, can be seen to harm the character of the conservation area as well as the setting of individual houses.

5.12 The loss of original parts of buildings, in particular features that match in a group of buildings such as cornice mouldings, architrave surrounds and railings, have a detrimental impact on the conservation area.



Roof terraces



Garaging

Appendix 1: History

5.13 Earl's Court Village was located on the major road connecting Kensington and Fulham, then known as Earl's Court Lane, which joined Kensington Road to Richmond Road (today's Old Brompton Road) and continued to Fulham Road as Walnut Tree Walk (now Redcliffe Gardens). A road running through the farm land of Holland House, planted with elm trees and known as Holland Walk, linked Earl's Court to Holland Lane – then known as "Honey Lane". To the west of the Village lay the Kensington Canal; the medicinal spring known as "The Billings" was also in the vicinity, all in all a location quite remote and different from urban London.

THE VILLAGE AND ITS SURROUNDS

5.14 At the beginning of the nineteenth century, the Village was still a tiny settlement established near the Manor of Earl's Court and its adjacent Earl's Court Farm. The farm stood on the west side of the Earl's Court Lane (known now as Earl's Court Road) and is today the location of the underground station. The old Manor's yard has given its name to the group of houses alongside the station.

5.15 The Village was named after the Courthouse of the Earls of Oxford who held the Manors of Kensington, including the Manors of Earl's Court, one of the original Manors of Kensington and recorded in the Domesday Book. The lands consisted of 771 acres of farm land.

5.16 Earl's Court Village was remote from the early built up areas in Kensington around



Fig 6.1 Davie's map of 1841

Reproduction thanks to RBKC Local Studies and Archives

Kensington Palace and saw virtually no expansion until 1863.

5.17 The Village was laid out on farm land and nursery gardens connected with a network of footpaths and bridle ways. It consisted in 1822 of a few rows of modest terraced houses and cottages, some more substantial residences and a few local shops, probably in North Row.

The Village blacksmith lived in what is now **no. 21 Kenway Road**. The forge, dated 1720, was still intact until a few years ago. All the large residences are now demolished.

5.18 Two terraces were built along what was then known as North Row and Providence Terrace (today's Kenway Road) and some dwellings were built in Child's Street and Child's

Place. The dwellings housed agricultural workers from the nearby farms and nurseries. There was also a small holding with two cottages which remained until World War II in the small triangle behind Providence Terrace which was subsequently subdivided among the adjacent gardens and is now called Providence Patch.

5.19 In 1830 there were approximately 100 dwellings in the Village. Most of the original cottages in Earl's Court Lane were later replaced by four storey Victorian terraces.

OLD SMALL-SCALE BUILDINGS

5.20 The surviving workmen's houses and cottages are:

- **Nos. 6-10** (consec) and **nos. 11-17** (consec) **Child's Street** (two rows of terraced houses)
- **Nos. 15-33** (odd) and **nos. 18-30** (even) **Kenway Road** (18 old houses surviving from 1-22 North Row).
- **Nos. 35-55** (odd) and **nos. 63-69** (odd) **Kenway Road** (15 of the original 19 houses in Providence Terrace rumoured to have been built in 1808). **Nos. 9-15** (odd) **Hogarth Road** (8 of the 10 original houses in South Row. These are large Victorian mansions different from the Village architecture and probably replace the original buildings).

5.21 Houses were mostly constructed in London stock brick, with timber and lath partitions inside. They are two and three storeys in height (buildings in Wallgrave Road and Redfield Lane are two storeys in height plus

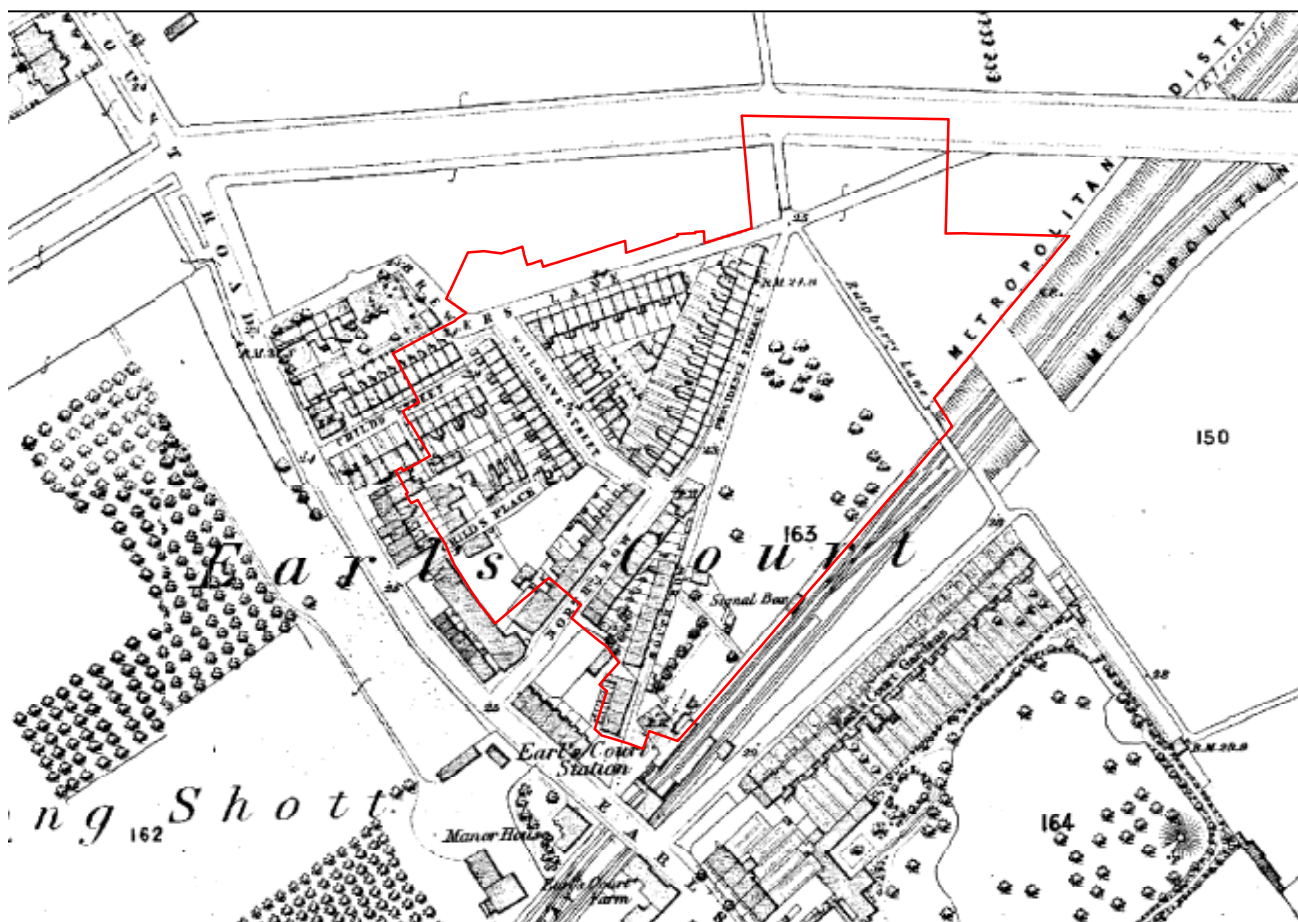


Fig 6.2 Map of 1869

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basements; buildings in Kenway Road are two and three storeys in height).

5.22 The Georgian houses had two rooms on each floor, the larger one at the front. The timber front doors were simple painted timber doors, with a semi circular fanlight over. A large central window provided light and ventilation to the front room while the windows on the upper floors are

small paned vertical sliding sashes.

5.23 Two public houses, *The King's Head* on the site of the existing pub in Kenway Road/Hogarth Place and the White Hart (now demolished), were centres for Village social life.

THE LARGE HOUSES

5.24 In the first half of the nineteenth century, Earl's Court Village was sufficiently remote from the centre to avoid extensive residential development, while remaining attractive to a small number of richer residents whose social and business lives were conducted in Kensington and Edwardes Square and who owned the means of transport to enable them to move easily around. The substantial houses they built for themselves offered rural retreats far from the everyday irritations and worries of city life.

Earl's Court House

5.25 Earl's Court House, where lived perhaps the most prominent of the local residents, the famous surgeon Hunter, was originally built as a cottage, and later substantially extended and decorated as its owner achieved fame, prominence and money. In the large gardens – some two acres of land – Hunter kept a zoo of wild and exotic animals from all over the world, whose habits the surgeon observed. The wild animals were housed in special dens formed in an artificial mound in the middle of the garden. After Hunter's death his house passed into the hands of the prominent citizens until its demolition in 1886.

The Manor House

5.26 The original Manor House was demolished in 1789 and a new one built in its place. The Hutchins family occupied the farm



Fig 6.3 Map of 1896

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for over a hundred years – from 1720 until the 1820s.

Coleherne House

5.27 Built on the site on which Coleherne Court now stands, Coleherne House was in 1649 the residence of Sir William Lister. In 1820 it was occupied by Lady Ponsonby.

THE COMMUNITY

The Church

5.28 Earl's Court Village was not large enough to have its own church. The villagers worshipped at St. Mary Abbots in Kensington – one mile from

the Village. Kenway Road was the road used by the residents to get to Kensington – hence the name.

5.29 It was only in 1851, when the local population reached 5,000 that the Village was given a chaplaincy, and St. Philip's, Earl's Court Road, was consecrated. With subsequent development many more churches were built in close proximity to the Village.

The members of the community

5.30 The Village population in 1830 numbered 750-1000 persons, as estimated from records in the Baptismal Register and the Parish records. Between 1830 and 1836, 81 different names and occupations were recorded:

- 37 labourers (farm workers)
- 10 artisans (9 in the building trade and 1 mechanic)
- 12 tradesmen (baker, greengrocer, tailors) all living in the Earl's Court Lane
- 2 wax chandlers
- 3 shoe makers
- 1 broker
- 1 coal dealer
- 5 gentlemen, amongst these a baronet and surgeon
- 2 educated men
- 2 clerks
- 1 confectioner
- 3 servants
- 4 gardeners



Fig 6.4 Map of 1915

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- 4 coachmen
- 1 coachmaker

THE EXPANSION OF EARL'S COURT

5.31 While the north and south of Earl's Court saw some development before the late nineteenth century (Earl's Terrace on Kensington High Street), and some development in South

Kensington (The Boltons), the area around the Village remained virtually unchanged until two important events happened which radically changed its identity. In their wake development was accelerated and the identity of the Village as a rural settlement changed.

5.32 The two events were the Great Exhibition in Hyde Park in 1851 and more significantly the

linking of Gloucester Road to the Metropolitan underground line in 1868.

5.33 In 1877 the first exhibition in the Earl's Court Exhibition Grounds, the American Exhibition, took place, featuring Buffalo Bill, the renowned showman. Queen Victoria visited the exhibition and was greatly amused by the show.

5.34 By 1879 Earl's Court Farm was demolished to make way for Earl's Court Station. In 1886 Earl's Court House was pulled down and replaced with the residential development in Barkston Gardens. Much development in Earl's Court was undertaken by Captain Robert Gunter (the heir of Gunter the confectioner). Many street names commemorate the family's property and connections in Yorkshire.

5.35 New buildings in Earl's Court in the second half of the nineteenth century were substantial residences for the well-to-do. Ornate and of different scale and character to the Village architecture, they provided a kaleidoscope of styles with, for example, stucco fronted Belgravia type houses placed next to Dutch style residences in red brick.

5.36 Earl's Court quickly emerged as a favoured residential suburb, with Earl's Court Road as its main shopping street. As the buildings in the area of the old village were small and modest, it is most likely that they remained the residences of workmen and service people though not of agricultural workers. No specific information is available to discover the make up of the community until the present.



Fig 6.5 Map of 1955

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RECENT HISTORY

5.37 Earls' Court was an area where transient and migrant populations concentrated as early as the beginning of the century. Residents remember students taking rooms with families in Earl's Court as early as 1912, others remember many Germans living in the area, and a small Jewish community was the subject of mission

work on the part of the churches in the area (St. Jude). In 1914 the exhibition grounds of Earl's Court were requisitioned by the government. After World War I, a great number of Belgian refugees were held in a camp in Earl's Court (perhaps on the site of the Earl's Court Exhibition Ground). After World War II and especially from the 1960s onwards, Earl's Court became the centre for migrants from the Commonwealth

as well as from other parts of England, London being a magnet for tourists and job seekers alike. Australians (Earl's Court was known as "Kangaroo Valley"), South Africans, Poles (Cromwell Road used to be known as the "Polish Corridor") and more recently Indians, Pakistanis and Arabs, all came first to this area.

5.38 It must be remembered that after the war population movement from one part of the U.K. to another in search of employment and housing increased, and London offered both. Earl's Court being easily accessible proved a favoured location. At the same time cheaper international transport resulted in increased tourism and people of younger age groups could afford to travel, but needed cheap hotel accommodation in a central location, such as Earl's Court.

5.39 Shortage of housing and the obsolescence of the large Victorian family houses that were no longer suitable or economic for modern family life, created a demand for smaller living units, particularly with the shrinking size of the household, coupled with an increase rate of formation of households resulting from the trend for young people to leave home to work and live on their own. This resulted in the sub division and conversion of the large family dwellings into flatlets and bedsitters. The large properties in Earl's Court lent themselves to such conversions and the central location of the area along the access to Heathrow Airport resulted in the conversion of many properties to hotel use, especially medium/low price hotels. This transient population brought about a change in the activity and atmosphere of Earl's Court – a change which altered the character

and identity of the area. The shops in Earl's Court increasingly catered for the particular needs of transient residents – fast food shops and restaurants, bars and cheap clothes shops -activities which spilled into Kenway Road and Hogarth Place within the Earl's Court Village Conservation Area and has largely remained unchanged until the present day.

Appendix 2: Historic England Guidance

Conservation Area Designation, Appraisal and Management: Historic England Advice Note 1 (2016)

This guidance sets out ways to manage change in a way that conserves and enhances historic areas through conservation area designation, appraisal and management.

<https://historicengland.org.uk/images-books/publications/conservation-area-designation-appraisal-management-advice-note-1/>

The checklist below has been taken from this publication and has helped to identify the buildings that make a positive contribution to the historic and architectural character of the conservation area.

- Is the building the work of a particular architect or designer of regional or local note?
- Does it have landmark quality?
- Does it reflect a substantial number of other elements in the conservation area in age, style, materials, form or other characteristics?
- Does it relate to adjacent designated heritage assets in age, materials or in any other historically significant way?
- Does it contribute positively to the setting of adjacent designated heritage assets?
- Does it contribute to the quality of recognisable spaces including exteriors or open spaces with a complex of public buildings?

- Is it associated with a designed landscape eg a significant wall, terracing or a garden building?
- Does it individually, or as part of a group, illustrate the development of the settlement in which it stands?
- Does it have significant historic association with features such as the historic road layout, burgage plots, a town park or a landscape feature?
- Does it have historic associations with local people or past events?
- Does it reflect the traditional functional character or former uses in the area?
- Does its use contribute to the character or appearance of the area?

Additional criteria set by the Council:

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

Conservation and Energy Efficiency

Historic England have produced useful guidance on how homeowners can improve energy efficiency and reduce carbon emissions whilst still respecting the historic and architectural significance of their properties. For more information follow this link:

<https://historicengland.org.uk/advice/your-home/saving-energy/>

Appendix 3: Relevant Local Plan Policies

The table opposite indicates those policies in the Royal Borough's Local Plan, which have particular relevance to the preservation and enhancement of the conservation area.

These policies are the primary means through which the Council ensures that proposed development within designated conservation areas preserve or enhance the area's character and appearance.

This list is not comprehensive and any development proposals will have to take account of the whole suite of policies contained within the Council's Local Plan. Please consult the Council's website.

Chapter 33: An Engaging Public Realm	
Policy CR4	Streetscape
Policy CR5	Parks, Gardens, Open Space and Waterways
Policy CR6	Trees and Landscape
Chapter 34: Renewing the Legacy	
Policy CL1	Context and Character
Policy CL 2	Design Quality
Policy CL3	Heritage Assets – Conservation Areas and Historic Spaces
Policy CL 4	Listed Buildings, Scheduled Ancient Monuments and Archaeology
Policy CL 6	Small Scale Alterations and Additions
Policy CL7	Basements
Policy CL8	Existing Buildings – Roof Alteration/Additional Storeys
Policy CL9	Existing Buildings – Extensions and Modifications
Policy CL10	Shopfronts
Policy CL11	Views
Policy CL12	Building Heights