

2.6 Historic Built Environment

The following section contains extracts from Peter Stewart Consultancy’s heritage report included as part of this planning application.

- 2.6.1 The buildings are located within Charlotte Street Conservation Area. This was first designated in 1974 and has been subsequently extended in 1981, 1985, and 1999. The Charlotte Street Conservation Area Appraisal and Management Plan was adopted by Camden Council on 24th July 2008. The Council’s Appraisal noted that the area’s special character derives from the *densely developed grid pattern of streets and limited open space* of terraced townhouse typical of Georgian London.
- 2.6.2 The area underwent a change in social status from the 1800s onwards, as wealthy residents moved west and the townhouses were subdivided into smaller dwellings, shops and other small scale businesses. The area adopted a character with a mix of residential commercial and retail uses. Many of the properties were re-fronted or altered during the 19th century with infill development and complete redevelopment occurring during the 20th century.
- 2.6.3 There are more modern office blocks and commercial buildings of a significantly larger scale than the original development, such as in Whitfield St. Redevelopment schemes continue as seen in the recent commercial block a few plots north of the Site on Tottenham Court Road.
- 2.6.4 Tottenham Court Road has a varied scale and character of development and eclectic townscape. The Council’s Appraisal states that *Tottenham Court Road is notable for the variety of heights, building styles and materials along the frontage. The prevailing height is three and four storeys with a general pattern of vertically proportioned buildings on narrow plots and well-defined parapet at roof level... There are a range of materials including yellow and red brick, render and stone.*
- 2.6.5 Tottenham Court Road exhibits a very varied townscape, in terms of the age and scale of development, and has undergone significant phases of redevelopment over time. It is a major retail street in London and well known for furniture stores. The element that unifies its character are the ground floor retail uses. This type of development has been an integral part of its character, and provides a far more varied an eclectic townscape than the main body of the conservation area.



Fig: 2.12 Historic Map: OS 1914



Fig: 2.13 Historic Map: OS 1954



Fig: 2.14 Photo of Oxford Street /Tottenham Court Road Junction, late 19th C



Fig: 2.15 Photo of Oxford Street /Tottenham Court Road Junction, 1930





Fig: 2.16 No. 51TCR - Photo of Existing Elevation



Fig: 2.17 No. 51 TCR - Photo of Elevation - Early 20C



Fig: 2.18 No. 52TCR - Photo of Existing Elevation

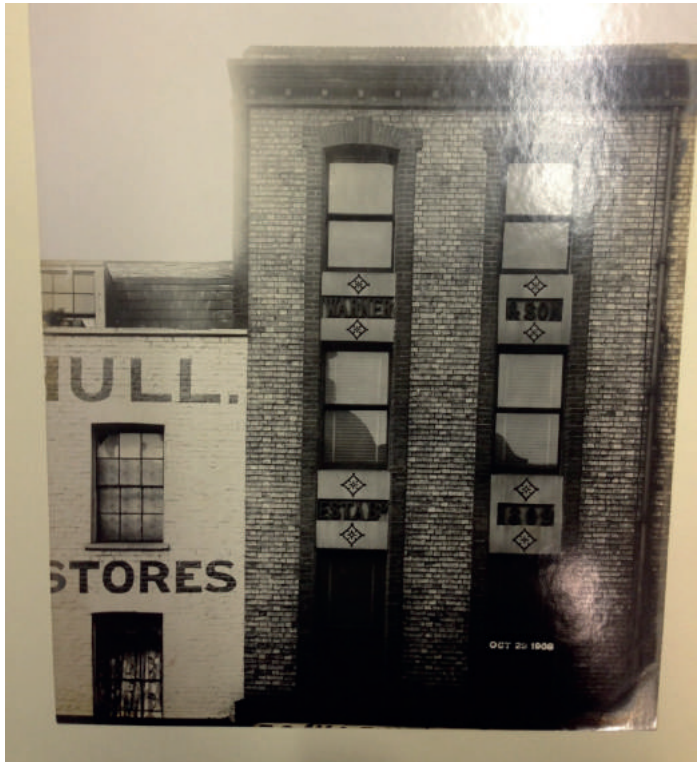


Fig: 2.19 No. 52TCR - Photo of Elevation - Early 20C



Fig: 2.20 John Tallis Elevation of Tottenham Court Road - 1838- 1840

2.7 No. 51-52 Heritage Value

2.7.1 No. 51

No. 51 features in John Tallis's London Street Views (1838-1840), where it can be identified in an illustration as a three storey plus mansard double fronted building with an accessway on the ground floor on the left hand side.

It is evident that the facade, scale and form of the building are largely unaltered since this time and perhaps since the building was constructed.

2.7.2 No. 52

No. 52 is only significant as part of the continuous frontage, reflecting the historic plot pattern and grain of the main body of the conservation area.

It is an unremarkable example of 19th Century terrace building and has been altered. the detailed design, roof form and fenestration does not match that of nos. 53-54 at front or rear.



2.8 Present Built Environment

- 2.8.1 Larger scale developments continued to appear along Tottenham Court Road following bomb damage during the Second World War, establishing a significant stock of post-1950s buildings in the wider area. On the west side of southern end is the 6 to 10 storeys high granite clad 1980 office building described as a “hulk” in Pevsner and designed by Sidney Kaye Firmin Partnership. This pattern of the intensification of development continues.
- 2.8.2 There are a mix of buildings along Tottenham Court Road between Windmill Street and Goodge Street, which include the Site. These include, running north from Windmill Street, the Rising Sun public house, listed grade II (see below) which forms a highly decorated stucco fronted local landmark at the junction. This is followed by a two windows wide re-fronted red brick terrace dating from the late 19th century (which has been altered); and a 3 storeys high 2 windows wide building with a mansard roof, painted yellow and with remnants of later 19th century window surrounds. There is then a 4 storeys high purpose built commercial development dating from the 1920s, which abuts the Site. The full height stone frame to the façade, with art deco style swags to the top, give the building a vertical emphasis; within this frame there is an arrangement of casement windows and soffit panels.
- 2.8.3 To the north of the Site, 53 and 54 are a matching pair of terraced building with yellow brick facades and red brick surrounds to the punched window openings to each floor. They have hipped roofs set behind parapets. There is then an alley leading to a 1920/30s development, Kirkman House, built on a former yard. This is followed by a 4 storeys high modern commercial development with a ground floor retail unit and a 1st floor comprising louvers. Beyond are a pair of red brick terraced fronts with stone window surrounds, dating from the later 19th century; and, a more exuberant red brick commercial building with decorative stone dressing. This run is terminated at the junction with Goodge Street, with a vacant site today (where the 3 storeys high white faience clad commercial development from the 1920s stood until recently).
- 2.8.4 To the rear of the Site the rear of the extended modern office block fronting Whitfield Street is dominant and defines the edges of the yard with a series of stepped and rendered facades.



Fig: 2.21 Existing view from Tottenham Court Road looking south-east



Fig: 2.22 Existing front elevation of 51-52 TCR





Fig: 2.23 Existing front elevation of 51-52TCR



Fig: 2.24 No.47TCR



Fig: 2.25 no. 53-54TCR



Fig: 2.26 Entrance to no. 50TCR (no. 51TCR Flying freehold)



Fig: 2.27 Entrance to no. 51TCR