

BUILT HERITAGE STATEMENT

13-15 Bonny Street, Camden

JCH02017
13-15 Bonny Street
September 2023

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1.0 INTRODUCTION

This Built Heritage Statement has been researched and prepared by RPS, part of Tetra Tech, on behalf of The Arch Company to support their application to refurbish 13 & 15 Bonny Street, Camden (henceforth called the 'Site') in order to create 2No. townhouses. It should be read in conjunction with submission drawings and other supporting documents that accompany the application.

The Site forms part of the Grade II listed Camden Road Station in the London Borough of Camden. It lies wholly within the Jeffreys Street Conservation Area and directly opposite the Regents Canal Conservation Area in addition to a number of other listed buildings. No non-designated heritage assets lie in close proximity to the Site. These other listed buildings sit beyond intervening development within the conservation areas and therefore, given the small scale of the proposed development and the assessment of the conservation areas these individual buildings will not be impacted by the proposed development and have been taken out of scope of individual assessment. Figures 1 and 2 show the location of the Site as part of the listed complex.

Under Paragraph 194 of the National Planning Policy Framework (NPPF) there is a requirement for an applicant to “describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets’ importance and no more than is sufficient to understand the potential impact of the proposal on their significance”. Additionally, Paragraph 195 states that “Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset’s conservation and any aspect of the proposal.”

This Built Heritage Statement commences with a summary of the relevant legislative framework, planning policy and guidance at national and local levels, with special regard to policies and guidance relating to development within the setting of heritage assets. It provides an overview of the history of the Site and assesses the significance of the identified heritage assets, including any contribution made by the Site to that significance. The proposals are described and an assessment is made of any potential impact they could make to the significance of the identified heritage assets.

The findings of this report are based on known conditions at the time of writing and therefore all findings and conclusions are limited to a period of three years. All maps, plans and photographs are for illustrative purposes only.



Figure 1: Location Plan



Figure 2: Front Elevation of Nos. 13-19, highlighting No.13 and No.15

Figure 3: Aerial Image of the Site



2.0 LEGISLATIVE & PLANNING POLICY FRAMEWORK

2.1 LEGISLATION & NATIONAL PLANNING POLICY

The current national legislative and planning policy system identifies, through the National Planning Policy Framework (NPPF), that applicants should consider the potential impact of development upon 'heritage assets'. This term includes: designated heritage assets which possess a statutory designation (for example listed buildings and conservation areas); and non-designated heritage assets, typically identified by Local Planning Authorities (LPAs) and incorporated into a Local List and/or recorded on the Historic Environment Record.

Legislation

Where any development may affect certain designated heritage assets, there is a legislative framework to ensure proposed works are developed and considered with due regard to their impact on designated heritage assets. This extends from primary legislation under the Planning (Listed Buildings and Conservation Areas) Act 1990.

However, this Act covers listed buildings and conservation areas only. Non-designated built heritage assets are covered by National Planning Policy and Guidance.

National Planning Policy

National Planning Policy Framework (Ministry of Housing, Communities and Local Government, September 2023)

The NPPF is the principal document that sets out the Government's planning policies for England and how these are expected to be applied.

It defines a heritage asset as a: 'building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest'. This includes both designated and non-designated heritage assets.

Section 16: Conserving and Enhancing the Historic Environment relates to the conservation of heritage assets in the production of local plans and decision taking. It emphasises that heritage assets are 'an irreplaceable resource, and should be conserved in a manner appropriate to their significance'.

189. Heritage assets range from sites and buildings of local historic value to those of the highest significance, such as World Heritage Sites which are internationally recognised to be of Outstanding Universal Value. These assets are an irreplaceable resource, and should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations.

190. Plans should set out a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or other threats. This strategy should take into

account:

- a) the desirability of sustaining and enhancing the significance of heritage assets, and putting them to viable uses consistent with their conservation;
- b) the wider social, cultural, economic and environmental benefits that conservation of the historic environment can bring;
- c) the desirability of new development making a positive contribution to local character and distinctiveness; and
- d) opportunities to draw on the contribution made by the historic environment to the character of a place.

194. In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary.

195. Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal.

197. In determining applications, local planning authorities should take account of:

- a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- c) the desirability of new development making a positive contribution to local character and distinctiveness.

199. When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

202. Where a development proposal will lead to less than substantial harm

to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

206. Local planning authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites, and within the setting of heritage assets, to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to the asset (or which better reveal its significance) should be treated favourably.

2.2 NATIONAL PLANNING GUIDANCE

Planning Practice Guidance (DCLG)

The Planning Practice Guidance (PPG) has been adopted to aid the application of the NPPF. It reiterates that conservation of heritage assets in a manner appropriate to their significance is a core planning principle.

The PPG defines the different heritage interests as follows:

Archaeological interest: As defined in the Glossary to the National Planning Policy Framework, there will be archaeological interest in a heritage asset if it holds, or potentially holds, evidence of past human activity worthy of expert investigation at some point.

Architectural and Artistic interest: These are interests in the design and general aesthetics of a place. They can arise from conscious design or fortuitously from the way the heritage asset has evolved. More specifically, architectural interest is an interest in the art or science of the design, construction, craftsmanship and decoration of buildings and structures of all types. Artistic interest is an interest in other human creative skill, like sculpture.

Historic interest: An interest in past lives and events (including pre-historic). Heritage assets can illustrate or be associated with them. Heritage assets with historic interest not only provide a material record of our nation's history, but can also provide meaning for communities derived from their collective experience of a place and can symbolise wider values such as faith and cultural identity.

Key elements of the guidance relate to assessing harm. It states that substantial harm is a high bar that may not arise in many cases. It also states that while the level of harm will be at the discretion of the decision maker, generally substantial harm is a high test that will only arise where a development seriously affects a key element of an asset's special interest. It is the degree of harm, rather than the scale of development, that is to be assessed.

Overview: Historic Environment Good Practice Advice in Planning

Historic England have published a series of documents to advise applicants, owners, decision-takers and other stakeholders on managing change within the historic environment. These include Historic Environment Good Practice Advice in Planning (GPAs) documents and Historic England Advice Notes (HEANS).

GPA1: The Historic Environment in Local Plans (March 2015)

This advice note focuses on the importance of identifying heritage policies within Local Plans. The advice echoes the NPPF by stressing the importance of formulating Local Plans based on up-to-date and relevant evidence on economic, social and environmental characteristics and

prospects of the area, including the historic environment.

GPA2: Managing Significance in Decision-Taking in the Historic Environment (March 2015)

This document provides advice on numerous ways in which decision making in the historic environment could be undertaken, emphasising that the first step for all applicants is to understand the significance of any affected heritage asset and the contribution of its setting to that significance. In line with the NPPF and PPG, the document states that early engagement and expert advice in considering and assessing the significance of heritage assets is encouraged. The advice suggests a structured, staged approach to the assembly and analysis of relevant information:

- 1) Understand the significance of the affected assets;
- 2) Understand the impact of the proposal on that significance;
- 3) Avoid, minimise and mitigate impact in a way that meets the objectives of the NPPF;
- 4) Look for opportunities to better reveal or enhance significance;
- 5) Justify any harmful impacts in terms of the sustainable development objective of conserving significance balanced with the need for change; and
- 6) Offset negative impacts to significance by enhancing others through recording, disseminating and archiving archaeological and historical interest of the important elements of the heritage assets affected.

GPA3: The Setting of Heritage Assets (Second Edition; December 2017)

This advice note focuses on the management of change within the setting of heritage assets. This document replaces GPA3: The Setting of Heritage Assets (March 2017) and Seeing History in the View (English Heritage, 2011) in order to aid practitioners with the implementation of national legislation, policies and guidance relating to the setting of heritage assets found in the 1990 Act, the NPPF and PPG. The guidance is largely a continuation of the philosophy and approach of the 2011 and 2015 documents and does not present a divergence in either the definition of setting or the way in which it should be assessed.

As with the NPPF the document defines setting as 'the surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve'. Setting is also described as being a separate term to curtilage, character and context. The guidance emphasises that setting is not a heritage asset, nor a heritage designation, and that its importance lies in what it contributes to the significance of the heritage asset, or the ability to appreciate that significance. It also states that elements of setting may make a positive, negative or neutral

contribution to the significance of the heritage asset.

While setting is largely a visual term, with views considered to be an important consideration in any assessment of the contribution that setting makes to the significance of an asset, and thus the way in which an asset is experienced, setting also encompasses other environmental factors including noise, vibration and odour. Historical and cultural associations may also form part of the asset's setting, which can inform or enhance the significance of a heritage asset.

This document provides guidance on practical and proportionate decision making with regards to the management of change within the setting of heritage assets. It is stated that the protection of the setting of a heritage asset need not prevent change and that decisions relating to such issues need to be based on the nature, extent and level of the significance of a heritage asset, further weighing up the potential public benefits associated with the proposals. It is further stated that changes within the setting of a heritage asset may have positive or neutral effects.

The document also states that the contribution made to the significance of heritage assets by their settings will vary depending on the nature of the heritage asset and its setting, and that different heritage assets may have different abilities to accommodate change without harming their significance. Setting should, therefore, be assessed on a case-by-case basis.

Historic England recommends using a series of detailed steps in order to assess the potential effects of a proposed development on significance of a heritage asset. The 5-step process is as follows:

- 1) Identify which heritage assets and their settings are affected;
- 2) Assess the degree to which these settings and views make a contribution to the significance of a heritage asset(s) or allow significance to be appreciated;
- 3) Assess the effects of the proposed development, whether beneficial or harmful, on the significance or on the ability to appreciate it;
- 4) Explore ways to maximise enhancement and avoid or minimise harm; and
- 5) Make and document the decision and monitor outcomes.

HEAN12: Statements of Heritage Significance: Analysing Significance in Heritage Assets (October 2019)

This advice note provides information on how to assess the significance of a heritage asset. It also explores how this should be used as part of a staged approach to decision-making in which assessing significance precedes designing the proposal(s).

Historic England notes that the first stage in identifying the significance of a

2.2 NATIONAL PLANNING GUIDANCE

heritage asset is by understanding its form and history. This includes the historical development, an analysis of its surviving fabric and an analysis of the setting, including the contribution setting makes to the significance of a heritage asset.

To assess the significance of the heritage asset, Historic England advise to describe various interests. These follow the heritage interest identified in the NPPF and PPG and are: archaeological interest, architectural interest, artistic interest and historic interest.

2.3 LOCAL PLANNING POLICY & GUIDANCE

Strategic Policy

The London Plan: The Spatial Development Strategy for Greater London (Greater London Authority (GLA), March 2021)

Adopted in March 2021, the Mayor of London's spatial development strategy forms part of the development plan for Greater London. In particular, this document encourages the enhancement of the historic environment and looks favourably upon development proposals that seek to maintain heritage assets and their setting.

Policy HC1 London's form, character and capacity for growth

B. Development Plans and strategies should demonstrate a clear understanding of the historic environment and the heritage values of sites or areas and their relationship with their surroundings. This knowledge should be used to inform the effective integration of London's heritage in regenerative change by:

2. utilising the heritage significance of a site or area in the planning and design process
3. integrating the conservation and enhancement of heritage assets and their settings with innovative and creative contextual architectural responses that contribute to their significance and sense of place
4. delivering positive benefits that conserve and enhance the historic environment, as well as contributing to the economic viability, accessibility and environmental quality of a place, and to social wellbeing.

C. Development proposals affecting heritage assets, and their settings, should conserve their significance, by being sympathetic to the assets' significance and appreciation within their surroundings. The cumulative impacts of incremental change from development on heritage assets and their settings, should also be actively managed. Development proposals should avoid harm and identify enhancement opportunities by integrating heritage considerations early on in the design process.

Local Planning Policy

In considering any planning application for development, the planning authority will be mindful of the framework set by government policy, in this instance the NPPF, current Development Plan Policy and other material considerations. The Camden Local Plan sets out the Council's planning policies and replaces the Core Strategy and Development Policies planning documents (adopted in 2010). It ensures that Camden continues to have robust, effective and up-to-date planning

Camden Local Plan (adopted July 2017)

The following are relevant to built heritage in respect of the proposed development:

Policy D1 Design

The Council will seek to secure high quality design in development. The Council will require that development:

- a. respects local context and character;
- b. preserves or enhances the historic environment and heritage assets in accordance with Policy D2 Heritage;
- e. comprises details and materials that are of high quality and complement the local character;

The Council will resist development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.

Excellence in design

The Council expects excellence in architecture and design. We will seek to ensure that the significant growth planned for under Policy G1 Delivery and location of growth will be provided through high quality contextual design.

Policy D2 Heritage

The Council will preserve and, where appropriate, enhance Camden's rich and diverse heritage assets and their settings, including conservation areas, listed buildings, archaeological remains, scheduled ancient monuments and historic parks and gardens and locally listed heritage assets.

Designated heritage assets

Designated heritage assets include conservation areas and listed buildings. The Council will not permit development that results in harm that is less than substantial to the significance of a designated heritage asset unless the public benefits of the proposal convincingly outweigh that harm.

Conservation areas

Conservation areas are designated heritage assets and this section should be read in conjunction with the section above headed 'designated heritage assets'. In order to maintain the character of Camden's conservation areas, the Council will take account of conservation area statements, appraisals and management strategies when assessing applications within conservation areas.

The Council will:

e.require that development within conservation areas preserves or, where possible, enhances the character or appearance of the area;

Listed Buildings

Listed buildings are designated heritage assets and this section should be read in conjunction with the section above headed 'designated heritage assets'. To preserve or enhance the borough's listed buildings, the Council will:

- j. resist proposals for a change of use or alterations and extensions to a listed building where this would cause harm to the special architectural and historic interest of the building; and
- k. resist development that would cause harm to significance of a listed building through an effect on its setting.

3.0 ARCHITECTURAL & HISTORICAL APPRAISAL

3.1 HISTORICAL DEVELOPMENT AND MAP PROGRESSION

Nineteenth Century Development

Much of the local area was developed in the early to mid nineteenth century, including the development of the Regents Canal (1815-1820). The 1812 Act of Parliament described Brecknock Street (since renamed Bonny Street) '40x130ft' and 'for fourth and third grade houses total ground rent £96, to be completed by 1817'.

Benjamin Wheeler built 25 houses on the northern side of Camden Road and its corner with College Street between 1842-1845. On Camden Road they were slightly set back, forming a garden crescent, with heavily rusticated ground floor stucco facades, while those in Brecknock Street, behind, were smaller. Many of these buildings were soon demolished for the North London Railway and some near the Canal were demolished later for offices.

It is likely, therefore, that the Site was first established as terraced housing similar to those found along the rest of Bonny Street, being part of the Camden Estate development. North London Railway (NLR) began constructing the viaduct in 1847-49 and railways widened during the 1860s, which resulted in the Site being redeveloped. Camden Road Station was opened in December 1870 as Camden Town Station, replacing an earlier station located to east in 1850.

The first plan of the station can be seen in the 1873 Ordnance Survey (OS) map (Figure 4, right). This map shows the platform and waiting rooms of the station. The planform illustrated on the map is likely to refer to the waiting rooms rather than the Site, as this was a publicly accessible area and the access stair for the platforms is also recorded. The Site fronts onto Brecknock Street and within the surrounding area, the streets are fronted with terraced housing.

The Second Camden Estate map of 1875 is shown in figure 5, right, where the area under the platforms is detailed. It is not clear from the map if the Site was part of the station or if it formed separate dwellings. Some references state that the Site formed part of the station complex with its waiting rooms and offices as goods stores.

The 1891 Insurance Plan (Figure 7, page 9) shows the layout of the station including the waiting rooms. Here, the ground and first floor of the Site are shown as dwellings, noted by the 'D.1&2nd'. The map also states 'W. & A. Gilbey wine stores in arches Bond No 5'. In 1893 under the large arch, next to No.17 Bonny Street, the area located to the rear of the Site, was converted into stables (figure 6, right) by the NLR for Gilbeys under a licence dated 14 October 1893, granted by the freeholder - the Marquis of Camden. The stables, which opened onto Bonny Street, could accommodate 104 horses. It is assumed these horses worked in the Goods Depot, located to the north west of the Site, where Gilbeys had its main operation

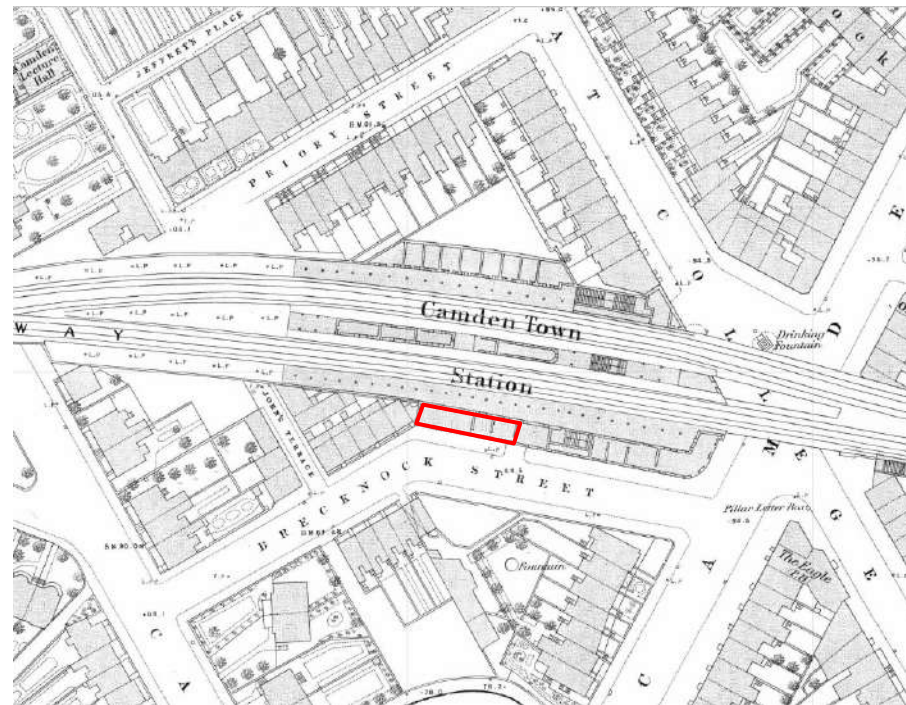
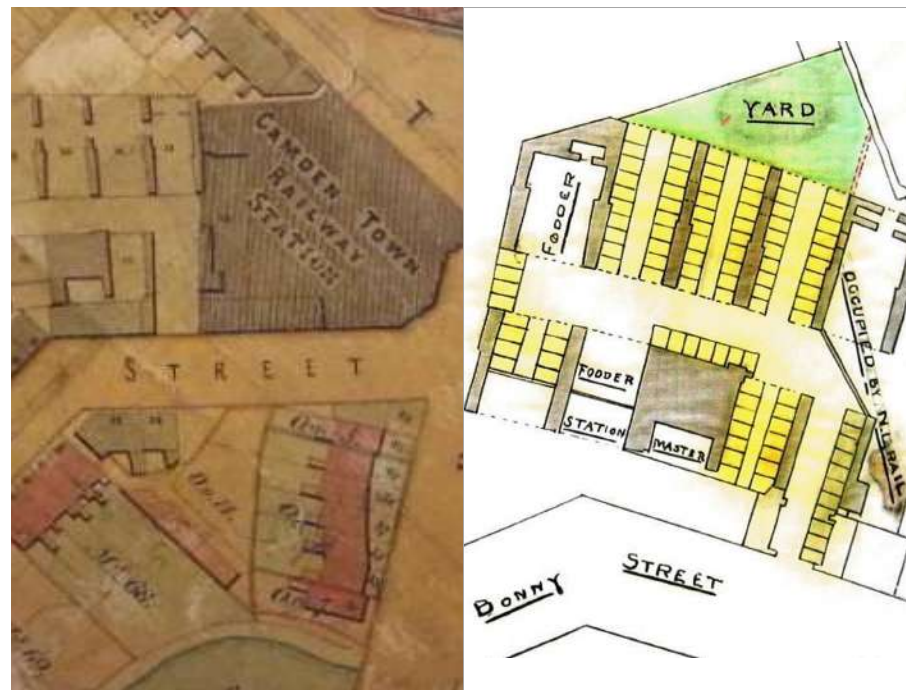


Figure 4: 1873 OS map

Figure 5 (below left): Second Camden Estate map of 1875. Source: Camden Town History

Figure 6 (below right): Bonny Street stables (Diageo archive) Source: Gilbeys



The 1896 Ordnance Survey map (Figure 8) shows the renaming of the street to Bonny Street. The Site is identified as 'waiting rooms' for the Camden Town Station, therefore the dividing walls are likely to correspond to this, rather than the separation on the ground and first floors. Residential terraces have been established on the southern side of Bonny Street and in the local area, Great College Street has been widened to accommodate the new infrastructure.

Twentieth Century Development

The division of the lower floors of Camden Road Station is visible in the 1952 Ordnance Survey map (Figure 9, page 9) and corresponds to the existing layout. The station is marked as Camden Road, after being renamed in September 1950. There is little change in the local area, demonstrating that it is unlikely that any bomb damage affected this immediate area.

The 1969 Ordnance Survey map (Figure 10, page 9) shows a number of redevelopments in the area, including the south side of Bonny Street, fronting Camden Road and Camden Street. However, there were no changes to the Site.

Figure 11, page 9 illustrates Camden Road Station during 1978-80. Nos. 13 and 15 cannot be appreciated but Nos. 17 to 23 can be seen. Alterations to the façade can be noted due to the flat arch and blocked up doorway.

Twenty-first Century Development

At the beginning of the twenty-first century the 2003 Ordnance Survey map (Figure 12, page 9) evidences that there had been no changes to the Site.

3.2 HISTORIC MAP PROGRESSION

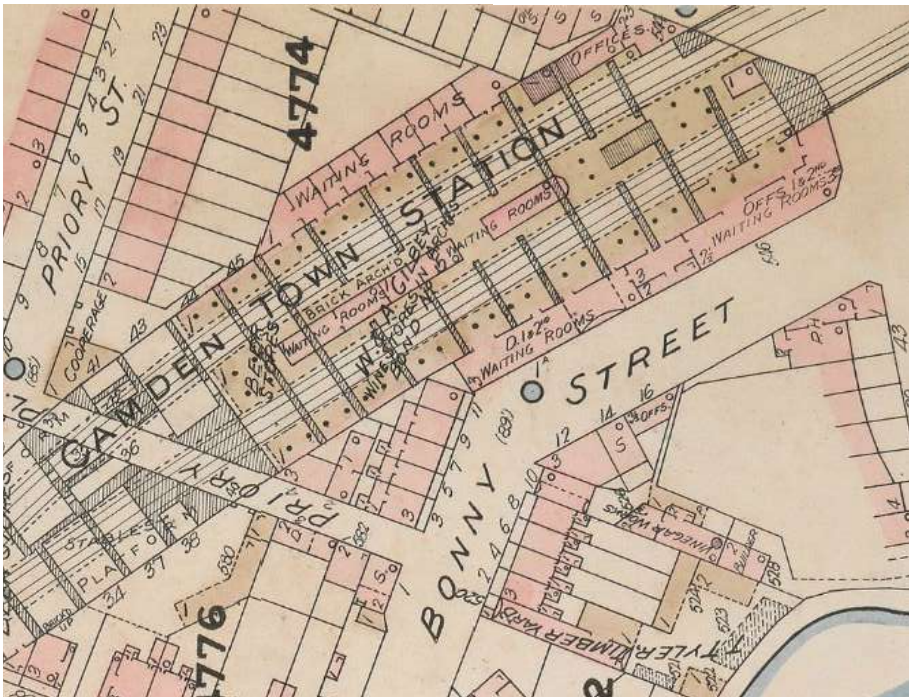


Figure 7 : Chas E Goad Limited, 1891 Insurance Plan of London Vol. XII: sheet 403



Figure 8: 1896 OS map

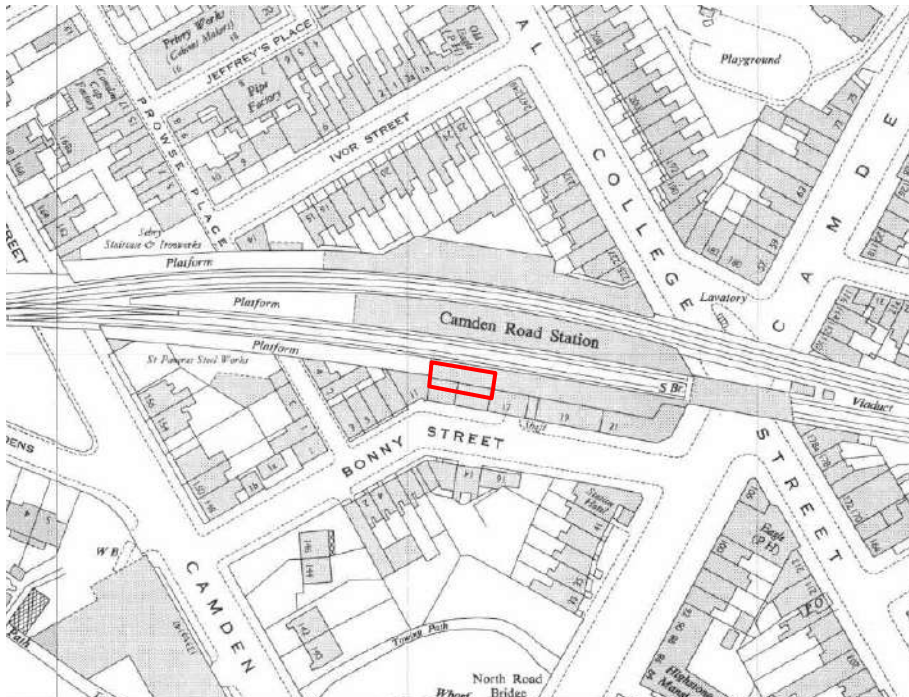


Figure 9: 1952 OS map

Figure 10: 1969 OS map



Figure 11: Camden Road Railway Station: exterior (London Metropolitan Archives)



Figure 12: 2003 OS map



4.0 ASSESSMENT OF SIGNIFICANCE

4.1 SITE ASSESSMENT: 13-15 BONNY STREET (PART OF GRADE II CAMDEN ROAD STATION UID:1244154)

This assessment relates to the ground and first floors only of No. 13 and 15 Bonny Street. It is based on a visual inspection undertaken in 2020 and again in July 2023. Pages 12-20 include the existing floorplans and photographs from these site visits. Building fabric has been noted where it can be clearly identified; this has generally been possible due to the poor overall condition of the building and previous opening up works that have taken place.

Assessment of Significance

Camden Road Station Complex

The significance of Camden Road Station lies in its architectural and historic interest as a well preserved example of mid-Victorian Railway architecture designed for the North London Railway by E H Horne. The building has architectural interest in its features indicative of such, including the Italianate features (especially to Camden Road and the part of Bonny Street close to this), its London stock brick, and internal features to the main building and ticketing hall.

The building also has architectural interest in its typology; it is a purpose built large station complex with original platforms and spatial arrangement. The listed building has further historic interest in being a well preserved example of the suburban railway stations constructed in brick across north London, replacing older timber stations. The extents of the station indicate its formerly busy nature and prominence.

13-15 Bonny Street

As part of the group listing for Camden Road Station, the significance of 13-15 Bonny Street derives from its architectural and historic interest as an ancillary part to the main Victorian station complex. Albeit historic maps have shown that the building pre-dates the station complex and was originally in residential use. The features of interest which contribute to this significance are found to its principle façade and include the timber sash windows and façade details and materiality indicative of its era of construction. The footprint and massing of the building, along Bonny Street acting as a continuation of the station building also contribute to this architectural and historic interest. The building acting as an abutment to the high-level railway above and behind, illustrating the historical development of the Camden Estate and the establishment of the station after the area had been developed.

The building has some historical features remaining internally which contribute to the architectural and historic interest and thus significance of the Grade II listed Camden Road Station. These include the floorboards of the building, some fireplaces, windows, staircases, architraves around doorways, skirting and cornicing.



Figure 13: 13 (to left) and 15 (to right) Bonny Street



Figure 14: View east-west towards the Site

Exterior

Nos. 13 and 15 Bonny Street comprise the western extents of the listed complex. They are of London stock brick, with round arches to windows and doorways and connected by a projecting stringer course. Windows above are smaller, in quadrants with shallow gauged brick lintels. A projecting cornice sits between the first and second floors. Above this, a tall second floor has rounded brick arch windows with dentilled cornice above. Windows are timber sashes, and constructed to fit the rounded or shallow gauged lintels. Each building is two bays wide with an external door to the street on the ground floor. The overall elevation has symmetry, on the ground floor there are alternating doorways and windows.

Interior

Planform

The planform of the building reflects its change in use from residential dwelling to utilisation by North London Railway. There is evidence of some historic building fabric for example timber floorboards, lath and plaster walls and ceilings. However, there is also evidence of more modern sub-division and intervention to create kitchen and bathroom facilities.

The existing layouts of the Site are evidenced in the drawings that accompany the submission. In summary, the existing layout of No. 13 is asymmetrical, with the staircase to the right-hand side of the entrance door. The front reception is accessed from a hallway which leads to the temporary kitchen facilities instated by railway operations. Adjacent to the entrance door is a kitchen. At the first-floor level, No.13 Bonny Street features two bedrooms off from a hallway.

The existing layout of No. 15 Bonny Street is also asymmetrical. The staircase is to the left-hand side of the entrance door, along with a hallway, storage, access to the archway and a shower room. The curved party wall between No.13 and No.15 splits the central window in two. To the right of the door is the front reception room and opposite to the door is the kitchen.

No.15 is a three-bedroom property, with the staircase diverging to the left and right at a landing. The stairs to the left leads to the bedroom which utilises the central window. The stairs to the right lead to the two other bedrooms. The middle bedroom features a blocked-in door.

It is likely that the separation between Nos. 13 and 15 happened relatively soon after the Station Complex was established. The timber panelled dividing walls separating the ground floor rooms in No. 13 appear to be similar to the dividing wall between No.13 and No. 15 which currently bisects the existing ground floor window.

The first floor planform still retains its symmetrical layout. For example both No. 13 and No. 15 have blocked up doorways at the top of the stairs and

4.0 ASSESSMENT OF SIGNIFICANCE

4.1 SITE ASSESSMENT:13-15 BONNY STREET (PART OF GRADE II CAMDEN ROAD STATION UID:1244154)

15FF.4 (see image 70) has symmetrical blocked up doorways on the eastern and western wall. Historical details, such as cornicing and skirting, are evident .

Staircases

The detailing of the staircases indicate that the original is the timber return staircase in No.15. This is due to the detail of the posts and that it lands in the central room of the combined buildings, 15FF.1.

The staircase in No.13 and the half flight in No.15 were likely to have been established at the same time, when the building was separated, indicated by the similarities of the metal rail found in both (Images 1, 2, 3 and 26, pages.

Windows

The internal windows on the ground floor appear to have been installed at the same time as the timber panelled walls. The profiles of these windows in No. 15 and 13GF.2 and 4 (see images 6, 7 and 8 are similar a. The internal window for 13GF.3 and 5 (see image 14) is a modern replacement.

The ground floor external window between No.13 and No.15 has been divided to separate the dwellings; the wider glazing bar to accommodate this can be noted on the exterior. The No.13 ground floor window is two-over-two sash, however No.15 is two-over-one sash. There are two-over-two sash windows throughout the first floor of No.13 and No.15. They appear to retain the same profile and detailing.

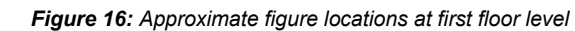
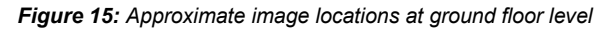
Modern fixtures

Both No.13 and No.15 contains modern light fittings from the late twentieth century throughout and a number of fireplaces have been replaced.

No. 15 has modern kitchen and bathroom facilities. (images 41, 42 and 43) There is also evidence of modern suspended ceilings (images 29 and 61 and 62) .

No.13 has modern bathroom facilities and an office concentrated to the 'wing' of the building.

The applicant acquired No.13 and No.15 Bonny Street in 2019. In previous ownership, the building has deteriorated with water damage which is believed to be caused by a leak within the arch to the viaduct behind the site. A survey was conducted in 2020 and found the building to be in 'poor condition' and not suitable for renting/letting



4.1 SITE ASSESSMENT: NO.13 GROUND FLOOR

Please refer to figures 15 and 16, page 12 in association with this site assessment

13GF.1 - Stair (at ground level)

Floor: Timber floorboards. Skirting up the staircase only (Images 1 and 2)

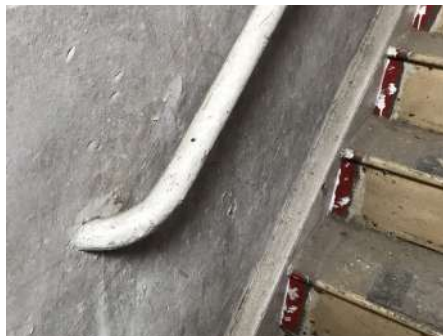
Ceiling: Assumed lath and plaster. Cornicing in one corner only (Image 5)

Walls: Timber panelled wall through window. Part metal sheets covering on eastern wall up the stair case (Image 3)

Doors: Architrave (Image 4). Modern door at bottom of stair, off the hinges.

Windows: architrave around door matches detail around window (Image 4)

Additional comments: metal detail on wall also seen on first floor and in No. 15 (Image 4)



Images 1&2: Staircase details



Image 3: Staircase from 13GF.1



Image 4: 13GF.1



Image 5: 13GF.1 Ceiling

13GF.2 - Hallway

Floor: Timber floorboards. No skirting (Image 9)

Ceiling: Modern, poorly detailed around internal window (Images 8 and 10). There may be cornicing and historic ceiling underneath evidenced by the gap (Image 10).

Walls: Timber panelled northern and western wall. Historic internal window on northern wall (Images 7,8 and 9). Dado rail on northern, eastern, southern walls (Images 6 and 9)

Doors: Architrave on all doorways (Image 8 example).

Windows: Over external door, covered with material.



Images 6&7: 13GF.2



Image 8: 13GF.2



Image 9: 13GF.2



Image 10: 13GF.2 Ceiling

13GF.3 - Hallway

Floor: Timber floorboards. No skirting (Image 12)

Ceiling: Lath and plaster. Cornicing on western and southern side only (Images 11 and 15).

Walls: Timber panelled eastern wall. Modern internal window on northern wall (Images 13,14 and 15).

Doors: Architrave on all doorways. Modern door to 13GF.4.

Windows: One large sash window (Image 11).

4.1 SITE ASSESSMENT: NO.13 GROUND FLOOR

13GF.4—Eastern Room

Floor: Assumed timber floorboards, only small part visible (Image 20).

Ceiling: Lath and plaster, eastern corner laths in other direction potentially repaired. Cornicing on eastern and northern side only (Images 20&21).

Walls: Timber panelled southern and western wall. Brick northern wall (Images 20&21).

Doors: Architrave. Modern door

Windows: Blocked/painted window on northern wall (Image 20).



Images 11&12: 13GF.3



Images 13&14: 13GF.3



Image 15: 13GF.3



Image 16: 13GF.6

13GF.5—Western Room

Room inspected from doorway only, asbestos identified in the fireplace, unknown if material around the fireplace also contained asbestos.

Floor: Timber floorboards. No skirting (Images 17&19)

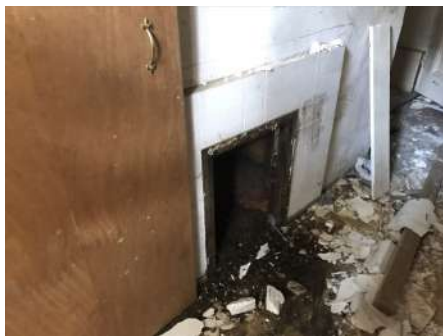
Ceiling: Lath and plaster. Cornicing on western and southern side only (Images 18&19).

Walls: Timber panelled eastern wall (Image 19)

Doors: Modern door.

Windows: Internal (see 13GF.3)

Additional comments: Chimneybreast in situ. Modern fireplace. Four panelled door propped in corner. Potential blocked up door on northern wall, outline visible (Images 17&19).



Images 17&18: 13GF5



Image 19: 13GF.5



Image 20: 13GF.4



Image 21: 13GF.4

13GF.6—Western Side Rooms

Room inspected from doorway only, due to lighting conditions.

Floor: Modern tiles (Image 16).

Ceiling: Modern timber (Image16).

Walls: Modern timber panelling (Image 16).

Doors: Modern where present (Image16).

Windows: N/A

4.1 SITE ASSESSMENT: NO.13 FIRST FLOOR

13FF.1— Hallway and Stair (at first level)

Floor: Timber floorboards. Skirting (Images 23&24)

Ceiling: Barrel vaulted ceiling, except over stair (Image 22)

Walls: Brick (Image 25)

Doors: Architrave (Image 25).

Windows: N/A

Additional comments: Evidence of blocked up doorway at the top of the staircase from cornicing detail and outline. Stair handrail goes over this area (Figure 24). Hand rail is similar to that found in 15FF.1 (Image 56). Metal detail on wall, similar to that found in 13GF.1 (Image 4) and 15GF.4 (Image 54).

13FF.2— Western room

Floor: Timber floorboards. Skirting throughout (Image 27).

Ceiling: Barrel vaulted ceiling (Image 29).

Walls: Assumed northern, western and southern walls brick as they are external (Image 27).

Doors: Four panelled door. Architrave (Image 28).

Windows: Central two-over-two sash window (Image 27).

Additional comments: Chimneybreast in situ. Modern fireplace (Image 27).

13FF.3— Eastern room

Floor: Timber floorboards. Skirting throughout (Image 31).

Ceiling: Barrel vaulted ceiling (Image 31).

Walls: Damage in south eastern corner reveals lath and plaster (Image 31).

Doors: Four panelled door. Architrave

Windows: Two-over-two sash window (Image 31).

Additional comments: Chimneybreast in situ. Fireplace similar to the one found in 15FF.2 (Image 30/Image 63).



Image 22: 13FF.1 Ceiling



Images 23&24: 13FF.1



Image 25: 13FF.1



Image 26: 13FF.1



Images 27&28: 13FF.2



Image 29: 13FF.2



Image 30: 13FF.3



Image 31: 13FF.3

4.1 SITE ASSESSMENT: PLANS OF GROUND AND FIRST FLOOR, 15 BONNY STREET

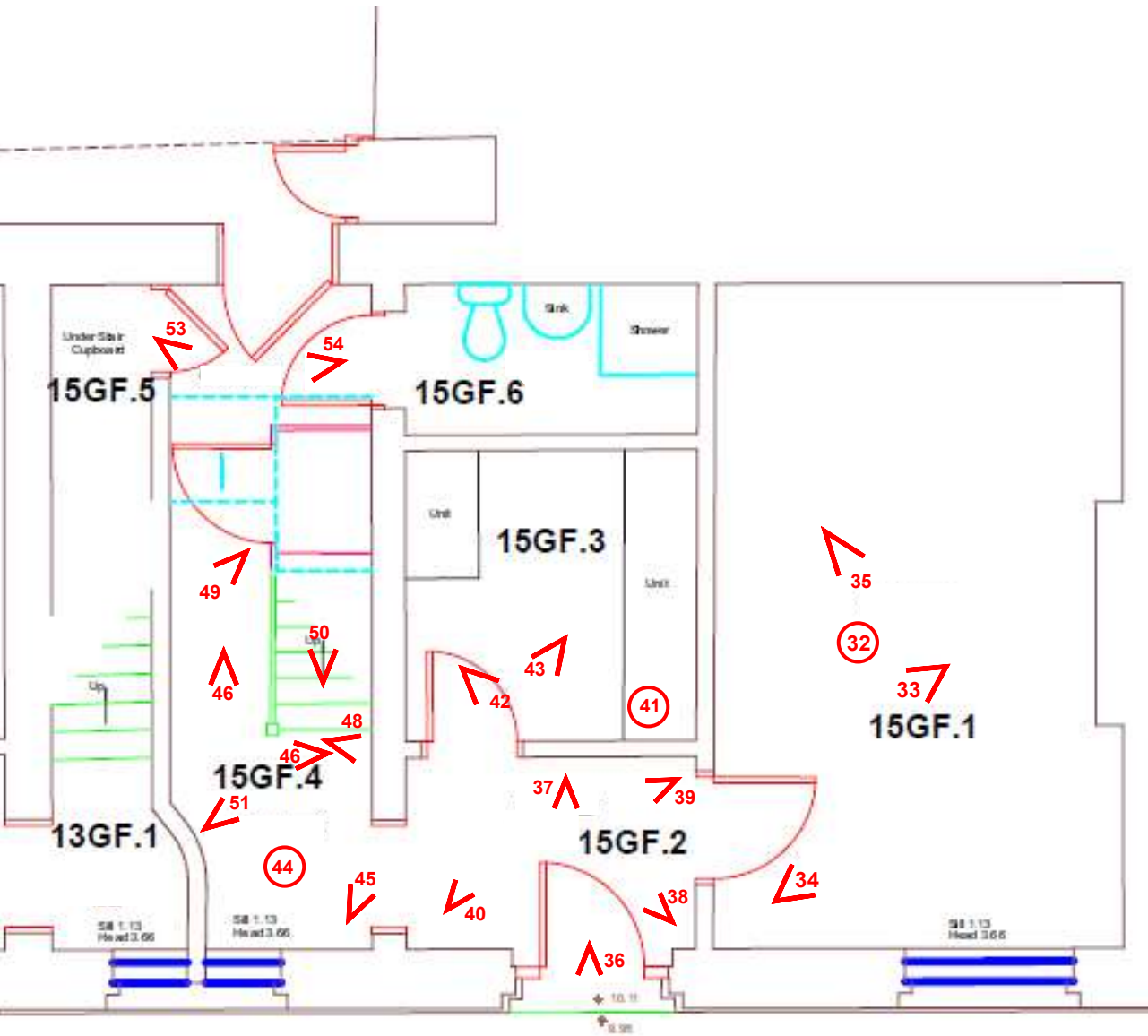


Figure 16: Approximate image locations at ground floor level

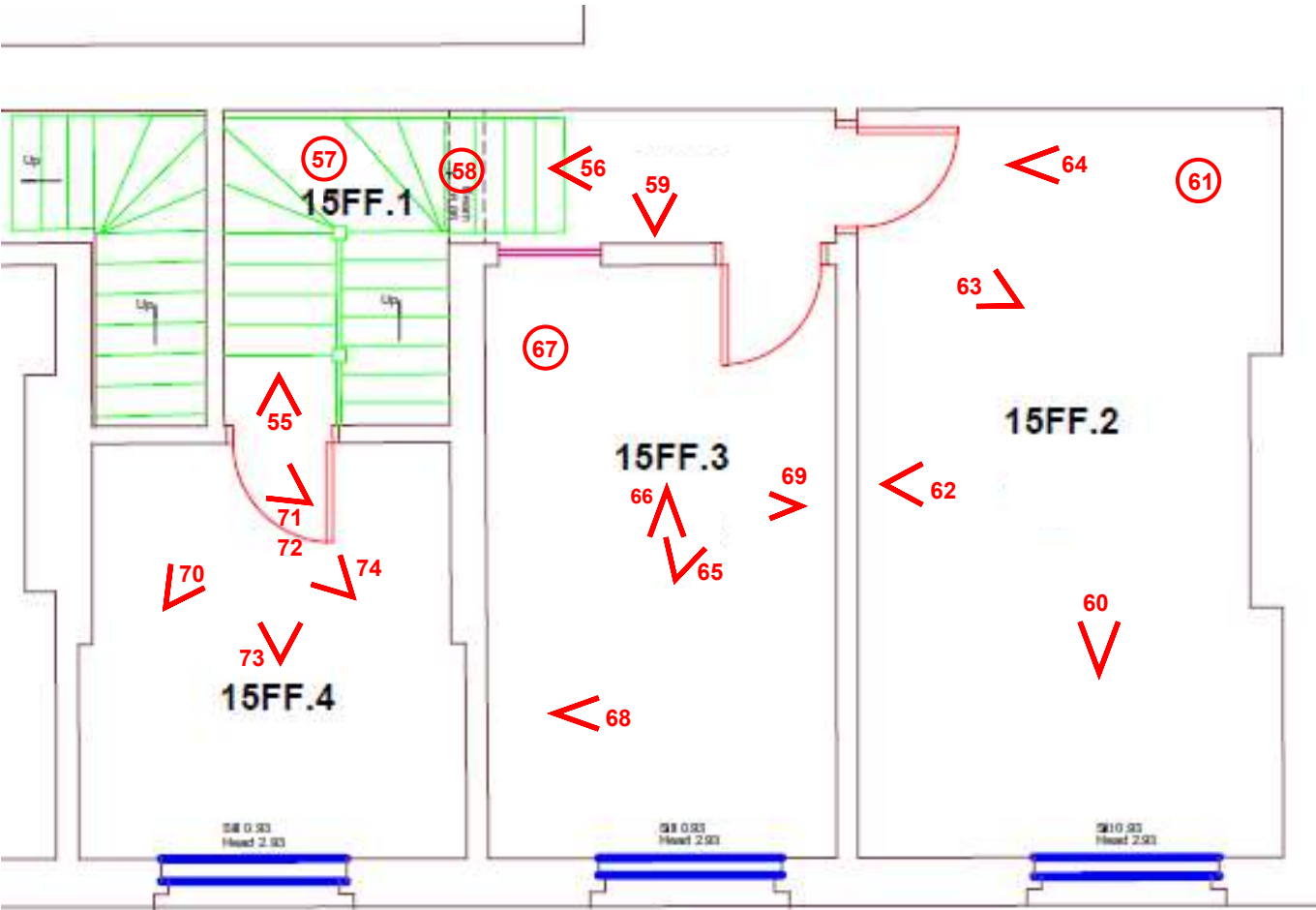


Figure 17: Approximate image locations at first floor level

4.1 SITE ASSESSMENT: NO. 15 GROUND FLOOR

15GF.1—Eastern Room

Floor: Timber floorboards. Skirting throughout, different on western wall (Images 33&34).

Ceiling: Polystyrene-like ceiling tiles. No evidence to suggest what is underneath (Image 32). Cornicing on southern, eastern and northern wall (Images 32&35).

Walls: Timber panelled western wall (Image 35).

Doors: Architrave (Image 34). Modern door (Image 39).

Windows: Two-over-two sash window.

Additional comments: Chimneybreast in situ. Modern fireplace (Image 33).



Images 32&33: 15GF.1



Image 34 15GF.1



Image 35: 15GF.1



Image 36: 15GF.2

15GF.2—Hallway

Floor: Vinyl/linoleum flooring, unknown what is underneath

Ceiling: Assumed lath and plaster due to rest of the building. Cornicing on southern and western wall (Images 38&40).

Walls: Timber panelled northern and eastern wall (Images 36&37). Historic internal window on northern wall (Images 36&37). Flat dado rail on northern, eastern, southern walls (Image 36)

Doors: Architrave on all doorways, patch repair on doorway through to 15GF.1 (Image 39).

Windows: Over external door.



Image 37&38: 15GF.2



Images 39&40: 15GF.2



Images 41&42: 15GF.3



Image 43: 15GF.3

15GF.3—Kitchen

Floor: Vinyl/linoleum flooring, unknown what is underneath. Skirting on western wall, unknown elsewhere due to modern fixings (Image 42).

Ceiling: Assumed lath and plaster due to rest of the building. Cornicing on northern and western wall (Image 43).

Walls: Timber panelled southern and eastern wall (Images 41&43).

Doors: Modern door (Image 42).

Windows: Historic internal window noted in 15GF.2 .

Additional comments: Under stair intersects in north western corner.

4.1 SITE ASSESSMENT: NO. 15 GROUND FLOOR

15GF.4—Hallway and Stair (at ground level)

Floor: Vinyl/linoleum flooring, unknown what is underneath. Skirting throughout though differs on stair and wall (Image 46)

Ceiling: Assumed lath and plaster due to rest of the building. Cornicing on southern and partially on the eastern wall (Image 44).

Walls: Curved dividing wall timber panelled (Image 51).

Doors: Architrave on doorway, no door into 15GF.4 from 15GF.2 (Image 50).

Windows: Sash window divided with No. 13 (Image 50).

Additional comments: metal detail on wall also seen on in No. 13 (Image 50). Timber panel from the stair has been removed and left propped against the wall, historic nails revealed (Image 52).

15GF.5—Cupboard under stair

Room inspected from hallway only, due to lighting conditions.

Floor: Vinyl/linoleum flooring, unknown what is underneath.

Ceiling: Unknown due to lighting conditions.

Walls: Brickwork at lower levels on northern and western wall (Image 53)

Doors: Wooden door.

Windows: N/A

15GF.6—Toilet

Room inspected from doorway only, due to lighting conditions.

Floor: Unknown due to lighting conditions

Ceiling: Unknown due to lighting conditions

Walls: Modern tilling (Image 54).

Doors: Four panelled door. Architrave on doorway (Image 54).

Windows: N/A



Images 44&45: 15GF.4



Images 46&47: Staircase details from 15GF.4



Image 48: Staircase details from 15GF.4



Image 49: Cupboard under staircase from 15GF.4



Image 50: 15GF.4 from stair



Images 51&52: Detail of curved wall 15GF.4. Detail of nails from timber panel from stair



Image 53: 15GF.5



Figure 54: 15GF.6

4.1 SITE ASSESSMENT: NO. 15 FIRST FLOOR

15FF.1—Hallway and staircase (at first floor level)

Floor: Timber floorboards. Skirting throughout (Images 55,56&57).

Ceiling: Assumed lath and plaster due to rest of the building. Cornicing on southern wall over staircase, not on western wall or rest of hallway (Images 56&58).

Walls: Timber panelled western dividing wall (Images 55&56), lath and plaster found on hallway southern wall (associated with 15FF.3, Image 59).

Doors: Architrave on all.

Windows: N/A

Additional comments: Staircase splits to serve 15FF.2/15FF.3 and 15FF.4 separately. Staircase serving 15FF.4 is a return staircase with timber panelling underneath (Image 47 15GF.4). Handrail serving 15FF.2/15FF.3 (Image 56) is similar to No.13 (Image 24&26).

15FF.2—Eastern Room

Floor: Timber floorboards. Skirting throughout, appears to be the same profile (Image 63).

Ceiling: Polystyrene-like ceiling tiles. No evidence to suggest what is underneath, except a poor patch repair in the north eastern corner with plaster board (Image 61). Cornicing throughout, appears to be the same profile throughout (Image 61).

Walls: Lath and plaster found on the western wall (Image 62)

Doors: Four panelled door. Architrave on doorway (Image 64).

Windows: Sash window. Same profile as 15FF.3 and 15FF.4 (Image 60).

Additional comments: Chimneybreast in situ. Fireplace similar to the one found in 13FF.3 (Image 30/Image 63).



Image 55: 15FF.1



Image 56: 15FF.1



Image 57: 15FF.1



Images 58&59: 15FF.1



Image 60: 15FF.2



Images 61&62: 15FF.2



Image 63: 15FF.2



Image 64: 15FF.2

4.1 SITE ASSESSMENT: NO. 15 FIRST FLOOR

15GF.3—Central Room

Floor: Timber floorboards. Skirting throughout, appears to be the same profile, partly removed in south western corner (Image 65).

Ceiling: Assumed lath and plaster due to rest of the building. Cornicing throughout, appears to be the same profile (Image 67).

Walls: Wallpapered. Lath and plaster identified on western and eastern walls (Images 68&69).

Doors: Blocked up door with vent over, no architrave. Architrave round existing doorway. Four panelled door (Image 66).

Windows: Sash window with modern blind rail above. Same profile as 15FF.2 and 15FF.4 (Image 65).

15FF.4—Western Room

Floor: Timber floorboards. Plain skirting throughout differs to skirting found in 15FF.2 and 15FF.3 (Images 70&72)

Ceiling: Polystyrene-like ceiling tiles. No evidence to suggest what is underneath. No cornicing (Images 70&74).

Walls: Wallpapered. Lath and plaster found on western dividing wall (Image 70).

Doors: Painted glass panelled door, Architrave on doorway (Images 71&72)

Windows: Sash window with modern blind rail above. Same profile as 15FF.2 and 15FF.3 (Image 73).



Image 65: 15FF.3



Image 66: 15FF.3



Image 67: 15FF.3 ceiling



Images 68&69: 15FF.3



Image 70: 15FF.4



Images 71&72: 15FF.4 door



Image 73: 15FF.4



Image 74: 15FF.4

4.2 CONSERVATION AREA - JEFFREY'S STREET

The Site lies wholly within the Jeffrey's Street Conservation Area (JSCA), initially designated by Camden Council in 1985 and subsequently extended in 2002. Jeffrey's Street was laid out in circa 1800 and is one of the oldest complete streets in Camden. The area comprises early nineteenth century residential development that is generally unchanged; apart from the intersection of the North London Railway cutting through the area. More recent development, during the late nineteenth and twentieth centuries, has mostly been limited to the rear gardens of the Georgian residences.

The area today comprises a series of narrow lanes and quiet, mostly residential streets. Properties are, for the most part, eighteenth and nineteenth century terraced houses laid out between green open space. The exception to this arrangement is the huge brick viaduct of the North London railway that cuts through the area's southern end in a diagonal fashion.

Bonny Street is located to the southern end of Prowse Place and is dominated by Camden Road Station's imposing side elevation. The juxtaposition of the residential properties with the railway illustrates how, during the nineteenth century, the railway would have physically and socially impacted this residential area.

Contribution of Site to significance of Jeffrey's Street Conservation Area

The Site is located at the southernmost end of the JSCA, beyond the railway line. It contrasts with the remainder of the conservation area in that where this is mainly formed of modest residential development of the era, 13-15 Bonny Street has been subsumed into part of the massive Camden Road station complex. However, although the complex's footprint and massing differ to the overall JSCA, it does contribute to its architectural and historic interest of the conservation area, of which the Site is included. Features of interest which contribute to the significance of the Site are found to its principle façade, materials and detailing that are indicative of its era of construction. The station complex illustrates part of the historical development of the Camden Estate, cutting through the area post residential development and bringing huge industrial change to the area. Overall, it is considered that the Site, as part of the station complex, makes a positive contribution to the JSCA.



4.2 CONSERVATION AREA - REGENT'S CANAL

The Site lies opposite the Regent's Canal Conservation Area (RCCA), initially designated in 1974 by Camden Council with subsequent extensions. Bonny Street's southern side (remnant of Cornwall Place terrace and Nos 2-8) forms the conservation area's northern boundary and forms part of the 1984 extension to the conservation area.

Its special character is mostly derived from its generally hidden aspect, so that the surrounding townscape ignores the canal with the resulting effect of the canal being a 'quiet' space that is distinct from the encompassing city. This can partly be attributed to the canal's topography, with its location in shallow cuttings along some of its length, and partly to development along the canal side that has resulted in views towards the canal being cut off. The original planning of the canal's route with its lock by lock descent and zigzag course, makes a particular contribution to its character. However, the arrival of the main-line railway radically altered the layout of the land due to extensive goods yards constructed in proximity to the canal for, in particular, interchange reasons.

Contribution of Site to significance of Regent's Canal Conservation Area

The southern side of Bonny Street forms the northern boundary of the RCCA and is included within the 'Camden Bridge to North Road Bridge' section of the conservation area. It comprises a combination of the brick arch/concrete extensions of Camden Bridge, modern office developments, a remnant of Cornwall Terrace/Cornwall Place, a pair of 1860's Italianate houses and 2-8 Bonny Street (1840s or earlier).

The Site is not currently connected to the canal, however, historically railways had a very strong connection with these waterways due to interchange and transportation purposes. It is assumed that this was the case in respect of Camden Road Station. The Site formed part of the station complex, with its waiting rooms and goods stores offices. Therefore, although there is no current connection between them, it is assessed that the Site makes a minor positive contribution to the significance of the RCCA.

5.0 PROPOSALS AND ASSESSMENT OF IMPACT

5.1 PROPOSALS

The proposed development is detailed in the Design and Access Statement and drawings that accompany the application.

In summary, the proposed layout of No.13 includes:

- a new staircase, attached to the proposed party wall which has shifted to the left, utilising the existing wall (which due to its structural nature is believed to be original) and utilising this existing wall as the new party wall in line with modern standards. The wall blocks in an existing doorway between No.13 and No.15 which is believed to have been opened up when the building was utilised by the Station Complex.
- Immediately to the left of the entrance hall is a proposed open plan kitchen/dining area, with living space and under stairs storage. The existing opening which is believed to have historically opened into a rear yard but now opens into the railway arch behind will be blocked off.
- The living space makes use of the existing fireplace and off the open-plan living space is a family bathroom and utility. Access to the courtyard will be retained for maintenance purposes only.
- On the first floor there are two double bedrooms, a storage cupboard and en-suite and allowance for thermal lining has been provided.

The proposed layout of No.15:

- seeks to rationalise the middle window, in creating a double fronted dwelling. Removal of the internal dividing wall and thickened glazing bar to the central window, will restore the original proportions along with repairs to the reception room window. The windows are to match those of No.13 Bonny Street and reinstate the rhythm of the terrace.
- Adjacent to the entrance door is a staircase, with W/C off to the side. To the left of the entrance hall is a ground floor bedroom with en-suite facility. To the right of the entrance hall is an open plan kitchen/dining space.
- On the first floor, storage, and two double bedrooms, with en-suite facilities are provided and allowance for thermal lining has been provided.

For both No.13 and No.15 Bonny Street:

- Internal mouldings, skirting boards and architraves are to be replaced with like for like versions.
- At first floor, a suspended ceiling is proposed to deliver better thermal performance and provide a space for services without touching the existing vaulted ceiling. The suspended ceiling shall sit

below the original mouldings and period details and preserve them.

- The required vents and wiring on the ground floor will be boxed in.
- Sockets and switches shall be installed within the proposed partition walls, and trunking shall be used on existing walls and ceilings.
- Secondary glazing to the windows is proposed (*refer to drawing 100*). The existing security bars to the windows are to be removed and the architraves to the windows are to be replaced with like for like versions.
- The security gates to the front doors are to be removed, and the openings made good. The doors are to be overhauled and rehung to the opposite walls on both properties.
- The new staircases in each building will match the design of the existing including the design of the balustrades, rail and newel post.
- All internal doors will be 4 panel doors to match the existing (*refer to drawing 101*)
- *The majority of lighting will be made up of pendant lights with some spots in the bathrooms and storage cupboards. There is also task lighting proposed for the kitchen of No. 13.*
- No.13 utilises the existing flue and boiler location within the proposed utility room. No.15 implements a flue to the first floor which is to match the other flues of the neighbouring properties on the terrace (*refer to drawing 007*).
- For vents, existing air bricks will be utilised, for new vent openings, cast-iron air bricks will be used. (See Fig. 19 in the Design and Access Statement).
- All works to the south elevation to be like for like in materiality including the repair works to be made to the plinth of No.13.

5.2 ASSESSMENT OF IMPACT

13-15 Bonny Street

Research has shown that the Site was first established as terraced housing similar to those found along the rest of Bonny Street, being part of the Camden Estate development. The division of the lower floors is likely to have taken place when the North London Railway (NLR) began constructing the viaduct in 1847-49 and railways widened during the 1860s, which resulted in the Site being redeveloped.

Some of the historic maps reference that the Site formed part of the station complex with its waiting rooms and offices as goods stores. This includes the 1891 Insurance Plan which shows the layout of the station including the waiting rooms. The 1896 Ordnance Survey map also shows the Site identified as 'waiting rooms' for the Camden Town Station, therefore the dividing walls are likely to correspond to this.

Whilst the current layout and sub-division of the Site is part of its historic interest as evidence of its utilisation by the railway and station complex there are also some modern interventions which detract from its significance.

The proposed development includes reinstating the original residential use of the building. The revised layout is intended to better represent the original Georgian proportions of the building including in relation to the party wall and the reinstatement of the original window dimensions. Whilst it will involve removing historic partitions these are not considered to be part of the original layout.

Like for like mouldings, architraves and skirting will be used to replace any which cannot be salvaged.

Refurbishing the windows and plinth as well as the utilisation of existing vents and flues (or the use of sensitive replacements where necessary) will all contribute to improving and preserving the architectural interest of the building.

Although the existing circulation space will change with the relocation of the staircases, the configuration of the two buildings will remain legible. There will also be the loss of some historic fabric, including elements of lath and plaster. In the context of the building this harm is considered to be less than substantial and at the low end of the spectrum.

The Site is currently in poor condition and there is therefore, potential to improve and preserve its significance. Returning the building to two residential units rather than converting it to multiple units with the sensitive replacements as proposed, is considered to be the option *'likely to cause the least harm to the significance of the listed building'* and thus its optimum viable use (PPG Paragraph: 015 Reference ID: 18a-015-20190723).

Jeffrey's Street Conservation Area (JSCA) and Regent's Canal Conservation Area (RCCA)

The station complex illustrates part of the historical development of the Camden Estate, cutting through the area post residential development and bringing huge industrial change to the area. Overall, it is considered that the Site, as part of the station complex, makes a positive contribution to the conservation areas. Specific features of interest of the Site which contribute to the character and appearance of the conservation areas are found in the principal façade, materials and detailing that are indicative of its era of construction.

The proposed development includes the refurbishment of these features of interest including the refurbishment of the existing doors, brick and render repairs and the utilisation of exiting flues. Where a new vent is required it will be a sympathetic cast-iron air brick as shown in the Design and Access Statement.

The proposed development of the Site, including the rationalisation of the middle window and restoration of the original proportions of the principal elevation will reinstate the rhythm of the terrace.

Overall, the proposed development will improve the principal elevation of Site and thus preserve the character and appearance of the conservation areas.

6.0 CONCLUSION

This Built Heritage Statement has been researched and prepared by RPS, part of Tetra Tech, on behalf of The Arch Company to support their application to refurbish 13 & 15 Bonny Street, Camden (henceforth called the 'Site') in order to create 2No. townhouses. It should be read in conjunction with submission drawings and other supporting documents that accompany the application.

The Site forms part of the Grade II listed Camden Road Station in the London Borough of Camden. It lies wholly within the Jeffreys Street Conservation Area and directly opposite the Regents Canal Conservation Area in addition to a number of other listed buildings. No non-designated heritage assets lie in close proximity to the Site.

The proposed development will involve the loss of some historic fabric and the reconfiguration of the existing plan form. However, the existing partitions are considered to be part of the Site's use by the railway and returning the building to two residential units, rather than converting it to multiple units, with the sensitive replacements as proposed, is considered to be the option '*likely to cause the least harm to the significance of the listed building*' and thus its optimum viable use (PPG Paragraph: 015 Reference ID: 18a-015-20190723).

The proposed development of the Site, including the rationalisation of the middle window and restoration of the original proportions of the principal elevation will reinstate the rhythm of the terrace.

Overall, the proposed development will improve the principal elevation of Site and thus preserve the character and appearance of the conservation areas.

The proposed repairs and restoration will provide a long term optimum viable use for the Site which is considered by the PPG to be a public benefit (Ref: 016 Reference ID: 18a-016-20190723). As per paragraph 202 of the NPPF, the less than substantial harm to the significance of 13-15 Bonny Street caused by the proposed development should be weighed against the benefits of the scheme including securing its optimum viable use.

This Built Heritage Statement meets the requirements of NPPF paragraph 194 and local planning policy and provides sufficient information and assessment to identify the potential impacts arising from the development of the Site on the historic built environment.

APPENDICES

APPENDIX A: STATUTORY LIST DESCRIPTION

CAMDEN ROAD STATION

Grade: II

List Entry Number: 1244154

Date first listed: 11-Jan-1999

Statutory Address: CAMDEN ROAD STATION, 13-23, BONNY STREET

County: Greater London Authority

District: Camden (London Borough)

National Grid Reference: TQ 29162 84216

Details

CAMDEN TQ2984SW CAMDEN ROAD 798-1/66/1761 (West side)
Camden Road Station II

Includes: No.223 Camden Road Station ROYAL COLLEGE STREET.
Includes: Nos.13-23 Camden Road Station BONNY STREET. Station.
1870. By EH Horne. For the North London Railway. Yellow stock brick with stone dressings.

EXTERIOR: 3 storeys. Single bay entrance front on angle between Camden Road and Bonny Street: arched opening with lunette of circular tracery within gauged arch, dentil cornices at first and second floor level, parapet. Camden Road elevation contains shopfront on ground floor set below 2 brick arches; granite drinking fountain in form of a pylon to north, below railway bridge; parapet inscribed in sunken letters CAMDEN TOWN STATION.

Bonny Street elevation: 4 arched windows per floor, with herringbone brick infills to first storey lunettes over stone mullions; parapet has panel inscribed in sunken letters NORTH LONDON RAILWAY. The station complex continues west along Nos 13-19 Bonny Street with offices and former waiting rooms above goods stores, all faced in the same yellow brick, with arched windows and stone mouldings. Royal College Street elevation: projecting Classical arched entrance with a pair of four-panel doors below fanlight; cornice has guttae of cut brick.

INTERIOR: triangular booking hall has coffered roof with central cast-iron column. Booking office inserted 1984 replacing earlier, and of no interest. Original stairs with cast-iron rails leading up to both platforms. West-bound platform retains its projecting canopy supported on cast-iron columns with ornamental spandrels.

HISTORICAL NOTE: this station was opened in December 1870, replacing an earlier station of 1850 on a different site. It is the only survivor of the Italianate brick station buildings erected in the 1870s along the North London Railway to replace the original wooden buildings of the line, and one of the few suburban stations of the period to survive in London. The

extent of the ancillary buildings along Bonny Street suggests that this was a busy station of some prominence. Renamed Camden Road station in 1950, the station was refurbished in 1984 by British Railways and the Greater London Council. (Buck G: A Pictorial Survey of Railway Stations: London: - 1992: 154-155; National Railway Museum: North London Railway. A Pictorial Record: York: -1979)

Listing NGR: TQ2916284216

Sources

Books and journals

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APPENDIX B: REFERENCES

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Promap

The National Archives



www.rpsgroup.com