

Heritage, Design & Access Statement

Boundary Wall to Horse Hospital, Chalk Farm Road

October 2023

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1. Introduction

- 1.1 This Heritage, Design & Access Statement has been prepared by Turley Heritage on behalf of St George Plc ('the Applicant') in support of a listed building consent application for new wall-mounted signage at the Horse Hospital, Chalk Farm Road, Camden ('the Site').
- 1.2 The Site is located in the Stables Market, Camden, and forms part of the wider Camden Market complex. The Proposed Development relates to an existing boundary wall to the north and west of the grade II* listed Horse Hospital, which is located in the north-west corner of the Stables Market and on the south side of Chalk Farm Road. The Site also forms part of the Regent's Canal Conservation Area.
- 1.3 The Proposed Development comprises the installation of 5no. signboards on the existing boundary wall to the west and north of the Horse Hospital, which forms part of the listed building. The signboards would be positioned within the recesses between existing wall piers, as indicated in the measured drawings submitted in support of the application.
- 1.4 The requirement for this Statement stems from Sections 16 and 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990, which requires that special regard be given to the desirability of preserving the special interest of listed buildings and their settings. Section 72 of the Act also places a duty upon the local planning authority in determining applications for development affecting conservation areas to pay special attention to the desirability of preserving or enhancing the character or appearance of that area.
- 1.5 The National Planning Policy Framework ('NPPF') 2023 provides the Government's national planning policy for the conservation of the historic environment. In respect of information requirements, Paragraph 194 sets out that:

*'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.'*¹
- 1.6 Paragraph 195 then sets out that local planning authorities should identify and assess the particular significance of heritage assets that might be affected by proposals, including by development affecting the setting of a heritage asset. They should take this assessment into account when considering the impact of proposals to avoid or minimise conflict between the heritage asset's conservation and any aspect of the proposal.
- 1.7 In accordance with the legislative and policy requirements outlined above, **Section 2** of this Statement firstly identifies the relevant heritage assets within the Site and its vicinity, the significance of which may be affected by direct or indirect impacts from

¹ National Planning Policy Framework (NPPF) 2023 – para. 194.

the Proposed Development. These have been confirmed for assessment through desktop and subsequent fieldwork analysis.

- 1.8 **Section 3** of this Statement provides a description of the Site and its surroundings to establish the relevant context and to inform an understanding of the Site's contribution to the significance of nearby heritage assets in later sections. This section also includes a summary of the historical development of the Site in the context of the Camden Market complex and the surrounding Regent's Canal Conservation Area.
- 1.9 **Section 4** provides statements of significance for the identified heritage assets that may be affected by the Proposed Development, proportionate to both the importance of the asset and the nature, scale, and extent of likely impacts. This includes a description of the contribution of the Site to the significance of the heritage assets using established national guidelines. This assessment is based on review of existing published information, focused desktop research and on-site visual survey and analysis. For completeness, this assessment also includes the statutory duties of the Planning (Listed Buildings and Conservation Areas) Act 1990, national policy in the NPPF and supported by NPPG, and local planning policy and guidance for change within the historic environment.
- 1.10 **Section 5** describes the application proposals and provides an assessment of the potential heritage impacts of the scheme design. **Section 6** completes this Statement with a summary of the findings of this heritage impact assessment of the proposed scheme design, and its conclusions.
- 1.11 For ease of reference, the Boundary Map for the Regent's Canal Conservation Area is included in **Appendix 1**.
- 1.12 The relevant legislative and policy context is also set out in full in **Appendix 2**.

2. Heritage Assets

Introduction

2.1 The NPPF defines a heritage asset within Annex 2 (Glossary) 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. It includes designated heritage assets and assets identified by the local planning authority (including local listing)'.*²

Designated Heritage Assets

2.2 Designated heritage assets are those that possess a level of heritage interest that justifies designation and are then subject to particular procedures in planning decisions that involve them. A designated heritage asset is also defined within the NPPF, Annex 2 (Glossary) as:

*'A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation'.*³

Conservation Areas

2.3 The Site is associated with the Camden Market complex and falls wholly within the boundary of the Regent's Canal Conservation Area. The Regent's Canal Conservation Area was designated by Camden Council on 25th April 1974. The Regent's Canal Conservation Area Appraisal and Management Strategy ('CAAMS') was adopted by Camden Council on 11th September 2008 as a supplementary planning document ('SPD'). The CAAMS provides an assessment of the Conservation Area's special interest and provides guidance as a material consideration in determining an application for the emerging proposals. The Appraisal also identifies character 'sub-areas', of which the Site falls into 'Sub-Area One', which is broadly centred on Camden Lock.

2.4 A boundary map of the Conservation Area is provided at **Appendix 1**.

Listed Buildings

2.5 The Site forms part of the Horse Hospital, which was designated as a statutory grade II* listed building (LEN. 1258100) on 30th September 1981. The list entry was most recently amended on 28th January 2013 and provides a detailed description of the building and any subsidiary features, its history and reasons for designation in terms of architectural and historic interest.

² National Planning Policy Framework (NPPF) 2023 - Annex 2: Glossary

³ National Planning Policy Framework (NPPF) 2023 - Annex 2: Glossary

- 2.6 There are also a number of other listed buildings located within the vicinity of the Site, including Stanley Sidings, Stables to east of Bonded Warehouse (LEN. 1258101) to the south-east and forming part of the Stables Market and wider Camden Market complex. However, given the nature and extent of the proposals and the relationship between these listed buildings and the Site, it has been determined that the Proposed Development would not impact upon their significance. As such, no further listed buildings are considered in this Statement.

Registered Parks and Gardens of Special Historic Interest

- 2.7 There are a small number of registered parks and gardens of special historic interest located within the vicinity of the Site, including the grade I Regent's Park (LEN. 1000246) and grade II Primrose Hill (LEN. 1001256). However, the location of the Site and the nature and extent of the proposals is such that there will be no impact upon the significance of these registered parks and gardens. Therefore, they are not considered in this Statement.

Non-Designated Heritage Assets

- 2.8 The NPPF identifies that heritage assets include not only designated heritage assets, such as listed buildings and conservation areas, but also assets that may be identified by the local planning authority during the plan making and or application process (including through the Council-led process of local listing). These are described for the purposes of the NPPF as 'non-designated heritage assets' and are a material planning consideration.
- 2.9 Camden Council maintains a local list of heritage assets, including historic buildings, spaces and features that are valued by the local community, but that are not statutory listed. The Camden Local List was adopted 21st January 2015. Given the nature and extent of the Proposed Development, and the particular significance of the locally listed buildings within the wider setting of the Site, it is concluded their significance would be sustained. Accordingly, on that basis, locally listed buildings are not assessed as part of this Statement.

Archaeology

- 2.10 The nature of the Proposed Development is such that there are no anticipated archaeological impacts.

3. Site Description and Context

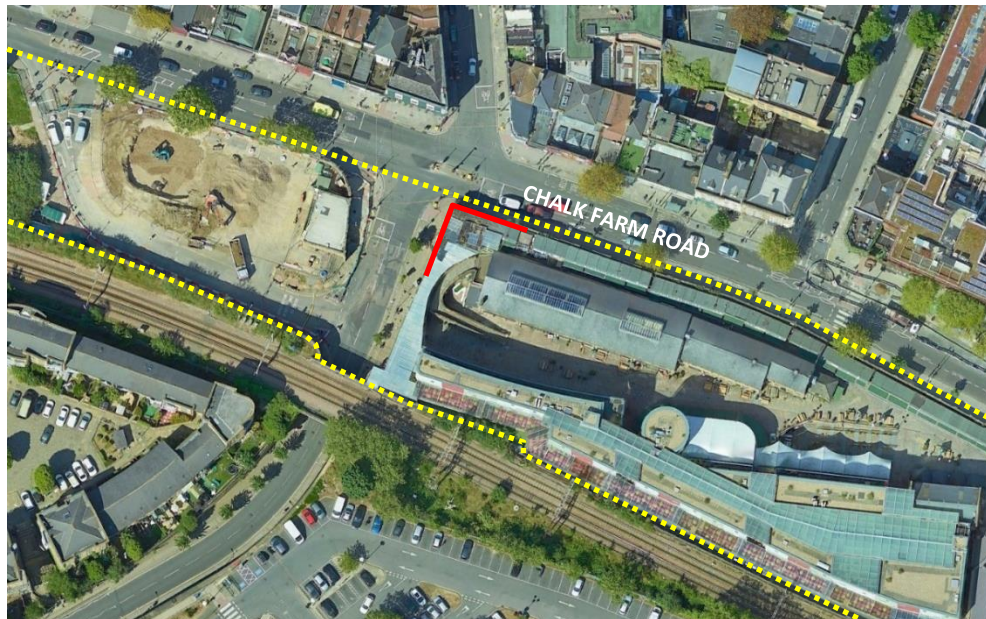
Introduction

- 3.1 This section provides a summary description of the Site and its surrounding context including the area’s historic development. An historical overview of signage in the Stables Market is also contained in the ‘Design and Access and Heritage Statement’ (2015) prepared by Stephen Levrant Heritage Architecture Ltd, included at **Appendix 3**.

Site Description and Context

- 3.2 The Site comprises an existing boundary wall to the west and north of the grade II* listed Horse Hospital and forms part of the listing.
- 3.3 The Site is located in the Stables Market which in turn forms part of the Camden Market complex in the London Borough of Camden (**Figure 3.1**). The Stables Market is accessible both from Chalk Farm Road to the north, as well as from the west off Stephenson Street.

Figure 3.1: Aerial view of the Site (red) and the Regent’s Canal Conservation Area (yellow)



- 3.4 The townscape character of the Site and its environs is influenced by its historical use as a part of a railway goods yard and its relationship with the adjacent London & Birmingham Railway ('L&BR') and later London North Western Railway ('LNWR') line and the Regent’s Canal. The standing buildings within the Stables Market include nationally significant examples of 19th century industrial stabling which has gradually been repurposed for use as a market since the late 1970s (**Figure 3.2**).

- 3.5 The northern and southern boundaries of the Stables Market are strongly defined by Chalk Farm Road and the railway line respectively. Chalk Farm Road is a major local road and is lined on its northern side by a mixture of one to four storey buildings incorporating varied ground floor shopfronts which offer juxtaposition with the continuous boundary wall of the Stables Market. This section of Chalk Farm Road also benefits from deep pavements and street trees.
- 3.6 The Camden Market has become a popular destination both for the local and visiting population and generates activity and vibrancy for the local area in addition to the active uses around Chalk Farm Road.

Figure 3.2: Aerial view of Stables Market, facing southeast (Google Maps)



Historical Context

- 3.7 A proportionate description of the historic development of Camden Town and the Stables Market is provided in this section. This provides an understanding of the historical context of the Site and its surrounding area to inform the statements of significance for the identified heritage assets.
- 3.8 Camden Town is located on land that was, historically, the southern portion of the prebendal manor of Cantlowes, or Kentish Town.⁴ Development is recorded in 1690, at the fork in the ancient road from London to Hampstead. This fork exists today as Chalk Farm Road/Camden High Street and Kentish Town Road. However, cartographical evidence from the 18th century indicates the area remained largely rural at this time.
- 3.9 The expansion of London reached Camden Town towards the end of the 18th century, when the area began to develop more rapidly. This development was undertaken, principally, by two local landowners; Charles Pratt, Earl Camden; and, Charles Fitzroy,

⁴ London County Council, Survey of London: Volume 24, the Parish of St Pancras, Part 4: King's Cross Neighbourhood, 1952

Baron Southampton, who laid out a grid of streets. By 1804, terraces had been built in Gloucester Place, and houses erected on either side of the High Street.⁵

- 3.10 The Regent's Canal, built between 1812 and 1820, linked the Grand Junction Canal's Arm at Paddington Basin to the London Docks at Wapping. Between 1812 and 1816, the stretch of the Regent's Canal between Paddington and Camden was built, and traders built docks on both sides of the canal at Hampstead Road (Camden Lock). The first major industries to use the canal were the gas companies and, by 1830, the canal was carrying 0.5 tons of goods.⁶
- 3.11 The L&BR was London's first mainline and, in 1833, received its first Act of Parliament with a terminus at Camden Station. An additional Act, obtained in 1835, allowed the company to extend to the New Road in Euston, and the first section of railway was opened from Euston to Boxmoor, near Hemel Hempstead, on 20th July 1837. The Primrose Hill tunnel, constructed in 1837, was required to bring the line through hilly terrain, and was London's first railway tunnel. The arrival of the railway had a significant effect on the development and growth of Camden, with a growing working class population and shopkeepers and artisans moving into the area.
- 3.12 Camden Goods Station was originally intended as the London terminus of the L&BR. The land initially purchased from Lord Southampton on the north side of the Regent's Canal (including the Site) consisted of 25 acres, with further land subsequently purchased on the south side of the canal. This created a goods yard of 33 acres, an area which essentially remained unchanged for over 100 years.
- 3.13 The first Camden Goods Station, built in 1837-9, consisted of the Camden Incline Winding Engine House; a locomotive engine house; eighteen coke ovens; two goods sheds; cattle pens; stabling; and offices.⁷ The goods depot was remodelled in 1846-7 and four stable blocks, containing stalls for 168 horses, were built between the sidings and Chalk Farm Road and let out to tenants. In 1854-6, further remodelling resulted in the demolition of the original free-standing stable blocks and the construction of the present blocks to the southeast. These buildings were connected to the marshalling yards to the south by a new horse tunnel and are shown in the 1873 OS Town Plan of London (**Figure 3.3**). The plan also illustrates the transformative effect of industrial growth and new transport infrastructure on the built environment of Camden Town in the 19th century. The boundary wall to Chalk Farm Road, to which the application relates in part, was constructed during this second phase of remodelling to retain the fill deposited to raise the level of the goods depot.
- 3.14 The Horse Hospital, as it later came to be known, was built to the north-west of these earlier stables in 1882-3 and was extended to the south-east in 1897. It can be seen in its original configuration in the 1895 OS Map of London (**Figure 3.4**). The first phase of the Horse Hospital accommodated 92 horses with space for a further 40 in the second phase. At its peak in the early 1900s, the LNWR provided accommodation for approximately 6,000 horses nationally and 700 to 800 were kept in Camden.

⁵ London Borough of Camden, Camden Town Conservation Area Appraisal and Management Strategy

⁶ London Borough of Camden, Regent's Canal Conservation Area Appraisal and Management Strategy, 2008

⁷ Darley, P, Camden Goods Station Through Time, 2013

Figure 3.3: Extract from OS Town Plan of London, 1873



Figure 3.4: Extract from OS County Series Map of London, 1895



3.15 Camden Town began to decline in the late 19th century and this continued into the early 20th century as the pace of industrial growth slowed. By c. 1930, the use of hydraulic or electric capstans had largely replaced shunting with horses, and horses were being further superseded by motor vehicles. In 1948, along with railways, the canals were nationalised and the last horse drawn traffic on Regent's Canal was in 1956. Commercial traffic had disappeared entirely by the late 1960s and in 1973, the

Site was vacated and many of the buildings were either demolished or sold on to new owners.

- 3.16 By the late 1970s, some of the buildings within the Camden Good's Yard had come to be used for traditional crafts and as a marketplace for antiques and clothing. The further conversion of the industrial buildings within and surrounding the Site in the 1970s helped to foster a growing tourist interest in the area, which due to a number of regeneration schemes towards the end of the 20th century and into the 21st century, have come to define the area today.
- 3.17 In summary, the Horse Hospital was built to provide additional capacity within an established industrial stabling complex from 1882 and was used until the mid 20th century for resting tired or lame horses. The historic boundary wall to the north of the Horse Hospital was built in 1854-6 during an earlier phase of remodelling.

4. Heritage Significance

Introduction

- 4.1 The NPPF Annex 2: Glossary defines the significance of a heritage asset as:

“The value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset’s physical presence, but also from its setting.”⁸

- 4.2 The NPPF Annex 2: Glossary defines the setting of a heritage asset 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. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.”⁹

- 4.3 Historic England has published general guidance regarding the preparation of statements of heritage significance, and how the proper analysis of the significance of heritage assets should be used to inform an assessment of impacts on that significance because of proposed change / applications.¹⁰

- 4.4 Historic England also provides guidance¹¹ in respect of the setting and views of heritage assets, providing detail on understanding setting and views and the associated assessment of the impact of any changes. This presents a series of attributes of a setting which can be used to help assess its contribution to the significance of a heritage asset. These can comprise the asset’s physical surroundings; the experience of the asset; and the asset’s associative attributes.

- 4.5 Historic England has also provided further guidance in the past for their staff (and others) on their approach to making decisions and offering guidance about all aspects of England’s historic environment.¹² This provides advice on how to assess the contribution of elements of a heritage asset, or within its setting, to its significance in terms of its “*heritage values*”. These include: evidential, historical, aesthetic and communal. This supplements the established definitions of heritage significance and special interest set out in founding legislation and more recent national planning policy and guidance / advice.

Listed Buildings

- 4.6 Listed buildings are designated heritage assets that have special architectural or historic interest that are, for the time being, included in a list compiled or approved by the Secretary of State under Section 1 of the Planning (Listed Buildings & Conservation Areas) Act 1990; for the purposes of that Act. The Principles of Selection for Listed

⁸ National Planning Policy Framework (NPPF) 2023 – Annex 2: Glossary

⁹ National Planning Policy Framework (NPPF) 2023 – Annex 2: Glossary

¹⁰ Historic England: Advice Note 12: Statements of Heritage Significance 2019

¹¹ Historic England, Historic Environment Good Practice Advice in Planning Note 3: The Setting of Heritage Assets, 2017 (2nd Ed.)

¹² English Heritage (now Historic England) Conservation Principles: Policies and Guidance, 2008

Buildings are published by the Department for Digital, Culture, Media and Sport and supported by Historic England's Listing Selection Guides for each building type.¹³

Conservation Areas

- 4.7 Conservation areas are designated by virtue of their special architectural or historic interest, the character and appearance of which it is desirable to preserve or enhance. Guidance has been published in respect of conservation areas by Historic England, and this provides a framework for the appraisal and assessment of the special interest and significance of a conservation area.¹⁴

Assessment

- 4.8 The following section provides proportionate statements of significance for each of the identified built heritage assets, the significance of which would be affected by the Proposed Development, including an assessment of the Site's contribution (if any) to significance as an element of each asset and / or its setting (as relevant). That assessment of heritage significance is based on published information, targeted historical research, and on-site visual survey. The assessment is proportionate to the importance of the identified heritage assets and sufficient to inform the decision-making process.

Grade II* Listed Building: Horse Hospital with ramps and boundary wall at north of site

Special Architectural and Historic Interest

- 4.9 As set out in Section 3, the 'Horse Hospital' was built from 1882 as additional stabling for the former Camden Goods Yard and was used for resting tired or lame horses.
- 4.10 The Horse Hospital holds architectural interest as a fine example of late 19th century industrial stabling. The architectural interest of the building is also derived from its value as part of a wider group of buildings associated with the Camden Goods Yard, which are unified through their shared material palette, scale and character (**Figure 4.1**). This interest is enhanced by the survival of internal features and fittings and the intactness of the building, as part of one of the most complete examples of Victorian industrial stabling in the country.
- 4.11 In its current form, the building illustrates the value and importance of horses within the goods and transport industries during this period, and this is underlined by the scale and quality of the building. The building also derives historic interest from its contribution to our understanding of the expansion and historical development of the wider goods yard of which it forms a part, and provides an evocative link to the industrial past of the area which was in decline by the early 20th century. The building is also illustrative of the rapid growth of passenger and goods traffic during the 19th century.

¹³ DCMS (now DCMS). Principles of Selection for Designating Buildings, 2018

¹⁴ Historic England, Advice Note 1, Conservation Area Designation, Appraisal and Management. 2019 (2nd Ed.)

Figure 4.1: View of Horse Hospital and boundary wall from north on Chalk Farm Road



- 4.12 The high boundary wall to Chalk Farm Road to the north of the Horse Hospital was built in 1854-6 and is included in the listing as a subsidiary feature. This section of wall is of multi-coloured stock brick laid in English bond with broad brick piers and stone copings and is of architectural interest in terms of its robustness, functional character and gradually diminishing height. The wall also holds historic interest as it contributes to our understanding of the phased development of the goods yard and its extent in the mid 19th century.
- 4.13 The western section of the wall which fronts Stephenson Street is of modern construction and was built in connection with a neighbouring petrol filling station that was recently demolished and replaced by a Morrison's local supermarket. This section maintains the form and proportions of the adjoining historic wall but is not considered to be of special historic interest.
- 4.14 The Horse Hospital now forms an integral element of its surrounding market context, which contributes positively to its significance and has strong group value with the surviving buildings of the 19th century industrial townscape. The wider 19th century townscape is representative of the rapid growth of the area and, therefore, the importance of the railway during this period.
- 4.15 The historic boundary wall is experienced principally from Chalk Farm Road and provides clear delineation between the road and the once private areas of the Camden Goods Yard which is further emphasised by the contrast between the robust character of the boundary wall and the varied frontages on the north side of Chalk Farm Road.

Regent's Canal Conservation Area

Historic Development

- 4.16 In 1801, the completion of the Paddington Branch of the Grand Junction Canal prompted a proposal to link Paddington to the London Docks at Wapping on the River Thames. The Character Appraisal and Management Guidelines ('CAMGs') document notes that *"From its beginnings the canal route was determined largely as a result of conflicts with land owners, whilst technical problems with tunnel construction and lock design led to considerable delays and escalation in costs."* £400,000 was raised to fund the scheme, initiated by John Homer, a barge owner based at Paddington. The scheme was revived by Homer in 1810, following its impediment due to the refusal of the Grand Junction Canal Company to supply water and the opposition of landowners. Homer approached John Nash, at the time drawing up plans for Regent's Park, who recognised the potential of incorporating a canal into his plans. Subsequently, in May 1811, the new canal company was founded, and in August 1811, the Prince Regent agreed that the canal should be named 'The Regent's Canal'.
- 4.17 Work began on the canal in October 1812, with Nash's associate, James Morgan, appointed as chief engineer. The route was largely determined by conflicts with landowners, and considerable delays and escalation in costs were experienced due to technical problems with tunnel construction and lock design. By mid-1815, however, the canal was largely finished up to Hampstead Road Locks (Camden Lock), although at this point encountered financial crises. Work was halted until loans were provided by the Government and the final stretch of tunnel at Islington was completed in September 1818.
- 4.18 The last part of the canal to be completed within the Conservation Area is situated between Maiden Lane Bridge and Hampstead Road Locks. Work on this section did not begin until mid-1818, again due to a dispute with a landowner, and was finally finished in 1820.
- 4.19 The first major industries to use the canal were the gas companies, and by 1830, the canal was carrying 0.5m tons of goods. By the 1840s, the canal was carrying a wide range of goods, including coal; bricks; building materials; grain; hay; cheese; chemicals; beer; and most other products to numerous wharves, however, the challenge from the railways was immediate, with schemes in 1840 to purchase the canal and change it into a railway. Following the completion of the North London Railway in 1852, however, the two transportation modes co-existed, with the canals useful in the construction of Camden Goods Yard, Kings Cross and St Pancras. The main impact of railway completion on the canals was to drive down the tolls charged for carrying freight.
- 4.20 The importance of these major developments is highlighted within the CAMGs document which states,
- "The main-line railways radically changed the lie of the land with their extensive goods yards, built close to the canal for interchange purposes amongst other reasons. They were raised on embankments with retaining walls hard against the towpath side of the canal and blocked the development of streets over wide areas. The railways brought more bridges, canal basins for interchange and large distinctive warehouses. Transport*

by canal, meanwhile, generated further wharfs and factories along its banks, restricting the locations for residential developments until the decline of industry in the late 20th century.”

- 4.21 It was only after the Second World War that the canal business went into irreversible decline, with a modernisation scheme completed as late as the 1930s. By the late 1960s, the last commercial traffic passed on the canal, although it remained in use for leisure purposes.

Character and Appearance

- 4.22 The adopted Regent’s Canal Conservation Area CAMGs document describes the special interest of the area in terms of its character and appearance on pages 6-13. As an introduction, it states:

“The Regent’s Canal Conservation Area is a linear conservation area with the boundaries drawn tightly around the Canal and features associated with it including bridges, locks, lock cottages, warehouses and industrial features such as the Bethnal Green gasholders. It is the association between all these elements which form part of the canals special character and interest.

Historically the Canal had an industrial role and was a commercial venture today it provides a significant resource for leisure, with the opportunity to walk or cycle along the towpath or cruise along the canal. The Regent’s Canal retains elements of its industrial heritage which must be protected and successfully combined with its new role as a recreational resource, providing a peaceful haven of tranquil amenity space.

The character of the Regent’s Canal is that of a waterway, with the water framed by the towpath and then fringed with greenery. Associated with the canal and towpath and part of its special character are the locks, lock cottages, wharves, lay-bys, bridges, bridge guards, horse ramps and boundary markers.”

- 4.23 The boundary of the Conservation Area is drawn very tightly along the length of the Regent’s Canal and was originally intended to comprise only those former industrial buildings and structures and smaller areas of 19th century townscape that are closely related to the history of this waterway. The sequence of functional elements associated with the formerly working canal, such as the locks, bridges, wharves, and towpath and the industrial buildings and structures that remain along its length, including the industrial stabling, are of particular interest and make the principal contribution to the character and appearance of the Conservation Area as a whole.
- 4.24 In its current form, the canal and its wider setting has experienced considerable change from its industrial heyday in the 19th century. The use of the canal itself has shifted away from a working waterway to an amenity for residents and other leisure and recreational uses. The uses of the surviving former industrial buildings along the canal have also changed as they have been adapted to new functions, including an increased shift towards residential use.
- 4.25 The CAMGs document identifies the dynamic change between built enclosure and openness, which is experienced on a journey along the length of the canal, as part of the character and appearance of the Conservation Area today. Along some parts of the

canal, surviving historic and/or new buildings address the edge of the canal and towpath, providing enclosure and animating this space.

- 4.26 The CAMGs document notes that the scale of buildings within the Conservation Area varies, for example, from the smaller domestic scale of the lock cottages along the canal to the larger industrial scale gasholders. The height, scale and forms of the buildings that fringe the waterway, within and outside the Conservation Area boundary, are also varied. Late 19th century and early 20th century development tends to range from two to three storeys, whereas late 20th and 21st century residential development ranges from three storeys to larger scale apartment blocks up to ten storeys in height overlooking the railway. Within wider views out from the canal and towpath, taller built form also forms part of the existing context.
- 4.27 Brickwork is the predominant building material within the Conservation Area and those in its setting, although there is variety in its colour and use reflecting their diverse ages and functions. This is evident in the robust and utilitarian industrial or communication structures of the waterway itself. Late 20th century residential buildings along the fringes of the canal and Conservation Area boundary have introduced other materials, including render, steel framing and extensive glazing in their more domestic architecture.
- 4.28 The canal has an attractive appearance arising from the colours and movement of the water itself with the presence of mature trees and soft landscaping. The canal imparts a degree of movement through wind on the water and boats navigating the canal. The reflections of the surrounding urban townscape provide a significant aesthetic element of the Conservation Area. Soft landscaping forms an integral element of the Conservation Area with the presence of mature trees providing visual amenity and ‘green relief’, within an otherwise hard urban environment. Green banks and overhanging tree canopies result in picturesque views along canals offering visual ‘punctuation’ at junctions and providing visual connections to the larger green spaces adjoining the Conservation Area.
- 4.29 The CAMGs document identifies views within the area. These are principally a series of interconnected, kinetic views looking along the canal and towpath, which are punctuated or closed by key features such as the locks and road or railway bridges. In sections of the canal, these views are enclosed by buildings on both sides of the canal. In marked contrast there are areas where the canal has a more open aspect; located at passing places, former docks, and where public green spaces, such as Mile End Park or Victoria Park, meet the water’s edge. There are also elevated views across the Conservation Area which helps to place the asset within its wider context. These higher level views result in complex spatial experiences within the Conservation Area.

Summary of Significance

- 4.30 The Regent’s Canal Conservation Area broadly follows the Regent’s Canal through Camden Town, from Kings Cross and St Pancras Stations to the southeast, to Gilbey’s Yard, and incorporates an area of the former Goods Yard, which forms the north-western portion of the Conservation Area.
- 4.31 The significance of the Conservation Area is largely derived from the almost hidden nature of the canal, which creates a tranquil space distinct from the busyness of the

surrounding area. The original planning of the canal's route, the descending locks and its layout incorporated into the rectangular street pattern of Camden Town, are significant contributors to that significance. Differences in levels have been created through the need for roads to pass over the canal, incorporating a great variety of bridges with associated vistas.

- 4.32 The industrial buildings and structures along the canal side add to the sense of enclosure of the canal and form an important part of its historic character and appearance. The buildings illustrate styles of engineering construction, typical of the 19th and early 20th centuries, and are fine examples of industrial brickwork. Along the Camden section of the canal, the concentration of industrial archaeology, with its associated railway features, is also an important feature of historic and visual interest within the wider townscape. This varied building stock also illustrates the functional interrelationships between canal, rail and road and the importance of this to the historic development and operation of the area as well as its existing character and appearance.
- 4.33 The variety and contrast of townscape elements, the informal relationship between buildings and canal, and the ever changing kinetic views, all contribute to the character of the canal, with different sections varying in terms of aspect, level, width, and orientation, as well as in the nature and function of adjacent buildings and landscape. This changing character of the canal as it passes through Camden Town is broadly reflected by three sub-areas within the Conservation Area.
- 4.34 The waterscape offers a distinctive element of the Conservation Area's character and introduces movement, noise, and reflection of the enclosing structures.

Contribution of Site to Significance

- 4.35 With regard to the Site in particular, the CAMGs document identifies the Horse Hospital and boundary wall to the north as positive contributors to the character and appearance of the Conservation Area (**Figure 4.2**).

Figure 4.2: Extract from CAMGs Document Townscape Appraisal showing listed buildings (red) and other positive contributors (green)



- 4.36 As part of a wider group of former industrial buildings associated with the Camden Goods Yard, the Horse Hospital contributes to our ability to understand the historic function of the Regent's Canal and its role in the area's historic development. It also reinforces its character and appearance which, as discussed previously, is rooted in part in the 19th and early 20th century industrial buildings and structures along the canal side.
- 4.37 The boundary wall to the north of the Horse Hospital defines the historic boundary of the former Stables Market. It also contributes to the character of this part of the Conservation Area in terms of its robust appearance, traditional materiality and scale. The north boundary wall offers enclosure and definition to Chalk Farm Road, though it is at present largely blank and unanimated.
- 4.38 The return wall to the west of the Horse Hospital is of modern construction and, unlike the north wall, is not identified as a positive contributor in the CAMGs document. It can be described as making a neutral contribution to the character and appearance of the Conservation Area, as it maintains the form and proportions of the adjoining historic wall.

5. Heritage Impact Assessment

Introduction

- 5.1 In accordance with the requirements of the NPPF, the significance (and the contribution of the Site) of the identified heritage assets (**Section 2**), has been proportionately described in **Section 4**. This has been based on a review of published sources, a site visit, desktop, and archival research.
- 5.2 The relevant heritage legislative, policy and guidance are also set out in full at **Appendix 2**. This includes the statutory duties of the Planning (Listed Buildings and Conservation Areas) Act 1990, national policy set out in the NPPF and supported by the NPPG, and other local policy and guidance for development within the historic environment.
- 5.3 Together these sections and appendices of this Statement provide the appropriate context for the consideration of these application proposals.

Relevant Planning History

- 5.4 Listed building consent was previously granted (2015/4302/L) for the introduction of new signage throughout the Stables Market, including the installation of 10no. signboards to the northern boundary wall of the complex (**Figure 5.1**). These signs have since been installed and serve to animate the Chalk Farm Road elevation and provide an effective means of advertising upcoming activities and events at the Market.

Figure 5.1: View of previously consented Stables Market signage from north on Chalk Farm Road (Google Street View)



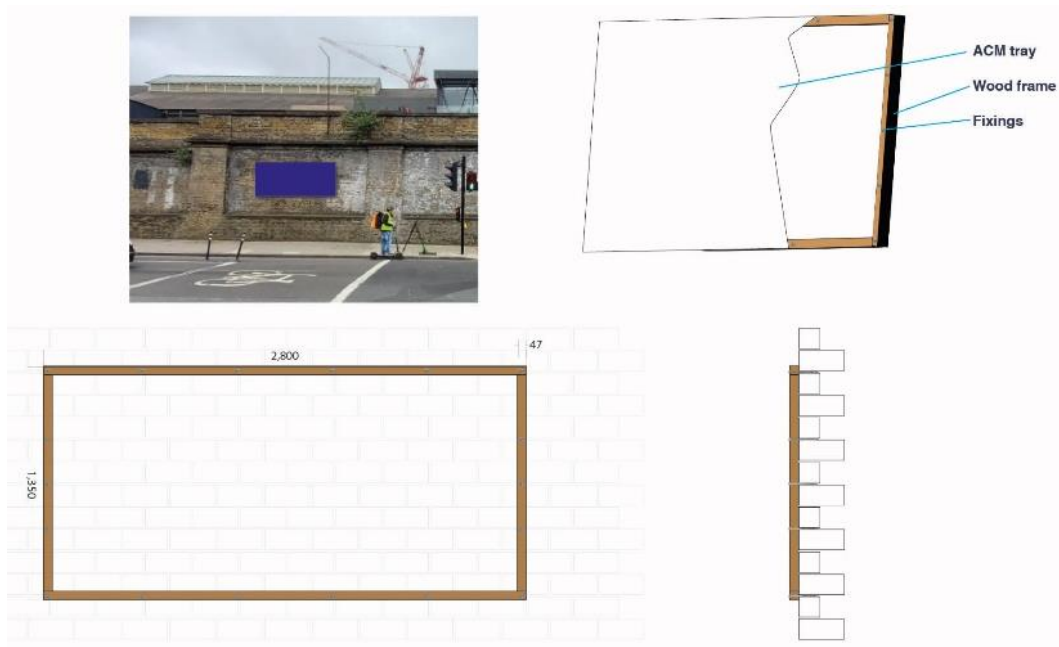
Proposed Development

- 5.5 The Proposed Development involves the installation of 5no. signboards on the existing boundary wall to the west and north of the grade II* listed Horse Hospital. The amount, scale, layout and appearance of the proposed new signage is considered in this section.

Due to the nature of the Proposed Development, matters of use and landscaping are not relevant considerations in this case.

- 5.6 The signboards would be of consistent dimensions (2.8m x 1.35m) and positioned within the recesses between existing wall piers, as indicated in the measured drawings submitted in support of the application (**Figure 5.2**). The width between each brick pier varies and the width of the signboards is therefore based on the narrowest bay to allow for consistency in scale.
- 5.7 The signboards will be fixed to the walls using screws into the mortar joints, with care being taken not to damage the existing brickwork. This is the same approach as previously approved for the adjacent signage under 2015/4302/L.

Figure 5.2: Proposed Signage



Assessment of Built Heritage Impacts

Introduction

- 5.8 This section focusses on describing the likely effects of the Proposed Development on the particular significance of the relevant built heritage assets. At the end of this section, the heritage impacts of the Proposed Development are reviewed in light of the relevant statutory duties of the Planning Act 1990, national policy within the NPPF and supporting NPPG, and local planning policy and guidance to be applied with regard to change within the historic environment.

Horse Hospital with ramps and boundary wall at north of site

- 5.9 The Proposed Development involves direct, physical alterations to the existing boundary walls to the north and west of the Horse Hospital. This is limited to the fixing of the 5no. signboards to the wall using screws into the mortar joints and will therefore not impact upon the masonry of the wall. This approach was previously adopted for

the consented scheme 2015/4302/L and is considered to be reversible and sympathetic to the historic fabric.

- 5.10 While the north boundary wall fronting Chalk Farm Road dates to the 19th century and is included in the grade II* listing, the section of the boundary wall to the west is a later addition and is not considered to be of special interest. This means that only 3no. of the 5no. signboards will be installed on a historic boundary wall.
- 5.11 With respect to the principal of new signage more generally, the boundary wall to the Stables Market did historically have signage and advertisements along its length (**Figure 5.3**) and this has been formalised in recent years with the introduction of 10no. interchangeable signboards to the east of the Site under 2015/4302/L. The Proposed Development seeks to extend this formalised signage to the corner of Chalk Farm Road and Stephenson Street, where posters and informal signage are known to have proliferated in recent years.

Figure 5.3: Historic Postcard of Chalk Farm Road, facing west, c. 1910



- 5.12 The design of the proposed signage is in-keeping with the previously consented signage and will therefore maintain the character and quality of the formal signage along the length of Chalk Farm Road and around the corner onto Stephenson Street. The location of the proposed signage does mean it will be experienced more closely in conjunction with the Horse Hospital in views from Chalk Farm Road. However, the signage is considered to be proportionate to the scale of the boundary wall and responds to the rhythm of the brick piers. The signage will also be non-illuminated, formed in painted timber and will cover just a small portion of the wall elevation. As such, the proposal will not detract from views of the Horse Hospital or our ability to appreciate its significance, which is rooted in:

- The building as a fine example of late 19th century industrial stabling;

- The group value of the building with other buildings and structures associated with the former Camden Goods Yard;
 - The intactness of the building and survival of diagnostic internal fixtures and fittings;
 - The ability of the building to illustrate the value of horses and the need for stabling in 19th century transport and industry; and
 - The ability of the building to illustrate the phased development of the former Camden Goods Yard and its extent in the mid 19th century.
- 5.13 Furthermore, the ability to appreciate the architectural interest of the boundary wall, including its robustness, functional character and gradually diminishing height will be sustained. Similarly, the ability to understand the historic interest and phased development of the former Goods Yard and the Horse Hospital will be unaffected by the Proposed Development.
- 5.14 It is therefore concluded that the Proposed Development will have a neutral impact on the significance of the grade II* listed Horse Hospital and boundary wall.

Regent's Canal Conservation Area

- 5.15 The Proposed Development involves the alteration of a structure which is identified in the Regent's Canal CAMGs document as a positive contributor. As discussed in respect of the listed building, the physical impact of the introduction of new signage on the boundary wall is limited by the nature of the proposed method of fitting the signage, which will not affect any historic masonry and ensures the works could be reversed in the future.
- 5.16 The boundary wall to the north of the Horse Hospital contributes to the character of views along Chalk Farm Road in terms of its robust appearance, traditional materiality and scale. It also defines the northern boundary of the former Camden Goods Yard and what is now the Stables Market / Camden Market complex. The design of the proposed signage is informed by the previously consented signage to the east and would respect the form and proportions of the boundary wall by responding to its scale, proportions and the rhythm of the brick piers. The character and quality of the existing signage will also be continued and the new signage will be non-illuminated, formed in painted timber and cover just a small portion of the wall elevation.
- 5.17 The contribution the Horse Hospital and boundary wall make to the industrial character of the Conservation Area and the ability to understand area's historic development will be unaffected by the Proposed Development.
- 5.18 For these reasons, it is concluded that the proposal will preserve the character and appearance of the Regent's Canal Conservation Area and will sustain its significance as a designated heritage asset.

Statutory Duties - The Planning (Listed Buildings and Conservation Area) Act 1990

- 5.19 In light of the relevant statutory duties of the Planning Act 1990 (s.16(2) and s.66(1)), considerable weight and importance must be given to the requirement to pay special

regard to the desirability of preserving the special interest and setting of any listed buildings as part of any application determination.

- 5.20 It is also a statutory duty under s.72(1) of the Planning Act to pay special attention to the desirability of preserving or enhancing the character or appearance of the Conservation Area, within which the Site is located.
- 5.21 In accordance with the legislative and policy requirements, the Proposed Development will preserve the character and appearance of the Regent's Canal Conservation Area and the special interest of the grade II* listed Horse Hospital.

National Planning Policy (NPPF)

- 5.22 In accordance with the requirements of paragraphs 194–195 of the NPPF, the significance (and, where relevant, any contribution of setting to that significance) of the identified designated heritage assets has been described proportionately in **Sections 2 and 4** of this Statement.
- 5.23 In accordance with paragraphs 189 and 199 of the NPPF, the Proposed Development will sustain the significance of the identified designated heritage assets and this is a matter which should be given 'great weight'.

Local Planning Policy

London Plan 2021

- 5.24 This Statement identifies the designated heritage assets that could be affected by the Proposed Development. It describes how the development is sympathetic to the significance of these heritage assets and how they will be conserved, in accordance with Policy HC1 of the London Plan.

Camden Local Plan (2017)

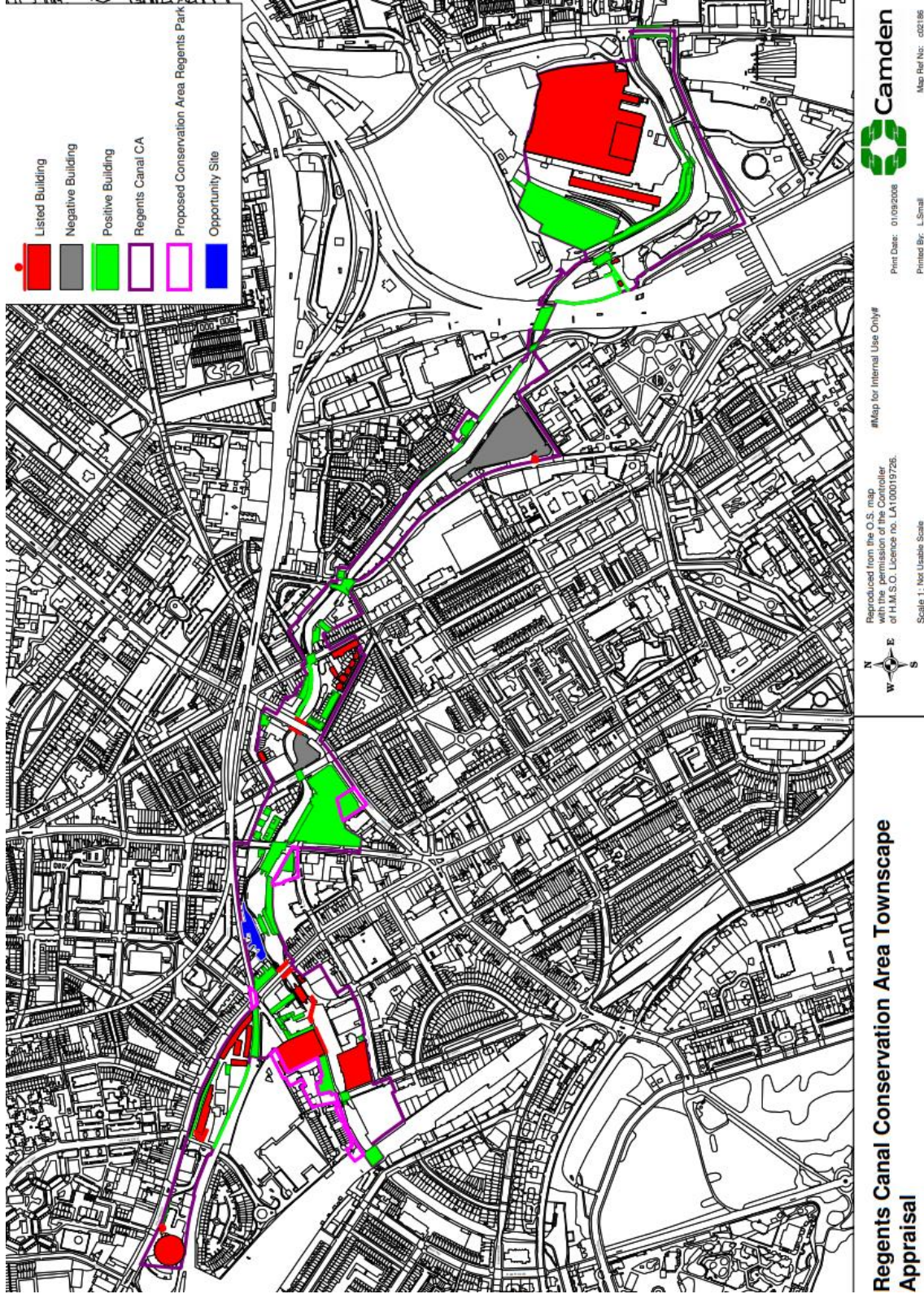
- 5.25 In respect to Policy D1 (Design), the Proposed Development is considered to be of an appropriate and high-quality design that respects the character of the local area and reflects the established character of signage throughout the Stables Market.
- 5.26 In regard to Policy D2 (Heritage Assets), the design of the Proposed Development is informed by an understanding of the significance of the affected heritage assets and the proposal has been found to sustain their significance.
- 5.27 The Proposed Development therefore accords with the requirements of the Camden Local Plan.

6. Summary and Conclusions

- 6.1 This Heritage, Design & Access Statement has been prepared by Turley Heritage on behalf of St George Plc to provide relevant and proportionate information to the local planning authority regarding the design of the Proposed Development and anticipated heritage impacts. This work has been undertaken in accordance with best practice guidance and advice as established by the Department for Digital, Culture, Media and Sport and Historic England and satisfies the requirements of paragraphs 194 and 195 of the NPPF.
- 6.2 **Section 2** of this report identifies the relevant built heritage assets which have the potential to be affected by the Proposed Development, which are:
- Horse Hospital with ramps and boundary wall to north of site (grade II*)
 - Regent's Canal Conservation Area
- 6.3 **Section 3** provides a summary of the historic development of the Site and local context to inform the proportionate statements of significance provided at **Section 4** for each of the identified built heritage assets that would be potentially affected by the Proposed Development. This assessment is based on published information, targeted research and an on-site visual survey, and is proportionate to both the importance of the identified heritage assets and the relative impacts of the Proposed Development. This is consistent with Step 2 of the relevant Historic England best practice advice¹⁵ and requirements of paragraph 194 of the NPPF.
- 6.4 **Section 5** provides a review the Proposed Development and its potential impacts on the significance of the identified heritage assets, considering the relevant legislation, national and local planning policy and guidance for change within the historic environment.
- 6.5 The assessment contained in this Statement concludes the Proposed Development will preserve the character and appearance of the Conservation Area and the special interest of the listed building, sustaining their significance as designated heritage assets.
- 6.6 Accordingly, these proposals would satisfy the requirements of the relevant statutory duties (Planning (Listed Buildings and Conservation Areas) Act 1990); national policy and guidance (NPPF paragraphs 189, 194, 197, 199 and 200 and NPPG); and local policy and guidance (London Plan 2021 Policy HC1 and Camden Local Plan 2017 Policies D1 and D2) with regard to change within the historic environment.
- 6.7 The application meets the objectives of the NPPF and its presumption in favour of sustainable development.

¹⁵ Historic England Good Practice Advice in Planning 3 (2nd Edition): Setting and Views, 2017

Appendix 1: Regent's Canal Conservation Area Boundary Map



Appendix 2: Relevant Legislation, Policy and Guidance

Statutory Duties

The Planning (Listed Buildings and Conservation Areas) Act 1990

The Planning (Listed Buildings and Conservation Areas) Act 1990 provides that listed building consent is required for;

“(s.7) ... any works for the demolition of a listed building or for its alteration or extension in any manner which would affect its character as a building of special architectural or historic interest ...”

In determining such applications the following duty is placed upon the decision maker:

“s.16(2) In considering whether to grant listed building consent for any works the local planning authority, or as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.”

“s.66(1) In considering whether to grant planning permission or permission in principle for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.”

With regard to applications for planning permission within conservation areas, the Planning (Listed Buildings and Conservation Areas) Act 1990 sets out that:

‘s.72(1) In the exercise, with respect to any buildings or other land in a conservation area, of any powers under any of the provisions mentioned in subsection (2), special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.’

It has been confirmed¹⁶ that Parliament’s intention in enacting section 66(1) of the 1990 Act, with regard to listed buildings in this case, was that decision-makers should give ‘considerable importance and weight’ to the desirability of preserving the setting of listed buildings, where ‘preserve’ means to ‘to do no harm’ This duty must be borne in mind when considering any harm that may accrue and the balancing of such harm against public benefits as required by national planning policy. Case law has confirmed that this weight can also be applied to the statutory tests in respect of conservation areas¹⁷. The Secretary of State has confirmed¹⁸ that ‘considerable importance and weight’ is not synonymous with ‘overriding importance and weight’.

¹⁶ Barnwell Manor Wind Energy Limited and (1) East Northamptonshire District Council (2) English Heritage (3) National Trust (4) The Secretary of State for Communities and Local Governments, Case No: C1/2013/0843, 18th February 2014

¹⁷ The Forge Field Society v Sevenoaks District Council [2014] EWHC 1895 (Admin); North Norfolk District Council v Secretary of State for Communities and Local Government [2014] EWHC 279 (Admin)

¹⁸ APP/H1705/A/13/2205929

Importantly, the meaning of preservation in this context, as informed by case law, is taken to be the avoidance of harm.

There is no statutory duty in relation to Registered Parks and Gardens.

National Planning Policy

National Planning Policy Framework (NPPF) 2023

The National Planning Policy Framework (NPPF) was introduced in March 2012 as the full statement of Government planning policies covering all aspects of the planning process. A revised National Planning Policy Framework was published in July 2018. The latest revision was issued in September 2023, which replaced the previous versions published in March 2012, revised in July 2018, updated in February 2019 and revised in 2021. Chapter 16 of the NPPF outlines the Government's guidance regarding conserving and enhancing the historic environment in more detail.

The glossary of the NPPF (Annex 2) defines conservation as the process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance.

Paragraph 194 requires the significance of the heritage assets, which may be affected by the proposals to be described as part of any submission, ideally as part of a Heritage Statement report. The level of detail should be proportionate to the importance of the assets and sufficient to understand the potential impact of the proposals on their significance.

Paragraph 195 sets out that local planning authorities should also identify and assess the particular significance of heritage assets that may be affected by proposals. They should take this assessment into account when considering the impact of proposals in order to avoid or minimise conflict between the heritage asset's conservation and any aspect of the proposal.

Paragraph 197 states that local planning authorities should take account of the desirability of sustaining and enhancing the significance of all heritage assets and putting them into viable uses consistent with their conservation; the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and the desirability of new development making a positive contribution to local character and distinctiveness.

Paragraph 199 further outlines that local planning authorities should give great weight to the asset's conservation when considering the impact on a Proposed Development on the significance of a designated heritage asset. The more important the heritage asset, the greater the weight should be.

Paragraph 200 specifies that any harm to, or loss of, significance of a designated heritage asset should require clear and convincing justification.

Paragraph 202 concerns proposals which will lead to less than substantial harm to the significance of a designated heritage asset. Here harm should be weighed against the public benefits, including securing the optimum viable use.

Paragraph 206 states that 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. It outlines that local planning authorities should also look for opportunities for new development within conservations areas and the setting of heritage assets to enhance or better reveal their significance.

Development Plan

The London Plan 2021

The new London Plan 2021 was recently adopted in March 2021, and replaces the previous London Plan (2016 with alterations since 2011) and relevant policies. Policy HC1 of the new London Plan states:

Policy HC1 Heritage conservation and growth:

'A. Boroughs should, in consultation with Historic England and other relevant statutory organisations, develop evidence that demonstrates a clear understanding of London's historic environment. This evidence should be used for identifying, understanding, conserving, and enhancing the historic environment and heritage assets, and improving access to the heritage assets, landscapes and archaeology within their area.

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:

1) setting out a clear vision that recognises and embeds the role of heritage in place-making

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 sustain 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 seek to avoid harm and identify enhancement opportunities by integrating heritage considerations early on in the design process.

D. Development proposals should identify assets of archaeological significance and use this information to avoid harm or minimise it through design and appropriate mitigation. Where applicable, development should make provision for the protection of significant archaeological assets and landscapes. The protection of undesignated

heritage assets of archaeological interest equivalent to a scheduled monument should be given equivalent weight to designated heritage assets.

E. Where heritage assets have been identified as being At Risk, boroughs should identify specific opportunities for them to contribute to regeneration and place-making, and they should set out strategies for their repair and re-use.'

Camden Local Plan 2017

The Camden Local Plan sets out the Council's planning policies and replaces the Core Strategy and Development Policies planning documents (adopted in 2010).

The Draft Local Plan was released in 2015. Following this, public hearings were held in October 2016 and further modifications were consulted on in early 2017. Following the Inspector's report the Local Plan was adopted in July 2017, incorporating the Inspectors recommended modifications.

The Local Plan ensures that Camden continues to have robust, effective and up to-date planning policies that respond to changing circumstances and the borough's unique characteristics and contribute to delivering the Camden Plan and other local priorities. The Local Plan will cover the period from 2016-2031.

Policy D1 (Design) sets out that:

"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;*
- c. is sustainable in design and construction, incorporating best practice in resource management and climate change mitigation and adaptation;*
- d. is of sustainable and durable construction and adaptable to different activities and land uses;*
- e. comprises details and materials that are of high quality and complement the local character;*
- f. integrates well with the surrounding streets and open spaces, improving movement through the site and wider area with direct, accessible and easily recognisable routes and contributes positively to the street frontage;*
- g. is inclusive and accessible for all;*
- h. promotes health;*
- i. is secure and designed to minimise crime and antisocial behaviour;*
- j. responds to natural features and preserves gardens and other open space;*

- k. incorporates high quality landscape design (including public art, where appropriate) and maximises opportunities for greening for example through planting of trees and other soft landscaping;*
- l. incorporates outdoor amenity space;*
- m. preserves strategic and local views;*
- n. for housing, provides a high standard of accommodation; and*
- o. carefully integrates building services equipment.*

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..."

Policy D2 (Heritage) states:

"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 the loss of or substantial harm to a designated heritage asset, including conservation areas and Listed Buildings, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

- a. the nature of the heritage asset prevents all reasonable uses of the site;*
- b. no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation;*
- c. conservation by grant-funding or some form of charitable or public ownership is demonstrably not possible; and*
- d. the harm or loss is outweighed by the benefit of bringing the site back into use.*

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;*
- f. resist the total or substantial demolition of an unlisted building that makes a positive contribution to the character or appearance of a conservation area;*
- g. resist development outside of a conservation area that causes harm to the character of appearance of that conservation area; and*
- h. preserves trees and garden spaces which contribute to the character and appearance of a conservation area or which provide a setting for Camden’s architectural heritage...”*

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:

- i. resist the total or substantial demolition of a listed building;*
- 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.*

Other Guidance and Material Considerations

National Planning Practice Guidance (NPPG)

National Planning Practice Guidance (NPPG) was first issued by the Government in 2014 as a living web resource, including a category on conserving and enhancing the historic environment. This is intended to provide more detailed guidance and information with regard to the implementation of national policy set out in the NPPF, and has been updated most recently in 2019 to reflect policy and case law changes.

National Design Guide: Planning practice guidance for beautiful, enduring and successful places 2019

The government has published the National Design Guidance to underpin the NPPF design policies. The purpose of this document is to set out how well-designed places are recognised, and to assist policy makers, decision takers and applicants preparing applications.

The document outlines and illustrates the Government’s priorities for well-designed places in the form of ten characteristics which form an overarching framework.

“Well-designed places have individual characteristics which work together to create its physical Character. The ten characteristics help to nurture and sustain a sense of Community. They work to positively address environmental issues affecting Climate. They all contribute towards the

cross-cutting themes for good design set out in the National Planning Policy Framework.”

The ten characteristics are summarised as follows:

Context – enhances the surroundings;

Identity – attractive and distinctive;

Built form – a coherent pattern of development;

Movement – accessible and easy to move around;

Nature – enhanced and optimised;

Public spaces – safe, social and inclusive;

Uses – mixed and integrated;

Homes and buildings – functional, healthy and sustainable;

Resources – efficient and resilient; and

Lifespan – made to last.

A National Model Design Code will be published and consulted on in due course and will form part of this guidance. This will set standards for key elements of successful design.

Department of Culture, Media and Sport Circular: Principles of Selection for Listing Buildings 2018

The Principles of Selection for listing buildings sets out the general criteria for assessing the special interest of a building in paragraph 16, as below:

“Architectural Interest. To be of special architectural interest a building must be of importance in its architectural design, decoration or craftsmanship; special interest may also apply to nationally important examples of particular building types and techniques (e.g. buildings displaying technological innovation or virtuosity) and significant plan forms;

Historic Interest. To be of special historic interest a building must illustrate important aspects of the nation’s social, economic, cultural, or military history and/or have close historical associations with nationally important people. There should normally be some quality of interest in the physical fabric of the building itself to justify the statutory protection afforded by listing.”

When making a listing decision, paragraph 17 sets out that the Secretary of State may also take into account:

“Group value: The extent to which the exterior of the building contributes to the architectural or historic interest of any group of buildings of which it forms part, generally known as group value. The Secretary of State will take this into account particularly where buildings comprise an important architectural or historic unity or a fine example of planning (e.g. squares, terraces or model villages) or where there is a historical functional relationship between the buildings.

Sometimes group value will be achieved through a co-location of diverse buildings of different types and dates.

Fixtures and features of a building and curtilage buildings: The desirability of preserving, on the grounds of its architectural or historic interest, any feature of the building consisting of a man-made object or structure fixed to the building or forming part of the land and comprised within the curtilage of the building.

The character or appearance of conservation areas: In accordance with the terms of section 72 of the 1990 Act, when making listing decisions in respect of a building in a conservation area, the Secretary of State will pay special attention to the desirability of preserving or enhancing the character or appearance of that area.”

General principles for selection are also set out in this advice, in paragraphs 18-23. These include: Age and rarity; Buildings less than 30 years old; Aesthetic merits; Selectivity; and National interest, although State of repair will not usually be a relevant consideration.

In addition to the criteria and general principles set out in the guidance, a number of Selection Guides for different building types have been published by Historic England, first in 2011 and then later updated. These Selection Guides provide further information regarding each building type, and demonstrate what features are considered significant and likely to make a building of special architectural or historic interest when assessing each building type.

Equivalent Selection Guides for registered parks and gardens of historic interest have also been published by Historic England regarding each landscape type.

Historic England, Historic Environment Good Practice Advice in Planning Note 2: Managing Significance in Decision-Taking in the Historic Environment 2015

This document provides advice on the implementation of historic environment policy in the Framework and the related guidance given in the PPG. For the purposes of this report, the advice includes: assessing the significance of heritage assets; using appropriate expertise; and also historic environment records.

It provides a suggested staged approach to decision-making where there may be a potential impact on the historic environment:

- “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 Framework;*
- 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 and the need for change;*
- 6. Offset negative impacts on aspects of significance by enhancing others through recording, disseminating and archiving archaeological and historical interest of the important elements of the heritage assets affected.”*

With particular regard to design and local distinctiveness, advice sets out that both the NPPF (section 7) and NPPG (section ID26) contain detail on why good design is important and how it can be achieved. In terms of the historic environment, some or all of the following factors may influence what will make the scale, height, massing, alignment, materials and proposed use of new development successful in its context:

- (a) *The history of the place*
- (b) *The relationship of the proposal to its specific site*
- (c) *The significance of nearby assets and the contribution of their setting, recognising that this is a dynamic concept*
- (d) *The general character and distinctiveness of the area in its widest sense, including the general character of local buildings, spaces, public realm and the landscape, the grain of the surroundings, which includes, for example the street pattern and plot size*
- (e) *The size and density of the proposal related to that of the existing and neighbouring uses*
- (f) *Landmarks and other built or landscape features which are key to a sense of place*
- (g) *The diversity or uniformity in style, construction, materials, colour, detailing, decoration and period of existing buildings and spaces*
- (h) *The topography*
- (i) *Views into, through and from the site and its surroundings*
- (j) *Landscape design*
- (k) *The current and historic uses in the area and the urban grain*
- (l) *The quality of the materials*

Historic England: Historic Environment Good Practice Advice in Planning Note 3: The Setting of Heritage Assets 2017 (2nd Edition)

GPA Note 3 provides information to assist in implementing historic environment policy with regard to the managing change within the setting of heritage assets, and also now views analysis. This also provides a toolkit for assessing the implications of development proposals affecting setting and views. A series of stages are recommended for assessment, these are:

- (m) *Step 1: identifying the heritage assets affected and their settings*
- (n) *Step 2: assessing whether, how and to what degree these settings make a contribution to the significance of the heritage asset(s)*
- (o) *Step 3: assessing the effect of the Proposed Development*

(p) *Step 4: maximising enhancement and minimising harm*

(q) *Step 5: making and documenting the decision and monitoring outcomes.*

Historic England: Advice Note 1: Conservation Area Designation, Appraisal and Management 2019 (2nd Edition)

This Historic England Advice Note supports the NPPF and NPPG, and is intended to set out ways to manage change in a way that conserves and enhances historic areas through conservation area designation, appraisal and management. It seeks to offer advice to all those involved in managing conservation areas so that the potential of historic areas worthy of protection is fully realised, the need for community and owner consultation examined, and the benefits of management plans to manage change, and achieve regeneration and enhancement, fully exploited. Advice on appraisal of conservation areas is also given, as assistance in demonstrating special interest and articulating character, guiding investment, and in developing a management plan.

Historic England: Advice Note 2: Making Changes to Heritage Assets 2016

This advice note provides general advice according to different categories of intervention in heritage assets, including repair, restoration, addition, and alteration, as well as on works for research alone. This covers different types of heritage assets, including buildings and other structures; standing remains including earthworks; buried remains and marine sites; as well as larger heritage assets including conservation areas, registered landscapes, and World Heritage Sites.

Historic England: Advice Note 12: Statements of Heritage Significance 2019

This Historic England Advice Note provides general advice regarding preparation of statements of heritage significance and analysing of significance for the full range of heritage assets. This is designed primarily for applicants proposing changes to heritage assets, and accords with the Framework as revised.

English Heritage (now Historic England): Conservation Principles: Policies and Guidance 2008

This guidance document sets out Historic England's approach to making decisions and offering guidance about all aspects of England's historic environment. The contribution of elements of a heritage asset or within its setting to its significance may be assessed in terms of its "heritage values":

"Evidential Value: the potential of a place to yield evidence about past human activity.

Historical Value: the ways in which past people, events and aspects of life can be connected through a place to the present.

Aesthetic Value: the ways in which people draw sensory and intellectual stimulation from a place.

Communal Value: the meanings of a place for the people who relate to it, or for whom it figures in their collective experience or memory.' (Paras. 30-60)"

A draft has been released for public consultation and subsequent revision of this document in 2018.

Historic England: Temporary Structures in Historic Places 2010

This guidance sets out Historic England's 'best practice' in the project management, design, and regulation of temporary structures, in historic places, both urban and rural, ranging from city squares to landscaped parks and archaeological sites.

The document also sets out key considerations in the evaluation of temporary proposals in the context of heritage assets. This includes:

- Location
- Physical impact
- Visual impact
- Setting
- Design
- Duration and season
- Public access
- Financial benefits
- Enabling development

**Appendix 3: Design and Access and Heritage
Statement, Stephen Levrant
Heritage Architecture Ltd (2015)**



STABLES MARKET

DESIGN AND ACCESS AND HERITAGE STATEMENT

SIGNAGE

July 2015

Prepared for
Stanley Sidings

by



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Stables Market: Signage – Design and Access and Heritage Statement

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1 INTRODUCTION

This Design and Access Statement and Heritage Statement has been prepared as supporting documentation for the application for Listed Building Consent for the installation of new signage within The Stables Market, Chalk Farm Road, London NW1 8AH.

There are five listed buildings within the Stables Market – Horse Hospital, tack Room, Provender Stores, Chalk Farm Stable and Long Stable. All of them, besides Horse Hospital, are in the Heritage at Risk Register, which replaced the Buildings at Risk Register on July 8th, 2008. They are registered as Category C in the priority ranking. Priority for action is assessed on a scale of A to F, where 'A' is the highest priority for a site which is deteriorating rapidly with no solution to secure its future, and 'F' is the lowest priority. Buildings in category C are assessed as suffering 'Slow decay; no solution agreed' (English Heritage, HAR 2014, p. XVII). The description of the site in the HAR 2014 reads: *'important complex of industrial stabling built 1883-1895 for the Camden Goods Yard of the London and North Western Railway. The Local Planning Authority is dealing with Planning and Listed Building Consent applications for the repair and sensitive adaptation of the Tack Room, with a view to works commencing on site in summer 2014. Applications for remedial works to the Provender Store are also expected in summer 2014. The LPA is hoping to work collaboratively with the building owners to avoid serving repairs and enforcement notices.'*

The Design Documents have been prepared by and with the input of the Project Team who are:

Client: Stanley Sidings Limited
Local Authority: London Borough of Camden
Planning Consultants: Gerald Eve
Heritage Architects: Stephen Levrant Heritage Architecture

1.1 Reference to other documentation

This document should be read in conjunction with:

Scheme drawings prepared by Stephen Levrant Heritage Architecture Ltd., July 2015.

- SM-Signage-LP Location plan
- SM-Signage-01 Proposed signage design
- SM-Signage-A01 Proposed signage Chalk Farm building
- SM-Signage-B01 Proposed signage Provender Store
- SM-Signage-C01 Proposed signage Long Stable
- SM-Signage-D01 Proposed signage Tack Room
- SM-Signage-HH01 Proposed signage Horse Hospital

1.2 Planning Policy Guidance and Legislation

The assessments of the listed buildings and conservation area have been prepared taking into account the information contained in:

- NPPF National Planning Policy Framework, 27 March 2012.
- Planning practice guidance for the National Planning Policy Framework and the planning system. , 12 June 2014.
- Conservation principles, policies and guidance for the sustainable management of the historic environment, EH, April 2008.
- The Setting of Heritage Assets: English Heritage Guidance, October 2011.
- BS 7913:1998 Guide to the Principles of the Conservation of Historic Buildings.
- Understanding Place: Historic Area Assessments in a

Planning and Development Context, EH, June 2010;

- Camden Development Policies 2010 – 2025, Local Development Framework
- Local Development Framework - Camden Core Strategy 2010 – 2025

2 CONTEXT

This complex of multi-storey stables was developed by the London and North Western Railway Company (LNWR) from 1854. The horses stabled here supplied much of the power for the large LNWR goods yard at Chalk Farm.

'The heart of Stables Market was previously a part of the Camden Goods Yard and a large area was occupied by warehousing for W. A. Gilbey's wines and spirits from the mid-19th century. The remaining buildings on the site comprise the stables for railway horses known as Stanley Sidings [...], a later block of 1883-85, and the surviving bonded warehouse, Gilbey's No.2 Bond, built c.1885' (Regent's Canal Conservation Area Appraisal and Management Strategy, adopted 11 September 2008, pp.17). The Chalk Farm Stable, subject of this application, was built during the first phase of stabling. These four western ranges, which also include the Tack Room, the Provender Store, and the Long Stable, form the triangular group A-D built between 1854 and 1856 as indicated on a site plan of 1856 (The National Archives, RAIL 410/2072).

Note: From Royal Commission on the Historical Monuments of England; Historic Building Report: Former LNWR Stables, Chalk Farm Road, Camden, London NW1; September 1995. Crown Copyright. Unless stated otherwise.

2.1 Location

Stables Market, in the northwest corner of Regents Canal Conservation Area. The area is bounded to the north by Chalk Farm Road (Hampstead Road as it was known until 1862), and is separated from the former lands of the the goods yard to the south by the railway viaducts (Fig. 1)



Figure 1 The Stables Market shown in red line.

2.2 Regents Canal Conservation Area

The site falls within the Regents Canal Conservation Area. The Regent's Canal Conservation Area was originally designated in 1974 and subsequently extended in 1981 to include the Stanley Sidings and the Stable Buildings. The conservation area was designated due to its unique character. *"It is an important feature of historic and visual interest in the wider townscape and, following the decline of traditional canal-related commercial activities, has been increasingly recognized as a valuable resource for water-based leisure activities, for its tranquil seclusion, for its ecological value and its potential for transportation and informal recreation"* (Regent's Canal Conservation Area Appraisal and Management Strategy, adopted 11 September 2008, pp.5).

Many of the industrial buildings and structures are fine examples of industrial brickwork, illustrating styles of engineering and construction characteristics of the 19th and early 20th centuries and using various types of brick, some produced in London and others brought in by the railways from their respective regions. Cast iron and wrought iron are also represented on the site.

2.3 Listed buildings

There are five listed buildings on site. These are the Tack Building, the Long Stables, the Provender Store, the Chalk Farm Road Building, and the Horse Hospital. All of these buildings are Grade II other than the Horse Hospital which is Grade II*.

2.4 Historical Background

A 22 acre site at Chalk Farm was acquired by the London and Birmingham Railway company soon after its formation, for a terminus and depot. When development began in 1835-37 it was as a goods depot, linked to the Thames by the Regent's Canal and subsequently to the docks by the North London Railway, built in 1850-1.

In the 1840s and 1850s substantial buildings were constructed around

the edge of the site, including the Southern Goods Shed, built in 1845 and rebuilt after a fire in 1857, and a goods shed north of the canal, replaced by the Interchange Warehouse in 1900-5. The Chalk Farm stables were linked to both of these buildings by underground tunnels.

Horses were required for a wide range of haulage duties in the yard as well as for distributing goods outside; others were needed for shunting locomotives. Early provision for the horses was apparently in makeshift accommodation or below ground in the vaults of the goods station. By 1849 some horses were being stabled in the south eastern corner of the goods yard, and it seems likely that the expansion of this part of the yard in 1855 led to the construction of the stables at the triangle site.

The first phase of stabling, the four western ranges forming the triangular group A-D in the modern site plan, was built between 1854 and 1856, as indicated as indicated on a site plan of 1856 (The National Archives, RAIL 410/2072). They were designed by the LNWR staff on the Stafford office and had a capacity of 148 horses. The ranges were mainly one and a half storeys, with ground floor stabling and haylofts above.

In the early 1880's the whole site underwent a phase of expansion and alteration with additional storeys added to the western ranges between 1880-3. During this period, a bridge connection between the Provender Store and the Tack Room was also created.

The site was vacated in 1973, and many of the buildings were demolished, tracks lifted, and various parcels of the land were sold into different ownerships. After 1973 the sidings and Camden Lock were used for various light industrial and storage uses including garaging. The market activities started at this time in a rather ad hoc fashion, commencing with small stalls located externally to the stable buildings. Gradually shop units and canopies were added to the buildings and by the 1980s it was a fully-fledged market place.

Note: From Royal Commission on the Historical Monuments of England; Historic Building Report; Former LNWR Stables, Chalk Farm Road, Camden, London NW1; September 1995. Crown Copyright.

3 SIGNAGE

3.1 Signage History

Signage began with the act of 1393 that required alehouses to post a sign so as to identify themselves for ale tasters.

This spurred signage to evolve into more creative and unusual designs to promote or advertise services and retail items.

Industrial Revolution

During the industrial revolution, technology was rapidly progressing and gas lighting and electric bulbs were invented. Subsequently, the neon tube was used for signage to grab the attention of passing pedestrians.

Methods of advertisement differed from flyers, newspaper ads and catalogues, however, as seen in figures 1 and 2, signage on buildings was still a huge part of advertising. Banners, neon lights, individual lettering and painted lettering on the external walls were all common types of signage.



Figure 2 Borough High Street- circa 1903. Souce: English Heritage



Figure 3 Regent Street in 1910. Source: English Heritage

3.2 Examples in London

These examples show different ways signage has been used in market places.

These include:

- Hanging signage (Fig.4 & 5)
- Individual lettering attached directly to masonry (Fig.4)
- Decorative lettering painted on shop fascias (Fig.6)
- Painting directly on the masonry (Fig.3)
- Fascia box signage (Fig.3)
- Banners



Figure 4 Borough Market, London



Figure 6 Outside Spitalfields Market, London

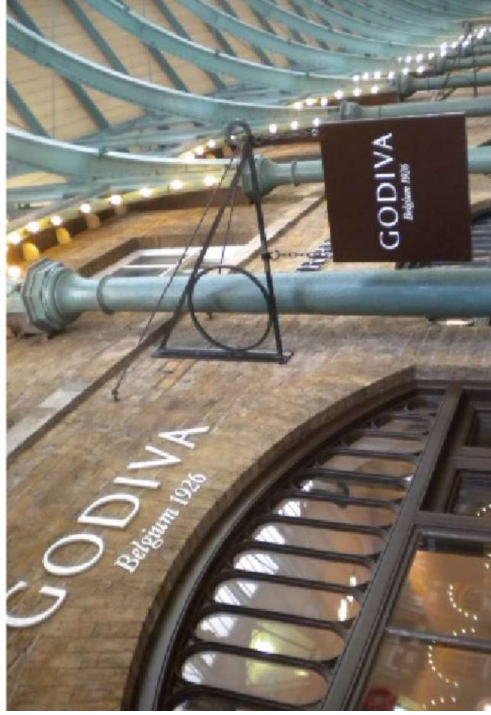


Figure 5 Spitalfields Market, London



Figure 7 Borough Market London

3.3 Traditional Signage vs New Signage

The figures below (right) shows the difference between relatively recent signage (2008) and signage from 1908.

Signage is an integral part of buildings open to the public and adds the diversity and vitality to the streetscape. The original signs, although covering more surface area of the building, are less obstructive than the hanging sign in the picture taken in 2008.



Figure 9 The Flask public house c1908-2008



Figure 8 Neon tube light signage by Tracey Emin on the Grade II listed Droit House, Margate, Kent

4 ASSESSMENT OF SIGNIFICANCE

4.1 Criteria

As recommended by NPPF (March 2012) proposals for the alteration or redevelopment of listed building or buildings within a Conservation Area should be considered and be based on an understanding of the site's significance.

Paragraph 128 of NPPF states that *'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 also be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on that significance'*.

The criteria for the assessment of significance according to English Heritage's 'Conservation Principles' consists primarily of:

- Evidential Value – relating to the potential of a place to yield primary evidence about past human activity;
- Historical Value – relating to ways in which the present can be connected through a place to past people, events and aspects of life;
- Aesthetic Value – relating to the ways in which people derive sensory and intellectual stimulation from a place;
- Communal Value – relating to the meanings of place for the people who relate to it, and whose collective experience or memory it holds.

Evidential Value

There are numerous surviving features providing evidence of the original function of the building, although disturbed by many alterations. The

legibility of the former use is however clear.

The extent of historic fabric preserved contributes greatly to the special interest and character of the Stable Market. **Evidential value is therefore high.**

Historical Value

The historical value of the Stable Market is recognised by the statutory Grade II and Grade II* listing of the buildings on site.

In this case the historic value is closely associated to the evidential value, providing a significant example of stables construction of their historic period beyond the numerous alterations suffered through the years.

Historical value is therefore medium to high.

Aesthetic Value

The whole stables complex, is a utilitarian building purpose-made. There is no artistic 'design ethos' in these buildings; utilitarian buildings are economical: there are no added embellishments, wasted space, nor selection of materials but those easily sourced.

The Stables are an exemplary Mid-Victorian group of buildings, and together with the listed Grade II* Horse Hospital form an utilitarian however architecturally interesting group of buildings. The **aesthetic value of the group is therefore medium.**

Communal Value

The Stables Market and its listed buildings have a **high communal value** as there is a strong sense of identity with the place, nurtured by the historical industrial use.

The original purpose of the stables has been superseded. There are no

possible horse-related activities that may be carried out within the site, and there have not been since the 1950's/60's. The market use, established since the late 1970's/80's, is the reason why this area of Camden achieved worldwide recognition and attracts over 100,000 visitors per week. Furthermore, a poll carried out by NOP World in late 2003, shows that 95% of visitors agreed that the Camden markets are a valuable tourist attraction and 89% agreed the markets are a valuable amenity to the local community as well as visitors (London Borough of Camden, the role the markets play in the vitality & viability of Camden Town, 2006.). The communal values of the site can be associated to the later but firmly established market function, and as proved by the studies and polls carried out since its inception. The fact that the buildings are still in use brings together past and present common uses by the community, reaffirming the communal value of the group as high.

5 EXISTING SIGNAGE

Currently, there is no unified approach towards the installation of signage within the market. There is a variety of dimensions, styles and colours used.

Furthermore, the existing signage is out of character with the historic buildings and lead to a cluttered appearance (Figure 10).

Although historically, the Chalk Farm Wall has had signage hanged on its walls (Figure 11), they are no longer there. Holes of the previous signs are easily recognisable.

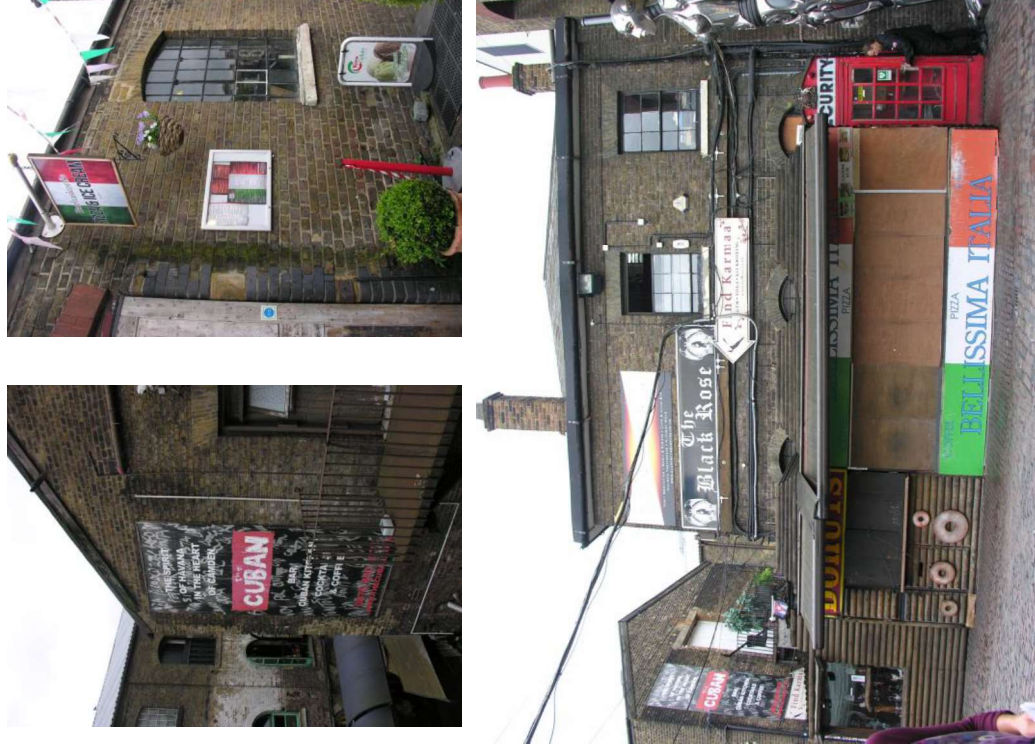


Figure 10 Existing signage within the market

6 PROPOSED SIGNAGE

In considering design for new signage in the Stables Market, according to the NPPF, design should: “respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation.”

The intention is to equilibrate the market’s character and the historic character of the site by allowing controlled versatility for new fixtures and fittings, in order to advertise and encourage access to the historic buildings without obstructing their appreciation.

“Camden 250 years ago was a mud bath,’ says Simon Pitkeathley, Chief Executive of Camden Town Unlimited, a Business Improvement District former in 2006. ‘It exists today because of road, rail and water; all the horse tunnels and the Interchange Building were all about the movement of goods. The Interchange itself was a version of a market, while the original market exists because of the proposed ring road: it was built out of a dead space’. He says there are mixed views on whether the markets have helped preserve the Regent’s Canal. ‘Traditionalists want it how it was, they don’t want young people eating food, stopping them walking down the towpath, but you can’t stop change’. And as for Starbucks, ‘who else will maintain the lock-keeper’s cottage? Compromise is better than disrepair?’” From Caitlin Davies, ‘Camden Lock and the Market’, 2013.

Different methods of signage will include:

- Lettering directly attached to masonry (mortar, not bricks)
- Hanging signs

Each retail unit is proposed to have a maximum of two methods of signage, chosen from seven possible options. Each unit will have a maximum of three advertisement signs. The signs will draw attention at eye level for pedestrians in close proximity to the building and from a distance for pedestrians farther away.

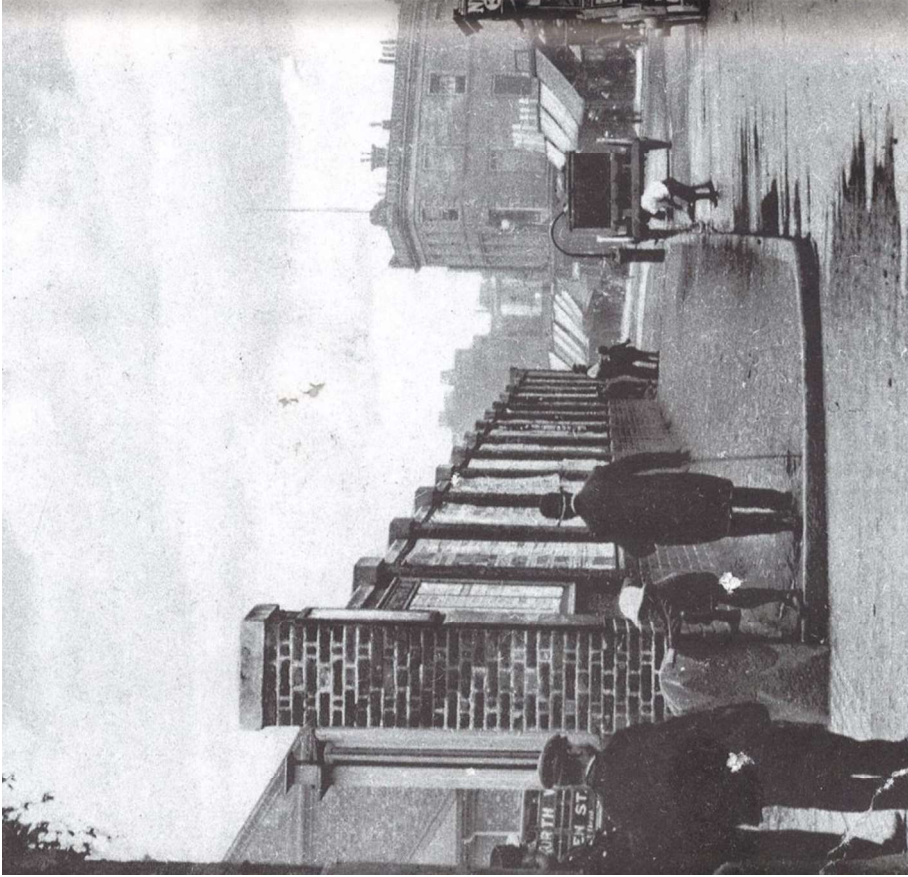


Figure 11 Horse Hospital, view from Chalk Farm Road, 1905

All signs are traditional both in terms of material and style. The proposed hanging signs are timber with a timber frame surrounding the perimeter. The lettering and decoration will be added to the sign by each tenant according to their brands.

The hanging signs will be supported on a metal bracket with a matt black paint finish. The bracket will be carefully fixed to the joints of the external brickwork to ensure minimal damage to the façade. It is proposed to install a shaped hardwood plate, fixed into the façade along the lines of the existing mortar joints with nylon plugs and stainless steel screws. The bracket can then be fixed to the timber plate without damaging the brickwork. It will be located in a position that is sympathetic to the existing decorative brickwork.

The non-hanging timber signs, as well as the lettering will be fixed in a similar manner, using screws fixed into the joints and not the historic brickwork.

7 IMPACT ASSESSMENT

The proposed signage have been carefully designed so as to be subservient to the historic features therefore having a minimal effect on the interpretation of the heritage asset.

The wooden signs are traditionally styled, hence fitting appropriately within the historic character of the market. All signage will be fixed into joints in order to avoid damage to the historic fabric of the buildings. This would allow for the signage to be removed or replaced without detrimental damage to the brickwork itself.

It is our belief that the proposed signage will not detract from the character and appearance of the conservation area but will enhance the significance of the listed building.

It is therefore considered that the **overall impact** of the new signage will be **minor**.

8 NPPF CONSIDERATIONS

The NPPF does not contain an express presumption in favour of the conservation of designated heritage assets as PPS5 did, but the presumption in favour of sustainable development is a presumption in favour of development that meets the objectives and policies of the NPPF, which has the conservation of heritage assets as one of its 12 core principles.

The policies contained within the NPPF seek to attain the Government's aim of achieving sustainable development. Resolution 42/187 of the United Nations General Assembly defined "sustainable development" as development that meets the needs of the present without compromising the ability of future generations to meet their own needs".

NPPF Paragraph 128 states that "*In determining applications local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contributions 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 that significance*".

Furthermore, **NPPF Paragraph 129** 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 assessment into account when considering the impact of a proposal on a heritage asset, to avoid or minimise conflict between the heritage asset's conservation and any aspect of the proposal*".

As recommended in Paragraphs 128 and 129, an assessment of the significance of the heritage assets has been provided earlier in this report.

This report aims at fulfilling the National Policy requirement for provision of proportionate information which will enable the assessment of the likely impacts of proposed development on the special historic and

architectural interest of the Stable Market by the Local Planning Authority. The significance assessment was based on historic research and consultation of relevant historic records and was examined according to the criteria set out in English Heritage's 'Conservation Principles'.

The research and assessments that have been carried out are believed to be "sufficient to understand the potential impact of the proposal on the significance of the heritage asset."

Paragraph 131 states: '*In determining applications, local planning authorities should take account of:*

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

'Conservation' is defined in the NPPF only for heritage policy as: '*the process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance'.*

Paragraph 134 states: '*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 its optimum viable use'.*

The proposed works will contribute towards the enhancement of the market as a whole while promoting its use and enjoyment by local and tourists alike. There is no harm involved in the proposed works to the significance of the buildings. The established market use of the former stables is not challenged by the proposals.

The public benefit that the proposal provides is in preserving not only the listed building but also the already established "optimum viable use" for

the site, as well as the enhancement to historic environment of the area in general.

The proposal will aid in safeguarding the continued use and long term preservation of the building. It is therefore concluded that the significance of the heritage asset will be preserved and enhanced in compliance with the NPPF requirements.

9 LOCAL PLANNING POLICY

Camden Local Development Framework, Camden Core Strategy, 2010 - 2025, Adopted Version, November 2010

The Camden Core Strategy Policy CS14 – 'Promoting high quality places and conserving our heritage', sets out the requirements to safeguard Camden's heritage. The overall strategy is to sustainably manage growth in Camden in a way that conserves and enhances the heritage and valued places that give the borough its unique character.

Camden Planning Guidance provides advice and information on how the Local Authority applies its planning policies. The guidance is consistent with the Core Strategy and the Development Policies, and forms a Supplementary Planning Document (SPD) which is an additional "material consideration" in planning decisions.

CPG 1- Design deals with heritage issues in Section 3. This section sets out further guidance on Core Strategy Policy CS14 Promoting high quality places and conserving our heritage and Development Policy DP25 Conserving Camden's Heritage.

In designing the proposed signage we have considered the following:

- frequency of signs
- cumulative coverage of the building
- locations
- dimensions

- how many different types to allow on one elevation

Paragraph 3.22 refers to the statutory requirement, when assessing applications for listed building consent, to have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

It is considered that the proposal not only preserves but enhances the character of the historic environment through the installation of the new signage.

10 CONCLUSION

This proposal complies with policy at the heart of NPPF in respect of sustaining and enhancing not just the historic fabric but the significance of the Regent's Canal Conservation Area and the heritage assets within and in the vicinity of the site.

Signage has always been part of the history of the area. Camden High Street has always been a shopping street and the end of the 19th century brought the peak of small businesses in Camden Town. A 1905 image (see fig.11) shows that signage was widely used for the Stables Market as well, making it part of the history of the area.

For the above reasons, it is considered that the proposal would be acceptable in the context of the setting of the heritage assets in the immediate surroundings and the conservation area. It is therefore concluded that the proposed works satisfy the relevant clauses of the NPPF as detailed above and is consistent with the spirit of the local policies and national conservation principles.

APPENDIX I LISTED BUILDING DESCRIPTION**Name:** STANLEY SIDINGS, STABLES TO EAST OF BONDED WAREHOUSE, CHALK FARM ROAD

List entry Number: 1258101

Grade: II

Four blocks of industrial stabling, now workshops and warehousing. c1855-1870, with later Victorian additions. For the London and North-Western Railway Company's Camden Goods Yard. Stock brick, with hipped slate roofs, some stone lintels. Some iron columns internally, but floors and roofs generally of timber. EXTERIOR: mostly of 2 storeys.

Northernmost block (A) abutting on Chalk Farm Road, c1855, with upper storey of c1895. Long curved front road, mostly of 2 storeys with eaves cornice but western end of one and a half storeys, somewhat altered, with chimney on roof. Round-headed half windows for stabling on ground storey, segment-headed industrial windows in upper storey (eastern end only). Elevation towards yard irregular. Eastern portion has cantilevered open balcony at first-floor level retaining some concrete horse troughs and connected by bridge to Block B and separately to ramp on Block C. Ceilings of ground storey have jack-arch iron and brick construction. INTERIOR of upper storey has separate compartments and paving for horses but no stalls.

Block B immediately to north of North London railway line. 3 storeys. Ground storey c1868, originally provender store, with round-headed half-windows for stabling on long elevations; upper storeys c1881, with round-headed windows at first-floor level and segment-headed windows above. Tiers of loft openings for hoists, much altered and renewed. Connected by narrow bridge at east end to Block A.

Block C between Blocks A and B and parallel to Block B. 2 storeys. Ground storey c1868, upper provender store, with round-headed half-windows for stabling on long elevations; upper storeys c1881, with round-headed windows at first-floor level and segment-headed windows above. Tiers of loft openings for hoists, much altered and renewed. Connected by narrow bridge at east end to Block A. Block C between Blocks A and B and parallel to Block B. 2 storeys. Ground storey c1868, upper storey 1881; horse ramp on north side of block c1895, connected with balcony on Block A. Round-headed windows on ground storey, segment-headed industrial windows above on both north and south sides. South side formerly had another horse ramp, of 1881, and covered bridge connecting with Block B, demolished in 1980s. Ground storey has iron and brick jack-arch construction and iron stanchions against walls stamped 'Norton and Son Darlaston'.

Block D at right-angles and to west of Blocks B and C. 2 storeys. Ground storey c1868, upper storey c1881. Main elevation faces eastwards, with return northwards. Round-headed half-windows for stabling at ground level, some segment-headed sash windows above. Tall brick chimneys. INTERIOR with original timber benching, one timber partition and some harness hooks. Said to have been formerly the Tack Room for the stabling. Formerly connected by a bridge at south end to Block B. Included as a rare example of substantial industrial stabling and a major surviving portion of the former Camden Goods Yard. Forms a group with the 'Horse Hospital' to north-west (qv) and with further remnants of stabling and warehouses west of Block D (qv). A tunnel (now blocked) south of the North London line connects the complex with further LNWR buildings and the Regent's Canal south of the North London Line.

Listing NGR: TQ2862684201

Name: HORSE HOSPITAL WITH RAMPS AND BOUNDARY WALL AT NORTH OF SITE

List entry Number: 1258100

Location: STABLES YARD, STABLES MARKET, CHALK FARM ROAD

Grade: II*

Stables. Built 1882-3 for the London and North-Western Railway. Designed by the London and North Western Railway (LNWR) Engineer's Department. Extended 1897. C20 conversion to market use.

Reasons for Designation

** Architectural interest and intactness: a fine example of a C19 industrial stabling complete with horse ramps and interior fittings, including stalls, mangers and hay racks;*

** Historic interest and group value: an important component of the Camden Goods Depot, one of the most complete groups of C19 railway buildings and associated canal structures in England.*

History

The Camden Goods Depot was originally constructed as the London terminus for goods traffic on the London and Birmingham Railway (L&BR), the capital's first inter-city main line railway and the largest civil engineering project yet attempted in the country. The site was chosen by Robert Stephenson (1803-59), the company's engineer, since it allowed interconnection for freight with the London docks via the Regent's Canal, built 1812-1820.

Work started on a 25-acre site north of the canal purchased from Lord Southampton in January 1837 and the goods depot opened to traffic in 1839. The site included the stationary winding engine house for pulling trains up the incline from Euston to Camden (listed at Grade II); a locomotive house; 18 coke ovens for making smokeless fuel for locomotives; two goods sheds and stabling for 50 horses; stores and a wagon repair shop. There were also cattle pens and offices. The sidings, the locomotive shed and No.1 Goods Shed were all constructed on brick vaults. Further goods sheds and stabling was subsequently built for the public carriers, such as Pickford & Co, who had rights to the distribution of goods on the L&BR until 1846 when the L&BR decided to carry out the carriage of goods through their own agents – the same year L&BR merged with other lines to become the London and North-Western Railway (LNWR). The Pickford goods shed was built in 1841 (enlarged in 1845) by William Cubitt (1791-1863) on the south side of the canal and linked to the goods yard by a second wooden railway bridge and was the first such rail, road and canal interchange building*

In 1846-8 due to the rapid growth in passenger and goods traffic and the increase in locomotive size, the Goods Depot was overhauled to the designs of the

Resident Engineer, Robert Dockray (1811-71). New structures were built, including two engine houses, notably that for goods engines (now the Roundhouse – listed at Grade II*) to the north of the main line tracks, and one for passenger engines to the south (demolished in 1966). There was also a construction shop for repairs to the north of No. 1 Goods Shed and other structures including a new railway bridge to the former Pickford & Co warehouse.

In 1854-6 another major upgrading of the site was undertaken following the construction of the rail link to the London docks in 1851, and further increases in goods traffic which required a larger marshalling yard. The North London Railway (NLR) lines were repositioned to the north of the site and the recently built construction shop dismantled (leaving its vaults) to make way for this. Sidings were extended to the edge of the canal either side of the interchange basin which was realigned and enlarged to its present size. As a result of these changes in layout a new stables yard was constructed between the NLR tracks and the Hampstead Road. This contained four new stable ranges with a horse tunnel (the Eastern Horse Tunnel) linking them to the marshalling yards to the south. At the same time further stables were built on the western side of the mainline tracks off Gloucester Road (now Gloucester Avenue) and linked to the goods depot by the Western Horse Tunnel.

Further changes to the site took place in the later C19 including the construction of the LNWR goods shed in 1864, then the largest in the country (enlarged in 1931 and subsequently demolished). The goods depot closed around 1980.

The surviving elements of Camden Goods Yard, along with the Roundhouse, stationary winding engine house, Primrose Hill Tunnel Eastern Portals (also listed at Grade II*) and Regent's Canal represent a particularly important concentration of C19 transport and industrial buildings illustrating the development of canal and rail goods shipment.

The stables and 'Horse Hospital' Victorian railway goods depots required large numbers of horses for the transfer of goods and shunting of wagons. At its peak, around 700-800 horses were used at the Camden Goods Depot and by the early 1900s the LNWR provided accommodation for something like 6,000 horses nationally.

Stabling for 50 horses at the original 1839 goods depot was provided in the vaults below the railway sidings. By 1849, increased goods traffic meant that 427 horses were employed on the site. As part of the 1846-7 remodelling, four stable blocks, with stalls for 168 horses, were built between the sidings and Chalk Farm Road and let to tenants, whilst other horses were stabled in vaults below the Construction Shop and the Pickford's warehouse on the east side of the canal. In 1854-6, the further remodelling of the depot resulted in the demolition of the original free-standing stable blocks and the construction of the present blocks to the south-east. The four blocks are estimated to have stabled 162 horses and Stables Yard was linked to the rest of the depot by the Eastern Horse Tunnel. The Horse Hospital, as it came to be known, was built to the north-west of the other stables in 1882-3 and extended to the south-east in 1897. The first phase accommodated 92 horses with 40 more in the second phase. Major additional stabling had also been provided in about 1855 on the southwest side of Gloucester Road and more stable ranges on the north side in 1876. Both were linked to the Western Horse Tunnel, the second group by the existing horse stairs. The first group was demolished in the 1960s (to make way for Waterside Place) and the second group in 2000. The Horse Hospital has been converted to use as shops with a music venue on the upper floor.

Details

EXTERIOR The building consists of two adjoining ranges, the larger western range dating to 1882-3 and the eastern to 1897, built on a narrow sloping site along the boundary wall to Chalk Farm Road. The building is of yellow stock brick laid in English bond and a pitched slate roof with two sets of wooden

ventilation louvers on the ridge of the western range. Details are in red brick consisting of floor bands, dentilled cornices, segmental window heads and oculi to the end gables of the western range (that to the eastern gable obscured by the later range). The two-storey southern elevation is stepped back to mark the building phases. The first phase comprises five bays and had accommodation for 92 horses using both storeys. The second phase comprises three two-storey stable bays (with the easternmost bay stepped back) and a single-storey mess with a hipped roof on the eastern end. This accommodated a further 40 horses.

The bays of the western range are divided by brick pilaster strips into panels of plain brickwork, relieved by pairs of small segmental-headed windows set high up under a red brick dentil cornice. The ground-floor bays have pairs of cast-iron pilasters with classical detailing either side of wide openings and supporting cast-iron girders. The openings were originally flanked by large multi-pane wooden windows but this arrangement survives intact only in the central bay, others having been altered to incorporate varying modern shop fronts, some retaining the original upper windows. The large openings indicate that the building was probably originally intended to be used as cart sheds rather than solely as stabling. Due to the slope of the land, the northern elevation is expressed externally as a single-storey, detailed in the same manner as the upper storey of the south elevation. Two window openings towards the centre of the elevation have been converted into doorways opening onto a modern entrance platform. The upper storey of the west gable end has a central doorway flanked by paired windows and opening onto a raised brick platform reached from the horse ramp which curves round the west end of the building. At ground floor level is a small lean-to with sloping slate roof, originally the boiler house.

The eastern range is simpler with the side elevations having a continuous run of upper storey windows of the same pattern as the west range. This arrangement was repeated, with larger windows, on the ground floor but some windows have been converted into doors including a large carriage entrance. The northern elevation has low windows on the ground floor due to the slope of the land and a large arched entrance with blue engineering brick quoins at the west end. This was originally entered via a short horse ramp from the setted roadway on the embankment running along the north of the building but has now been re-modelled as steps.

INTERIOR The 1883 range has cast-iron columns with bell capitals, supporting brick jack arching on the ground floor and timber roof trusses on the upper floor. The original brick-paved floors survive on both floors. The western section of the first floor retains twelve horse stalls with iron doorposts and timber boxes below the iron grilles and rails. Some stalls retain their mangers and hay racks and the remains of the wooden ventilation shafts. The stalls were used for the resting of tired or lame horses and their existence probably accounts for the building becoming known as the 'Horse Hospital' although it was unlikely to have been used for veterinary purposes. No stable fittings survive on the ground floor.

The interior of the 1897 range is plainer with I-section stanchions supporting the brick jack arching. No stable fittings survive in this range.

SUBSIDIARY FEATURES The high boundary wall to Chalk Farm Road, north of the Horse Hospital, was built in 1854-6 to retain the fill deposited to raise the level of the Camden Goods Depot. The wall is of multi-coloured stock brick laid in English bond with broad brick piers and stone coping. The infill between the wall and the horse hospital is topped by a sloping roadway with stone setts and kerbs of stone sleeper blocks from the early days of the railway (the modern stalls which line the northern side of the roadway are not of special interest). At the west end of the building it joins the horse ramp which curves round the western end of the Horse Hospital and gave additional access to its upper storey. The horse ramp has brick retaining walls with stone copings and a stoned setted ramp. The curve to the east is a later realignment.

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