

National Archives, Horse Hospital Elevations and Sections, 1883.

## HERITAGE STATEMENT

Horse Hospital Units 93-94

June 2024

## INTRODUCTION

This document sets out the proposals for an internal upgrade of Units 93 and of the Listed GII\* Horse Hospital in the Stables Market, Chalk Farm Road, NW1 8AB.

Listed Building Consent is sought for the creation of a new ambulant toilet and the replacement of the central counter for an improved version with a conveyor belt.

In line with our Camden Market Vision document, Heritage comes first. We are the stewards of some truly remarkable buildings, whose history and uses over the years have shaped Camden and Camden Town. Staying true to our roots means preserving them as living and working parts of our market.

## SITE CONTEXT

The site lies on the northwest corner of Stables Market, bounded by Chalk Farm Road, the superstore street leading to Juniper Crescent, the railway, and Stables Market North Yard. The site is located within the Regents Canal Conservation Area and is adjacent to the Grade II\* Listed Horse Hospital.

The Stables Market was established in the former site of the coal yard and stables of the Camden Goods Station.

*'This complex of multi-storey stables, sometimes known as Stanley Sidings, was developed by the London and North Western Railway Company from 1854. The horses stabled here, some 421 by the turn of the century, supplied much of the power for the large LNWR goods yard at Chalk Farm. Bounded to the north by Chalk Farm Road, or Hampstead Road as it was known before 1862, the triangular site was separated from the goods yard to the south by the viaducts of the North London Railway but was linked to it by underground tunnels. The two- and three-storey stock brick buildings of plain industrial appearance are typical of the stabling complexes found in or near other railway goods yards and main-line termini by the late 19th century yet their survival as a group is unusual. The first group of stable ranges built in 1854-6 were one-and-a-half storeys. They were raised to their present height, and a further stabling range built, in two phases of expansion and alteration in the 1880s and around 1900'.<sup>1</sup>*

During the 1880's expansion a new stable block, known as the Horse Hospital, was built to accommodate further 92 horses.

The 1883 section of this building is five bays wide delineated by pilaster strips with two sets of two windows in each bay. The later section of the building was added circa 1895 on at the eastern end and comprises five bays with 7 windows to the north and 9 to the south. Built in the same style and materials, the two buildings are read as one.

A horse ramp running up the north side of the building was built to reach the level of the now removed railway tracks and the Camden Goods Depot. When the retaining wall for this ramp was constructed around 1846, it stretched along Chalk Farm Road from the railway bridge to the Round House<sup>2</sup>.

The roadway slopes up towards the west end where the horse ramp begins and curves around the Horse Hospital. Materials of the boundary wall include multi-coloured stock brick and stone used for the coping and sub-coping.

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<sup>1</sup> Royal Commission on the Historical Monuments of England; Historic Building Report; Former LNWR Stables, Camden, London NW1; September 1995. Crown Copyright.

<sup>2</sup> The Growth of Camden Town AD 1800-2000; Jack Whitehead; 1999.

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 the same time and continue to this day.

## UNITS 93 AND 94

These units were refurbished and converted into restaurants following approval of Planning and Listed Building Consent ref. 2016/4733/P and 2016/5329/L.

They comprise two interconnecting rooms each with access door arrangements to the south elevation.

The units received an internal fitting out together with the replacement of the existing external flush timber doors and the provision of new drainage and extract servicing.

The external doors were reinstated with historic stable door arrangement. At unit 93, the top and bottom door leaves were designed to open as a single door. At unit 94 the bottom door leaf was fixed, while top leaf opens as take-away window. The building fabric around the door openings has been fully restored including the sandstone hinge/lock blocks and the brick plinths.

A glazed steel framed door and screen inset was installed internally, in the lobby of unit 93, behind the external timber door. The purpose of the inset glazed steel framed door/screen was to better regulate the environmental conditions within the unit (temperature and heat loss) and to function as a security and restaurant's front door because the lobby is shared with the first-floor tenant as their emergency exit which means the external timber door needs to stay unlocked.

The fit out comprised the installation of a new kitchen and a bar. These elements were conceived as contemporary and free-standing.

The design of the internal fittings and the framed and glazed door and screen ensured they are perceived clearly as modern interventions within the historic envelope.

A new drain, serving the kitchen facilities, was installed running below floor level to an externally located inspection chamber. The historic floor was re-set following the works. Please refer to Appendix II for details.

The air supply intake was resolved via a metal louvre fitted within the existing timber fanlight frame over the external door (with ducts running across lobby).

The mechanical ducted extract system serving the kitchen was installed internally and routed at high level and vertically through the roof to terminate at roof ridge level via a new 'lantern' like roof ventilation turret. The use of the roof ventilator in this manner was considered a discrete solution and one that matches the existing historic lanterns on the Horse Hospital.

## PROPOSAL

The aim of this proposal is to create an attractive and inviting space to bring more visitors to the unit.

The Cheese Bar started trading in Camden Stables Market in 2016. This upgrade can be considered a minor intervention, needed to keep operating to current standards.

The proposed works involve:

- Installation of new ambulant toilet connected to existing waste pipe.

- New plaster walls to enclose the new WC; battens fixed to mortar joints will support the plaster walls. Please refer to DAS and Appendix II for details.
- Replacement of existing central counter with the addition of a conveyor belt.
- Addition of self-standing booths connected to the central counter.

## HERITAGE CONSIDERATIONS

### *Significance Assessment*

The National Planning Policy Framework (NPPF) defines 'Significance' 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'. 'Conservation Principles, Policies and Guidance for the sustainable management of the historic environment', describes instead a range of heritage values, arranged in four groups, which may be attached to places as follows:

- 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 – it tends to be illustrative or associative.
- 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.

The numerous surviving features throughout the Horse Hospital, although many have been altered by subsequent changes of use and alteration, provide evidence of the original function of the building. The historical value of the building is recognised by its statutory Grade II\* listing, as an important part of a distinctive group of former stables.

The Horse Hospital, like the other Stables Market former stable buildings is essentially a utilitarian building, but it does, unlike the other buildings, exhibit a certain aesthetic intent in its detailing which sets it somewhat apart from its neighbours. This quality is essentially defined by the treatment of its elevations and the arrangement of red brick dentil courses, segmental window heads, an oculi window to the west elevation and the cast iron pilasters framing openings to the ground floor level south elevation. Indeed, it is this external aesthetic quality together with the remaining interior original stable fixtures and fittings which have allowed the buildings designation as Grade II\*.

The Stables Market and its listed buildings have a strong identity and sense of place nurtured by the former historical industrial use. The original purpose of the stabling 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. The communal values of the site can be associated to the later but firmly established market function, 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 its communal value.

The significance of the building is considered high in all ranges of heritage values.

### *Impact of the proposals on the Listed building and its features*

The proposed improvements do not involve any major intervention to the historic fabric of the Horse Hospital.

The ambulant toilet walls will be fixed using battens attached to the mortar joints of the existing brickwork. All services are already existing; the proposed works only require minor extensions to the systems in place.

Historic England Conservation Principles accepts that change is part of the life of heritage assets: 'Change in the historic environment is inevitable, caused by natural processes, the wear and tear of use, and people's responses to social, economic and technological change'. It is considered that the proposed upgrade will generally have a positive impact in the unit, their trading prospects, and consequently, that of the market at large.

The impact is therefore considered to be generally beneficial.

## PLANNING CONSIDERATIONS

This section provides supplementary information about the extent of the impact of the proposals on the significance of the heritage assets affected in accordance with National and Local Policies.

Planning (Listed Building & Conservation Areas) Act - Section 66 & 72

*Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires that when considering whether to grant planning permission for development which affects a listed building or its setting, the decision maker 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 possess. Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 also provides that, in respect of development affecting conservation areas, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.*

- o The proposed intervention aims to create an attractive space that celebrates both the past and the future, weaving the history of the site as a former horse stable with a contemporary eating concept. As a result, the character and appearance of the heritage asset will be maintained and enhanced.

National Planning Policy Framework December 2023

### *16. Conserving and enhancing the historic environment*

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

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

### *Proposals affecting heritage assets*

*200. In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to*

*understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation*

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

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

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

*Considering potential impacts*

*205. When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.<sup>196</sup> Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.*

- The impact of the upgrade of the units is considered beneficial;
- It is our belief that the works will contribute to the continued success of the market hence securing the heritage asset long-term future.

The London Plan Adopted March 2021

The London Plan defines the overall strategic plan for London, setting out an integrated economic, environmental, transport and social framework for the development of London.

#### *Chapter 7 Heritage and Culture*

##### *Policy HC1 Heritage conservation and growth*

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

*[...]*

- 3) integrating the conservation and enhancement of heritage assets and their settings with innovative and creative contextual architectural responses that contribute to their significance and sense of place*

*4) delivering positive benefits that conserve and enhance the historic environment, as well as contributing to the economic viability, accessibility and environmental quality of a place, and to social wellbeing.*

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

- It is considered that the proposals will have a beneficial impact by enhancing these particular units within the Horse Hospital and contributing to their economic growth, therefore no harm will be caused by the proposed interventions to the heritage asset at large.

#### 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 Local Plan will cover the period from 2016-2031.

#### *Policy D2 Heritage*

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

#### *Designated heritage assets*

*Designed 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 [...]*

#### *Policy D2 Listed Buildings*

*To preserve or enhance the borough's listed buildings, the Council will:*

*j. resist proposals for a change of use or alterations and extensions to a listed building where this would cause harm to the special architectural and historic interest of the building; and*

*k. resist development that would cause harm to significance of a listed building through an effect on its setting.*

- The proposals have been designed taking in consideration the above policies and guidance. The significance of the asset has been assessed according to the Conservation Principles, Policies and Guidance for the Sustainable Management of the Historic Environment, HE 2008.
- It is our belief that the proposals are generally beneficial, improving the units within the heritage asset and ensuring the public benefit of its continuous appreciation, hence safeguarding the significance that the Horse Hospital and the stables complex hold for present and future generations.
- It is considered that the proposed alterations do not affect the special interest of the building; the level of proposed intervention is acceptable in conservation terms and is substantiated by the research undertaken.

## CONCLUSION

The proposed works seek to improve the quality of the site, creating a refined aesthetic quality, and without compromising the unique character of the market in general and the heritage asset in particular.

The GLA report 'Understanding London's Markets' states: 'Markets are at once part of London's heritage, and the places where the newest and most exciting trends and tastes first appear. Informal and animated, they invite us to explore new places and to cement our relationships with those places where we live and work. A market reaches back into the history of a neighbourhood.

In many cases it was the foundation around which the neighbourhood grew, so even where a market has declined, a re-established market can revive an area's energies and heritage, sending a powerful message about the character and ambition of regeneration in a particular place.



## APPENDIX I

### LIST ENTRY

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\* Date first listed: 30-Sep-1981 Date of most recent amendment: 28-Jan-2013

#### Location

Statutory Address: STABLES YARD, STABLES MARKET, CHALK FARM ROAD

#### Summary

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

The Horse Hospital, Stables Yard is listed at Grade II\* for the following principal reasons:

\* 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 inline 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.

## Sources

### Books and journals

Biddle, G, Britain's Historic Railway Buildings, (2003), 13

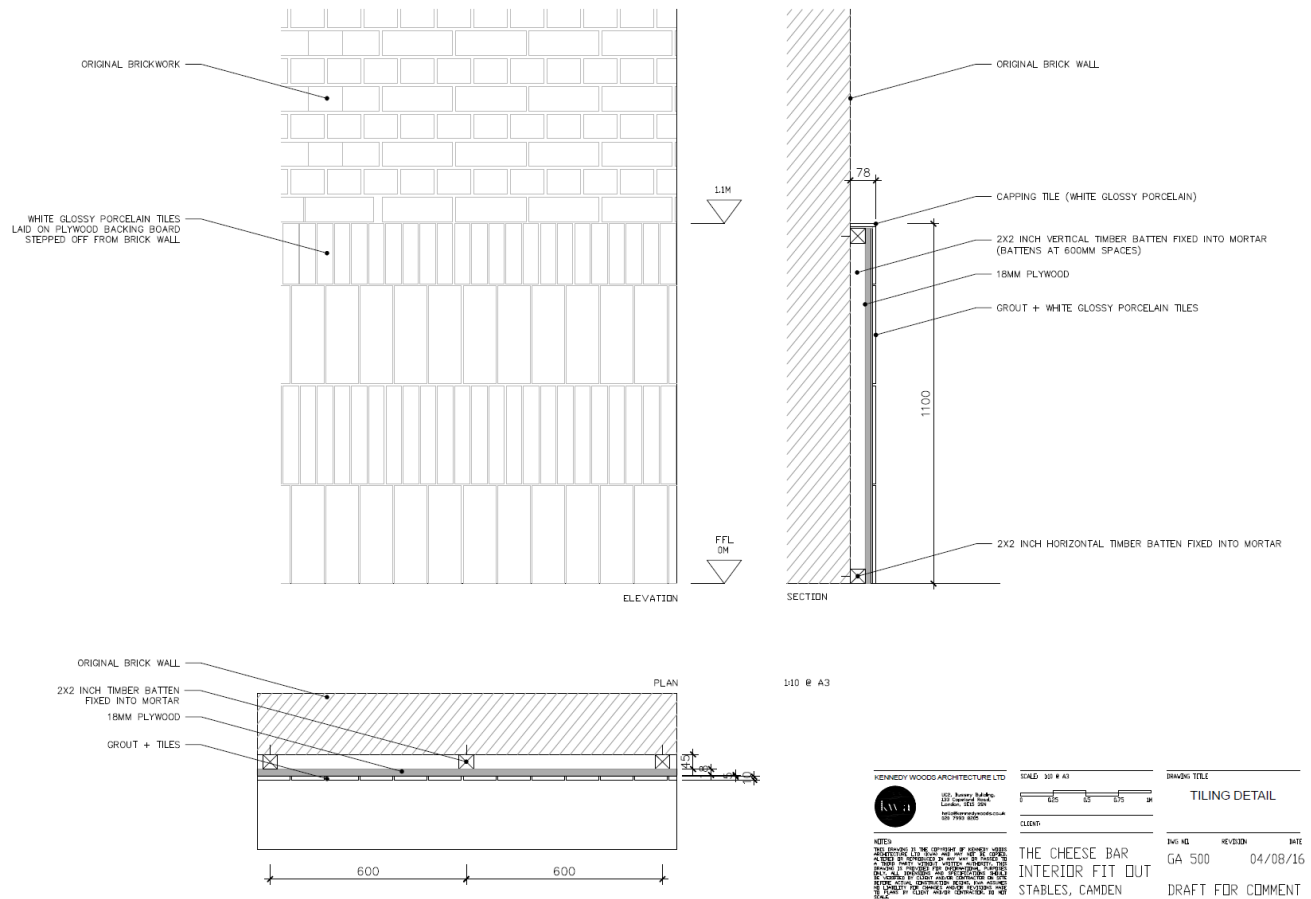
Cherry, B, Pevsner, N, The Buildings of England: London 4, North, (1998 revised 2001), 365-366

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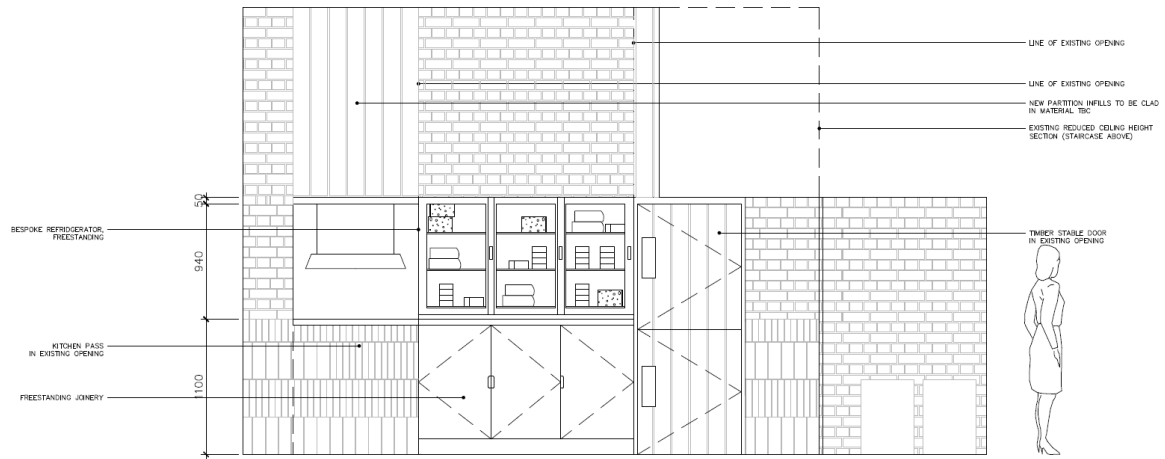
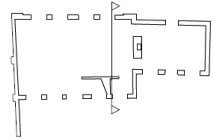
Peter Darley, Stables Complex and Underground Features in Former Camden Goods Depot, 2010,

## APPENDIX II

PREVIOUS WORKS UNDER 2016/4733/P and 2016/5329/L



Approved documents



KENNEDY WOODS ARCHITECTURE LTD	SCALE: 1/8" = 1'	DRAWING TITLE
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Approved documents



`Unit before works



Opening up





New services



Removal of tiles and repairs to original floor





New services



Fit-out





Fit-out



Fit-out