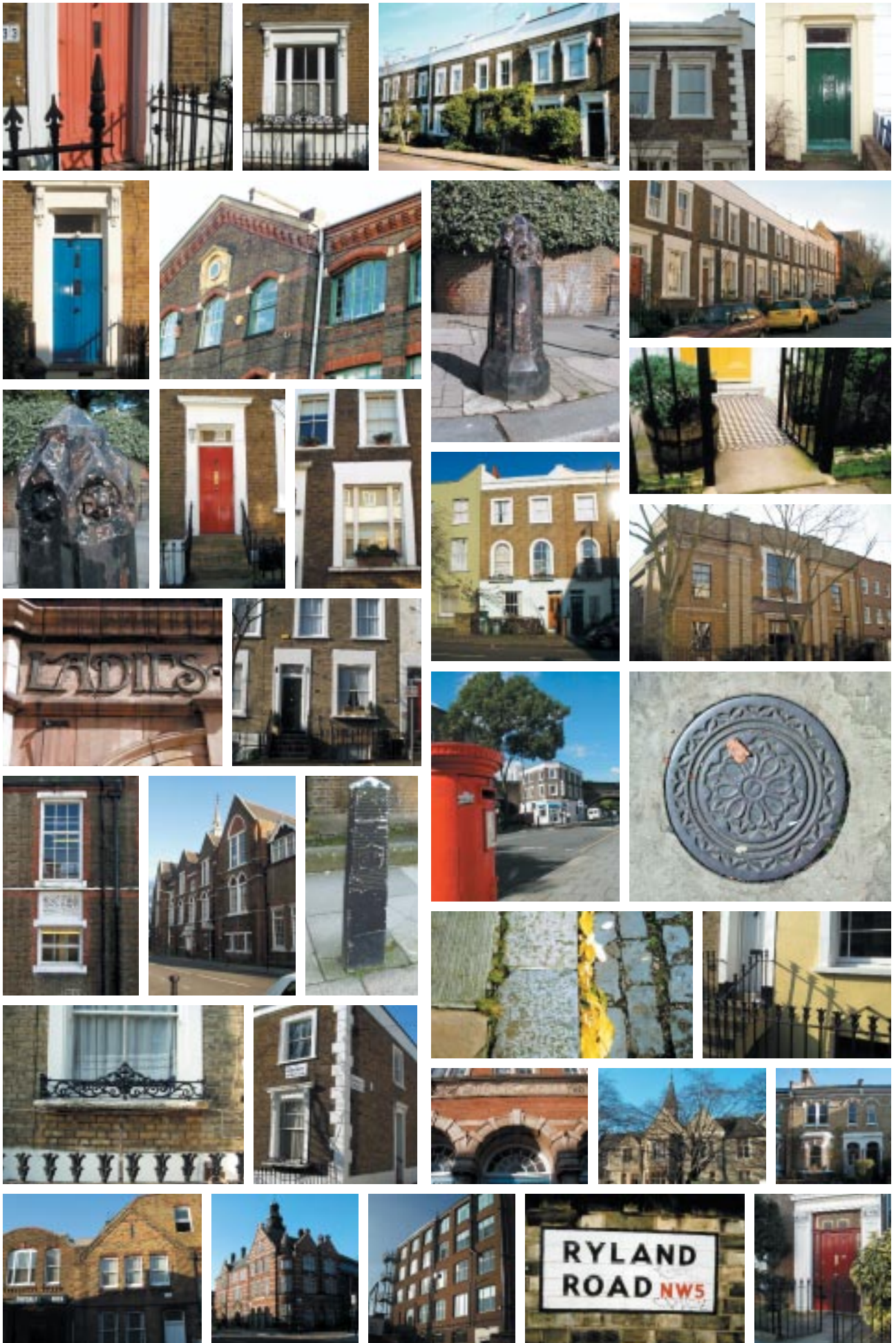




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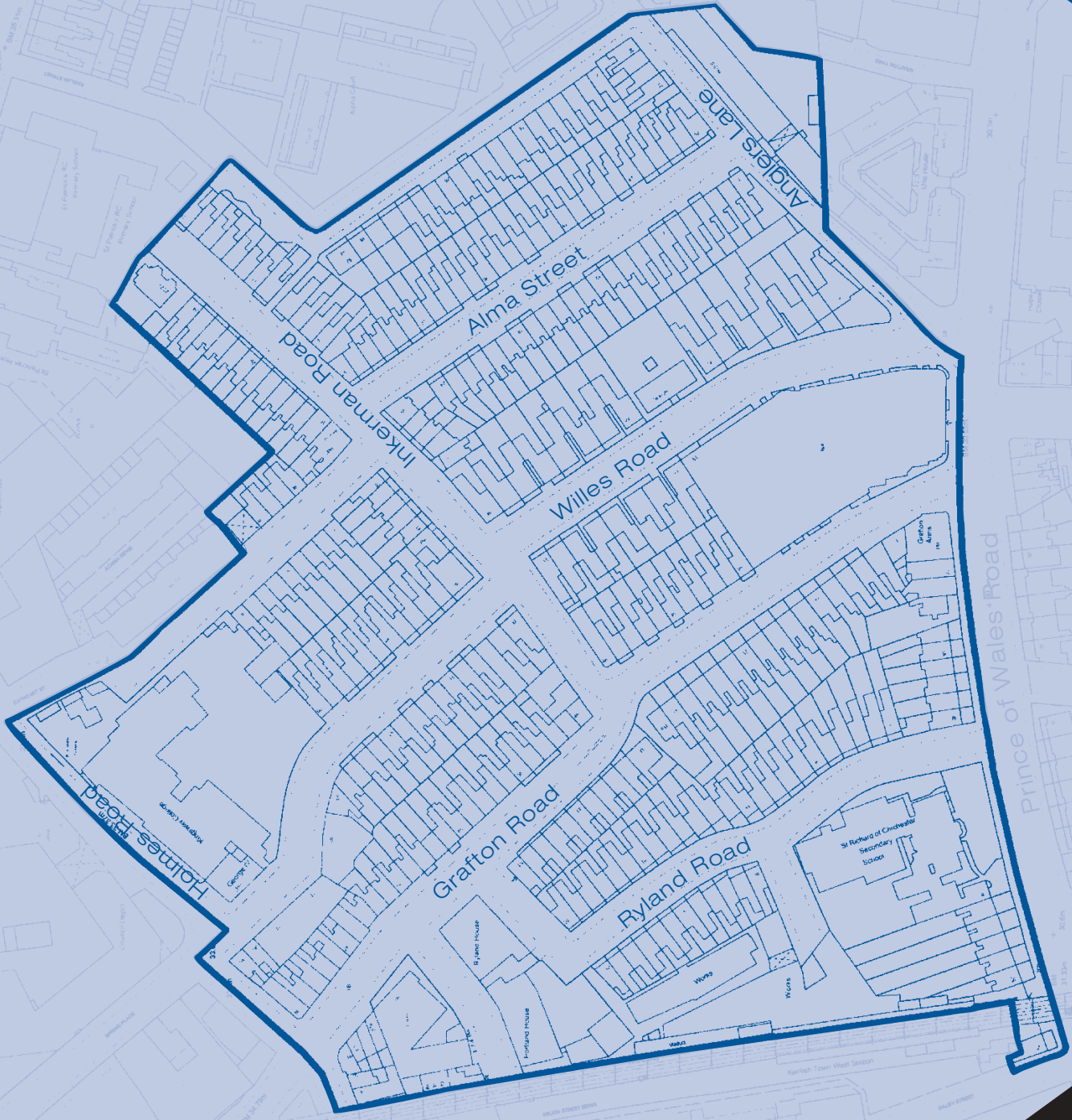
► **Inkerman**







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# INKERMAN

## *Conservation Area Statement*

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The aim of this Statement is to provide a clear indication of the Council's approach to the preservation and enhancement of the Inkerman Conservation Area.

The Statement is for the use of local residents, community groups, businesses, property owners, architects and developers as an aid to the formulation and design of development proposals and change in this area. The Statement will be used by the Council in the assessment of all development proposals.

Camden has a duty under the Planning (Listed Buildings and Conservation Areas) Act 1990 to designate as conservation areas any "areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance." Designation provides the basis for policies designed to preserve or enhance the special interest of such an area. Designation also introduces a general control over the demolition of unlisted buildings. The Council's policies and guidance for Conservation Areas are contained in the Unitary Development Plan (UDP) and Supplementary Planning Guidance (SPG). This Statement is part of SPG and gives additional detailed guidance in support of UDP policies.

The Statement describes the character of the area, provides an outline of the key issues and identifies development pressures that are currently a cause of concern. The Statement also sets out the key policy framework relevant to the Conservation Area and formulates specific guidance for it.

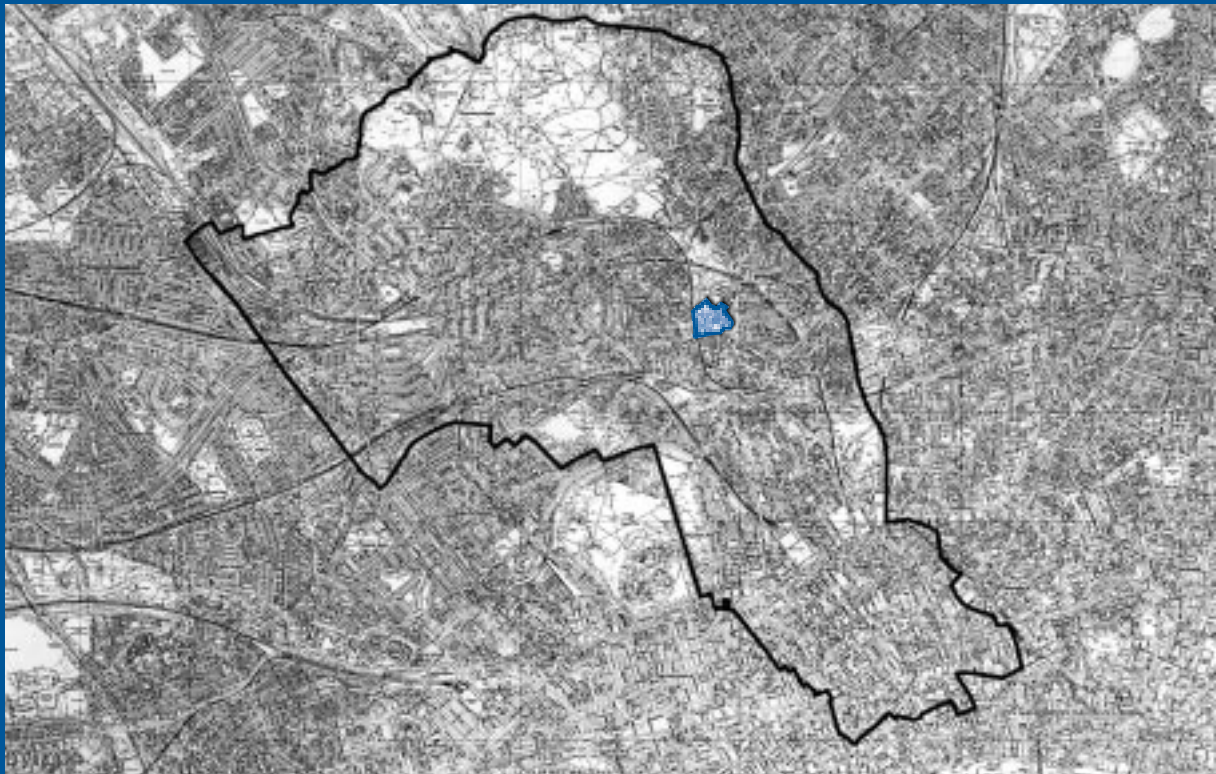


It is not the intention of the Statement to contain proposals for the enhancement of the public realm. The Council has produced a Streetscape Design manual for Camden and all public realm enhancement work will be undertaken in accordance with it. The manual identifies an overall image for the Borough in terms of appearance of the streetscape with respect to surfacing materials, furnishings and lighting and, where appropriate, identification of the special characteristics of smaller areas within it. There is a reference guide for the use of standard design details, surfacing materials, street furniture and street lighting to be used in engineering, traffic management and other environmental improvement schemes. This includes sample illustrations of best practice, e.g. for historical street settings, typical street settings within Conservation Areas.



# LOCATION

The Conservation Area lies to the west of Kentish Town Road and is bounded to the south by Prince of Wales Road and Anglers Lane, to the north by Holmes Road, to the east by Raglan Street and to the west by the railway viaduct. The streets are relatively narrow and form a grid pattern and with the exception of Grafton Road and Anglers Lane, are free of through-traffic. Ryland Road, Grafton Road, Willes Road, Cathcart Street and Alma Street are laid out in a north/south east alignment. Holmes Road, Anglers Lane, Prince of Wales Road, Inkerman Road, Perren Street and Wilkin Street cut through the Conservation Area in an east/west direction. The topography of Inkerman Conservation Area is generally flat, with the highest spot height recorded in the north at 34 metres above ordnance datum.



*Camden and location of Conservation Area*

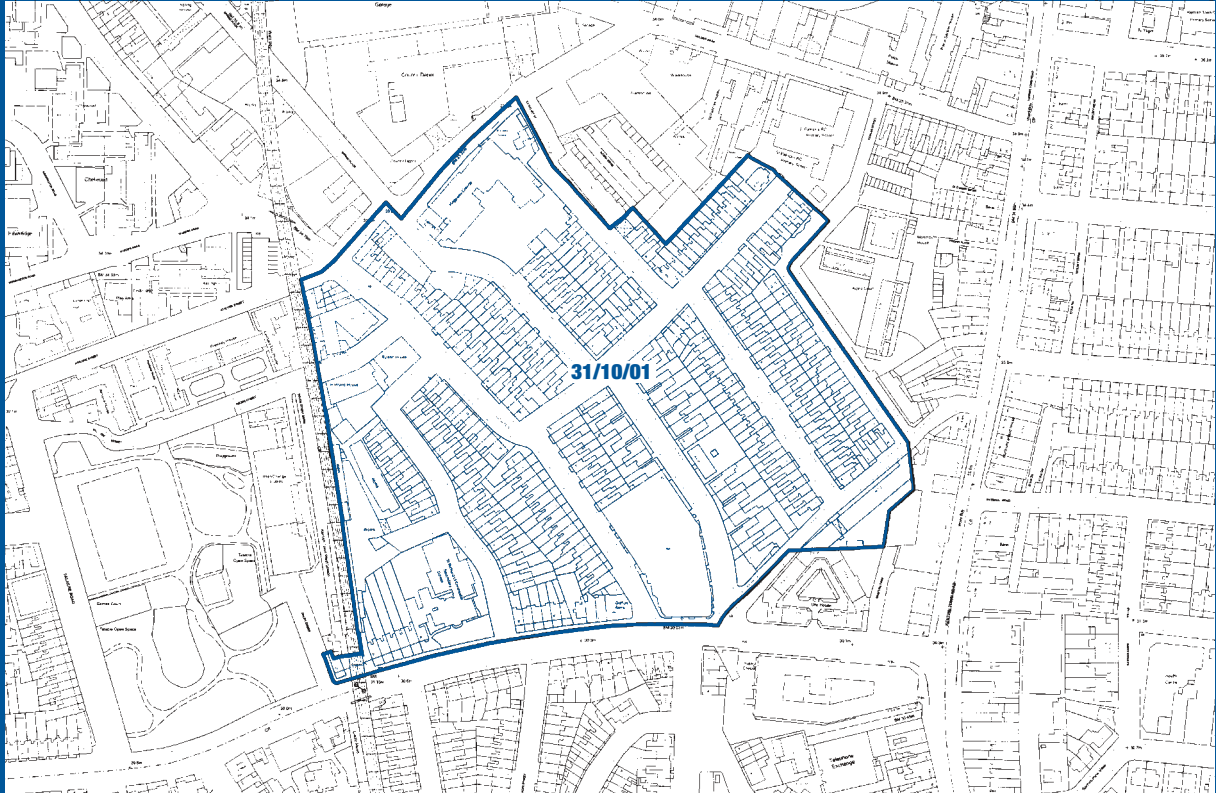
## PLANNING HISTORY

**Designation Date:** Inkerman Conservation Area was designated by the London Borough of Camden on 31.10.01 following public consultation. The Conservation Area Statement was agreed at the same time and was produced in this form in March 2003.

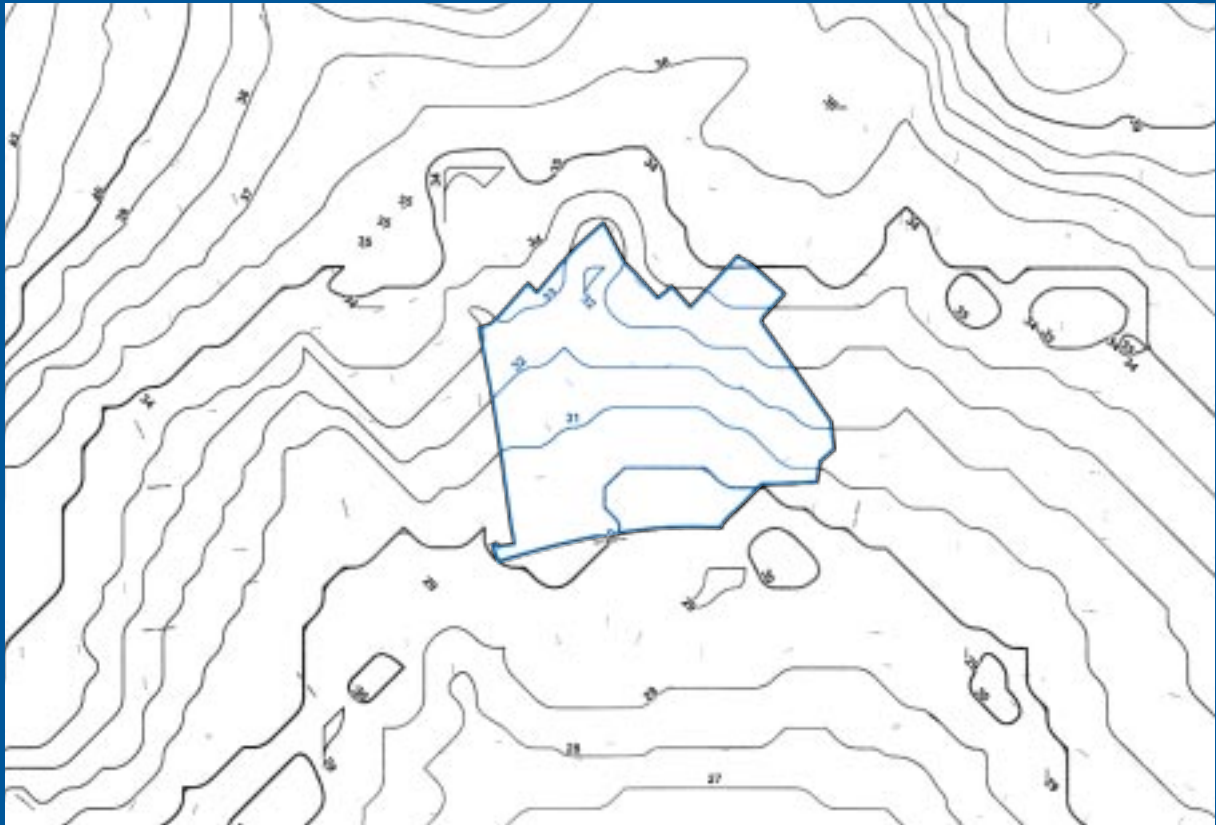
A small area on the south side of Anglers Lane within the Conservation Area has been identified by English Heritage Greater London Archaeological Advisory Service as an Archaeological Priority Area (see shaded area on map).

A designated Strategic View cuts across the Conservation Area. Strategic View 3 Parliament Hill to St Paul's: the strategic viewing corridor and the wider setting consultation area. See Guidelines Section.





*Designation date*



*Topography*



*Urban Grain*



*Archaeological Priority Area*

# HISTORY

Kentish Town used to be the principal settlement in the parish of St Pancras, which stretched from what is now Tottenham Court Road to Highgate, and from York Way to Regent's Park. St Pancras Old Church in St Pancras Way is one of the oldest churches in London. It is thought to have been built on the site of an even older building. A settlement was probably already established in the vicinity of the church by AD400. However, the river Fleet, which flows down from the heights of Hampstead and Highgate frequently flooded the land around the church, and the inhabitants gradually moved to dryer ground further upstream. A chapel of ease was founded in Kentish Town probably by the 13th century and certainly by 1297. The site is uncertain. Another chapel on the west side of the road (now Nos.207-209 Kentish Town Road) replaced it. The third Kentish Town chapel was built on its present site in Highgate Road in the 18th century.

Kentish Town village did not develop as a compact cluster but as individual buildings strung out along the road to Highgate, which followed the course of the river. It probably took this form because of the various inns established to serve the many travellers passing through on their way between London and the North, and stretched from where the former Castle pub now stands, to Swain's Lane.

Although the land around was good, Kentish Town was not just a farming community. William Bruges, the first Garter King of Arms, had a magnificent house at the south end of the village in the early 15th century and other well to do Londoners followed. Gradually, the village established a reputation as a convenient and healthy retreat from the increasing congestion of the City.

As London expanded westwards in the 18th century, Kentish Town also changed and grew. More houses were built, but still on the main road, rather than in the fields behind. The farms concentrated increasingly on the production of milk for sale in the City, and hay to feed the growing number of horses. Inns began developing extensive pleasure grounds as Londoners visited the area on day-trips to the country. The most important of these in the mid-18th century was The Castle, whose gardens now lie beneath Kelly Street, Castlehaven Road and Clarence Way. Later, the Assembly House surpassed it (formerly called the Black Bull and briefly The Flask) which boasted two acres of garden, paddocks and a bowling green.

Pollution of the Fleet River became an increasing problem in the 18th century. Ponds first started being created around 1589. A century later the ponds were leased to The Hampstead Water Company in 1692/3 who then built a number of additional ponds over the next 100 years. This reduced the flow in the river, whilst effluent from the new houses increased. Lower down, towards Holborn and Clerkenwell, it became known as the Town Ditch. The river was gradually culverted over. It remained comparatively clean in Kentish Town until the end of the 18th century but was still capable of flooding and by the 1850s it had been culverted as far north as Holmes Road. The northern section remained open until 1872 when, prompted by a particularly bad outbreak of cholera in 1866, the Metropolitan Board of Works encased it.

In 1791, Lord Camden obtained an Act of Parliament that enabled him to develop land along the east side of Camden High Street, which he sold on leases of 40 years rather than the 99 that was customary in better areas south of the New Road (today's Marylebone and Euston Roads). The grid of streets between Albert Street was laid out and rapidly filled with cheap houses. The development soon linked up with the southern end of Kentish Town; Jeffrey's Street and the nearby terraces were all built around 1800. Further north, Mansfield Place (now Holmes Road) and Spring Place were built out into the fields during the same period. By the early 1820s, houses had been built in Gloucester Place (the western end of Leighton Road) and there were a few villas along the recently opened Fortress Road, but otherwise, Kentish Town retained its essentially linear pattern.

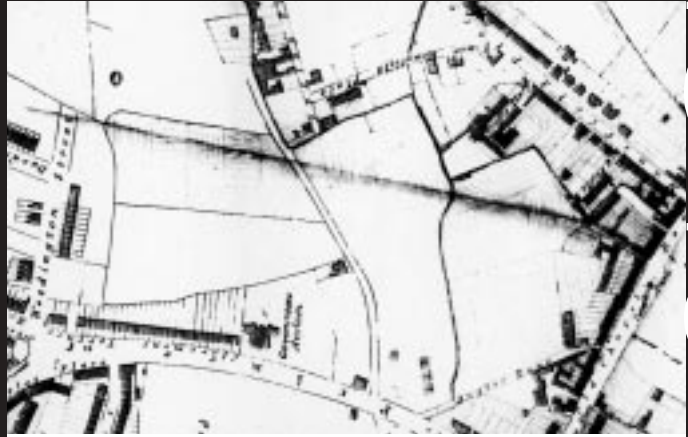
Within a period of 25 years, from the mid- 1840s to 1870, Kentish Town was transformed. The sale of Lord Southampton's land in 1840 and subsequent laying out of streets between Kentish Town and Haverstock Hill caused much of the initial development. Prince of Wales Road is shown on the 1849 Parish map linking the two areas. The fields on either side were filled with houses and the railways carved their several paths through the area. First came the North London Line, built on a massive brick viaduct above the southern end of Kentish Town in 1850. In 1849, a retirement home for aged and infirm governesses was built in Prince of Wales Road (later Richard of Chichester



# 1834



Parish Map



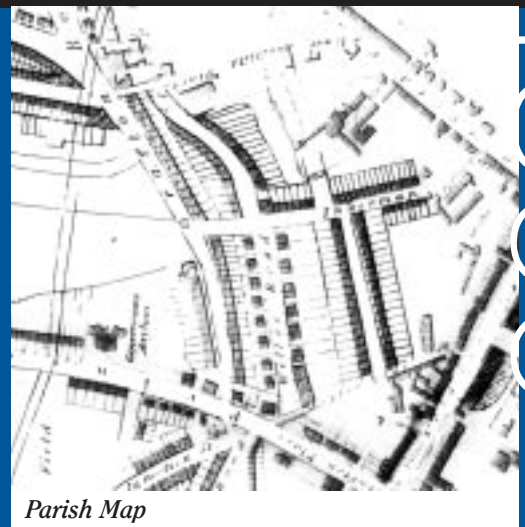
Parish Map



'Aged Governesses' Asylum 1849

Catholic Secondary School), followed by the construction of the Hampstead Junction Railway on a viaduct at roof level, fifty yards to the west. The branch that cuts through west Kentish Town up to Gospel Oak and Hampstead Heath followed in 1860, by which time the streets south of Prince of Wales Road and Rochester Road had been largely built-up. Streets in the Gospel Oak area were also laid out, but the new railways reduced prospects of attracting good tenants, and few houses were built until many years later. The layout of each development followed the old field pattern: many of the oddly shaped building plots, road alignments and changes of direction reflect the boundaries between one land holding and another.

The Conservation Area land is shown on the 1834 map marked as 'Bakers Nursery' and the beginning of construction is shown on the 1849 map where Grafton Road, Anglers Lane and Holmes Road (formerly Lower Mansfield Place) can be seen. The core streets of the Conservation Area; Willes Road and part of Inkerman Road, were laid out in the early 1850s. The streets were built over two fields on either side of the river Fleet, between Holmes Road in the north and Prince of Wales Road in the south. Their names commemorate various battles, generals and politicians of the Crimean War. By 1860 Willes Road, Grafton Road, Inkerman Road and Alma Street were fully laid out. Cathcart Road was in the process of being laid out, as was Raglan Street, both were completed by 1868. Ryland Road and Perren Street were not laid out until later (after 1875). In the 1870's, the governesses



Parish Map



OS Map

moved out of the retirement home and the subsequent construction of Ryland Road, across part of its gardens began. The gardens can be seen on the 1875 Ordnance Survey map. More houses were then built behind the retirement home on Grafton Road (Nos. 33-53).

On the west side of Kentish Town Road, the Midland Railway swallowed up all of the remaining unbuilt land between Holmes

# 1849

# 1860

# 1875

Road and Highgate Road for sidings, workshops and train sheds. To the south, St Pancras and its associated goods yards wiped out Agar Town, a tract of cheap houses thrown-up on short leases around 1840. Thus, many of the displaced inhabitants crowded into northern Kentish Town, accelerating the area's decline from a genteel suburb for those of modest means to a crowded working-class district.

1894



OS Map

The railways also brought new industries to the area. A massive coal depot was established in Holmes Road. Kentish Town and Camden Town became the main centre for piano making, with dozens of factories in the area, the largest being in Grafton Road, employing 300 workers. Other large factories were built in the second half of the 19th century, producing such things as false teeth (Angler's Lane), furniture, wallpaper (Highgate Road) and artists' materials (Malden Crescent and Spring Place). Many of these buildings are still there, converted to other uses. Numerous laundries, metal works of all sorts and suppliers to the building trades thrived in the back streets of west Kentish Town.

1932



OS Map



St Pancras Public Baths 1898



Prince of Wales Road and Grafton Road 1880s

In the latter half of the 19th century, as Kentish Town became fully urbanised, schools, public baths and churches were erected, sometimes demolishing existing buildings. In the Conservation Area the St Pancras Public Baths were built in 1898, designed by TW Aldwinckle (now Kentish Town Baths). A photograph shows the demolished corner shop at the junction of Grafton Road and Prince of Wales Road where the Baths were built. A Board School was built in 1873 on Holmes Road (now part of Kingsway College). Horse-drawn trams were introduced in the 1870s, replaced by electric trams around 1908, and the Northern Line was opened in 1907. Kentish Town Road became an important shopping centre. Most of the older houses along Kentish Town Road were converted or rebuilt as shops.

# History

# CHARACTER AND APPEARANCE OF THE AREA



## INTRODUCTION

The Inkerman Road Conservation Area forms a dense and homogenous environment in the heart of Kentish Town. The prevailing character is residential, with incidental corner shops on ground floor level integrated with institutional, educational, light industrial and commercial uses. The majority of the buildings were built in the 1850s and 1860s and they form its core. The later buildings and the mix of uses give the area a lively diversity and mostly they have had a positive impact on the townscape and contribute to the character of the Conservation Area. Although the area has a cohesive overall identity each street within it displays different characteristics.

## MAIN BUILDING TYPES

### Mid-Victorian



#### **Inkerman Road, Raglan Street, Alma Street, Cathcart Street, Willes Road and Grafton Road.**

The Conservation Area contains a variety of small mid-Victorian two and three storey terraced houses built mostly within a decade in the 1850s. All of the houses were built of London stock brick and most had stucco surrounds to windows and doors and other enrichments. Iron railings defined the front boundary of the small front gardens, many of which are now planted with shrubs. The slate rooflines were of the butterfly form with a central gutter running from front to back, concealed at the front behind strong linear stuccoed parapets with bold cornices. In some cases, the party walls project above the parapets, with decorative stucco scrolls masking the ends of the roof slopes. The houses were built incrementally, as the speculative builders' credit and cash flow allowed. Slight variations in architectural detail between groups of houses in the same street reflect the piecemeal process of development. The houses in Inkerman Road, Raglan Street, Alma Street and the west side of Cathcart Street are of two storeys and are small in scale and width. In Willes Road the housing is also two storeys but is larger in scale and more richly ornamented, with brackets below cornices, rusticated quoins and Corinthian pilasters framing the front doors. Other houses in Willes Road and in Grafton Road are of three storeys and are plainer, with rusticated stucco at ground floor level, stuccoed horizontal bands on parapets concealing the roof form, and stucco surrounds on windows and cornices with console supports on some upper level windows. Some of the houses on Grafton Road have shops at ground floor level, while office development is situated on the north west of the road.

### Late Victorian

#### **Ryland Road**

The late Victorian architectural style is reflected in the two storey terraced housing in Ryland Road (built between 1875-1894). All of the houses have less decorative stucco detail than the mid-Victorian properties and are constructed in yellow stock brick with stone dressings, Gothic columns framing the front doors, projecting bay windows at ground floor level and overhanging eaves. By the 1870s, stucco enrichments and concealed roofs had become unfashionable. There was a new love for the features of modest buildings, which created a "vernacular or domestic revival". A common feature of the mid/late Victorian house is the bay window and this coincided with the demise of the full basement, which is absent from all of the properties in Ryland Road. The design of the late Victorian window was influenced by the Venetian forms of the Gothic espoused by Ruskin. The







Venetian style windows in Ryland Road comprise three lights grouped together, two small sidelights and a central larger light capped with Romanesque arches. The hipped roofs are hung with grey slate - the Victorians favourite roofing material - and the roof ridges run parallel with the street. By 1860 roofs were becoming increasingly more visible with the introduction of overhanging eaves, which served to act as an efficient water-repellent. These were often underlined with a decorative stringcourse and brackets at the party walls. As a result of various bylaws, the party walls were often required to project higher than the roof, to prevent the spread of fire.

## 20TH CENTURY BUILDINGS AND ALTERATIONS

A number of new houses have been built on gap sites in recent years. Nos 63-77 Willes Road is a relatively new terraced development, which has been sympathetically, designed to follow land contours and to respect the scale and form of neighbouring terraces without resorting to pastiche. Alterations made to buildings in the 20th century are described in section below and in some cases have harmed the character and appearance of the Conservation Area.

## STREET BY STREET DESCRIPTIONS



### Alma Street

Alma Street was laid out in 1855-1860 and comprises two-storey mid-Victorian terraced housing, tightly lining both sides of the street. The straight street gives emphasis to the stuccoed parapets and window surrounds as well as the iron railings. All of the properties are constructed in London yellow stock brick, with some houses having elevated ground floors and half or full basements. Some have a rusticated stucco effect at basement level, which is partly hidden by black iron area railings defining the boundary of the property. There is stucco to parapets



and window surrounds and this gives a strong rhythm to the street. Some of the properties have tripartite windows at ground floor level, others have simpler box sash windows. The original windows were decorated with black iron



detail, stuccoed cornices and console supports. Unfortunately many of these features are now missing. However, stucco surrounds in windows and doors serve to unify the properties. The original front doors can be seen on Nos. 2, 4, 13, 19, 20, 22, 23, 27, 32, 33, 34, 40, 41, 43, 47. Iron railings formed the original frontage to the houses and the original pattern has been reinstated at Nos.19, 33, 35. Originally Nos.26-31 had the Inkerman Road style of railing. (See drawing for details). A long southward vista terminates in an uninterrupted view of Nos. 5, 6 & 6a Anglers Lane, an impressive and noteworthy warehouse building, built of brick in polychromatic design, in 1864. The view north is terminated by the former Crimea Pub on Inkerman Road.

### Anglers Lane

Anglers Lane was laid out in the early 1850's and is a long narrow street which gently curves at its entrance from Kentish Town Road in the east. The street is characterised by a variety of architectural styles, dating from the 1850's to the present day, and mixed use





development, including residential, commercial and light industrial development, providing an interesting contrast to the predominantly residential character of the Conservation Area and the formal mid-Victorian terraces of the surrounding streets. Nos. 5, 6 and 6a, former false teeth factory by Claudius Ash, was built in 1864 on the south side

of Anglers Lane. The large rectangular structure is three storeys in height with a symmetrical façade of fifteen bays defined by brick piers. The structure has decorative gable over three central bays and a central projecting facade. It is constructed in red brick, in polychromatic fashion, with terracotta bands and dressings, moulded brickwork and rich sculptural decoration below eaves. The large square box style windows are arch-headed at second floor level, and are of Georgian proportions. The general character of the façade is one of great solidity, due to its construction of brick and the massive vertical brick piers situated between bays. The painted green timber lean-to structure at ground level, between the building and its front boundary, significantly detracts from the character of this building and from the streetscape, generally. On the north side of Anglers Lane, Nos.21-24 forms a two storey mid-Victorian terrace, built between 1868-1875. The terrace has undergone much alteration work in recent years including; the replacement of windows in all of the dwellings, heightening of the parapet (No.22) and loss of original detail in all of the dwellings, including, windows, doors, keystones, front boundary walls and gate piers. These alterations coupled by the loss of original features has had a negative impact on the terrace.



### Athlone Street

The eastern tip of this street lies within the Conservation Area. Nos.57 & 56 are three storeys high with shops at ground floor level and have the railway arches at their side, the railway viaduct forming the boundary to the Conservation Area.

### Cathcart Street

**West** The northern entrance to Cathcart Street opens with the distinctive Kingsway College. In Victorian Gothic style, it is prominent on the west side corner of the street. South of Kingsway College is a long terrace containing nine properties, Nos.1-9. The terrace is constructed in London yellow stock brick and is two storeys in height with raised ground floors, basements and lightwells. Principal elevations are flat fronted with pairs of sash windows defining upper level and tripartite windows at ground floor level. Windows have shouldered architraves and stuccoed surrounds, and the use of stucco is limited to parapets, window surrounds and doors, which have a horizontal fanlight and hooded cornice above. The terrace is set behind small forecourts with black iron railings. Minor alterations to the properties have taken place but have not adversely affected the overall architectural integrity of the terrace. There is a strong horizontal emphasis at roof level with the stuccoed parapet.



**East** On the east side of the street, Nos. 32-35, form part of a late Victorian terraced development, built between 1875-1894. The terrace is three storeys in height and is situated directly abutting the public footway, with no form of front enclosure. The fenestration is simple and is planned around a central pair of recessed entrances with large tripartite windows emphasising ground floor level and two sash bays, each with four glazing panes and projecting cills on first and second floor levels. Doors and



windows are emphasised by gauged arch heads in terracotta brick. The terrace has a smooth stuccoed finish below ground floor windows. The slated pitch roof contains party walls, which divide individual properties. Eaves are decorated in terracotta detail. The original terrace, constructed in London yellow stock brick, formerly stretched the length of the east side of Cathcart Street. The northern part of the original terrace was damaged beyond repair during the Second World War and is now occupied by a modern development (Nos.1-15), outside the Conservation Area.

## Grafton Road



Grafton Road links Prince of Wales Road with Gospel Oak to the north. The street gently curves at the junction with Inkerman Road and its southern end was one of the earliest streets in the Conservation Area to be laid out (before 1849). Grafton Road has a dense urban feel with residential, industrial, commercial and retail uses all contributing to the character of the street. Virtually all of the properties in Grafton Road form part of a series of three storey terraced developments, although the date and style in which they were constructed varies. The exceptions to the terraced style of development are No.55, constructed in 1867 by the Primitive

Methodists and "Ryland House", constructed in the first half of the 20th century. No.55 has been altered and its use changed several times, from a Methodist Hall to its present office use. Both buildings are on the north west side of the street and are in commercial use.



**West** Nos.1 &3, at the southern end of the street, form a three storey terraced development, currently in use as a guesthouse with reception area at ground floor level. The terrace has a smooth rendered finish and contains six bays



with unfortunate replacement side and top hung windows on first and second floors. The ground floor frontage is unsympathetic in design and detail to the character of the Conservation Area. Nos.5-31 is an elegant three storey terrace of London yellow stock brick, set back from the highway and enclosed by small brick walls surmounted by timber picket fencing. With two bays on upper levels, decorative iron detail on first floor windows and recessed entrances flanked by pilasters, which are surmounted by an

entablature. Nos. 33-53 continue the scale and symmetry of the mid- Victorian terrace, but with more emphasis on the ground floor through the creation of a chamfered rusticated stucco effect and larger tripartite windows. Doors and windows on ground and first floor level have been emphasised by arched heads and a decorative keystone detail. Nos. 57a-57c replaces the original terraces, which were seriously damaged during the Second World War.



**East** The east side of the street was fully constructed before 1855. Nos.2-24 were demolished in the 1890s to make land available for the St Pancras Public Baths (see Listed Buildings for details). The remaining terraces (Nos.26-98) remain largely intact, although the brickwork in some of the properties has been rendered (Nos.74-84) or painted in a white or pastel finish (Nos. 26, 28, 30, 38, 40, 74-84, 86, 88, 92). This side of the street is residential in character

but is integrated with retail and commercial uses at ground floor level (Nos. 46, 48, 50, 52, 86, 88, 94, 96 & 98). Nos. 98 &59 Grafton Road, are three storeys high with shops at ground floor level. The buildings are of a simpler design with pairs of sash windows on front elevations defining first and second floors, in London yellow stock brick and No. 98 Grafton Road has a mansard roof, highly visible from the east, at the junction of Willes Road.



## Holmes Road

The south-western end of Holmes Road lies within the Conservation Area stretching from Cathcart Street in the east to Willes Road in the west. The road at this point is non-residential with Kingsway College forming a striking and dominant façade. At the corner





*Alma Street*



*Grafton Road*



*Holmes Road*



*Inkerman Road, corner of Cathcart Street*

# Character



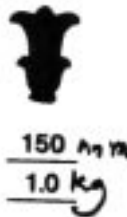
with Willes Road is the “George IV” Public House, located directly adjacent to Kingsway College. George IV forms a three storey highly decorative and particularly distinctive building and occupies a prominent corner in the Conservation Area. Built between 1868-1875, it incorporates various forms and styles, including Italian Renaissance and Classical. The classical form is demonstrated with hooded cornices, pediments, architraves and console supports in first floor windows and also through the elaborate use of stucco. Taking inspiration from the Renaissance palazzo, first-and second-floor windows are paired and there is a tall and richly decorated stuccoed parapet, with cornices and brackets.



### Inkerman Road

A series of streets extend perpendicularly in a north/south orientation from the central spine of the Conservation Area. Inkerman Road forms this spine and cuts through the Conservation Area in an east/west direction. With the exception of Ryland Road, the four principal north/south streets in the Conservation Area form crossing points and junctions at Inkerman Road. Nos. 1-5 Inkerman

Road forms a two-storey terraced development, built of London yellow stock brick, between 1868-1875, with elevated ground floors and half basements. The exterior of the basements has a smooth stuccoed finish and is



partially screened by black iron area railings. (See drawing for railing detail) On the ground floor, the doors and windows have hooded cornices and console supports, while upper windows have stuccoed surrounds. Generally windows are timber sash with projecting cills and in most properties, the ground floor contains large central lights with narrower margin lights placed at either side. The roof form is concealed by stuccoed parapets, which are

plain or emphasised by strong horizontal bands. Various climbing plants and potted plants decorate the elegant façade fronting the terrace. Nos.10-17 and 6-9 form two terraced blocks, which are both of a similar style. Nos. 10-17 was built between 1855-1860; however, Nos. 6-9 was not built until some time later (between 1868-1873). Both terraces are two storeys in height and form symmetrical compositions with one large bay on ground floor level and two smaller bays on upper level. Their narrow plot width, however, has prevented these properties from achieving the proportions of the larger houses and their windows and doors are therefore not perfectly aligned. Ground floors have been emphasised by the creation of a larger window with projecting cills, hooded cornice and console supports. Entrances are flush with the principal elevation, but have similarly been emphasised by decorative features such as, hooded cornices, console supports, stuccoed surrounds and horizontal fanlights above doors. The stucco detailing in parapets is missing in some properties, which detracts from the unity of the terrace. Originally, the properties would also have



been defined by small iron area railings, which have now been replaced by various types of low brick walls with gate piers. Nos.20-21, a 20th century semi-detached house, stands on the site of a former terraced development, which was damaged beyond repair during the war. Nos. 35-20 and the “Crimea” Public House form the north east section of Inkerman Road. The Crimea Public House occupies a prominent corner, at the junction of Cathcart Street and Alma Street.

It is a three storey building (built between 1855-1868) in gault brick with a smooth stuccoed finish on ground floor. The principal elevation has a central entrance, perfectly aligned with upper windows. The entrance is slightly recessed with 2 bays on either side with a large square fan light with arched glazing bar above a six panelled timber door. First floor windows have pediments and console supports. The property has a decorative parapet with cornice detail and console brackets and a horizontal stringcourse below upper windows, with decorative keystone





detail. The adjoining property, No.35, forms parts of this building and has a cream paint finish, concealing the gault brickwork underneath. Unfortunately, it has lost some of its original detail, such as console brackets and cornice detail below the parapet and console supports on first floor windows. Nos 24-34 is a two storey terraced development with half basements, narrow plot widths and black iron area railings defining the boundary. This terrace has been uncharacteristically painted in various finishes.

## Perren Street



The most visible evidence of Victorian small-scale enterprise exists in Perren Street, Wilkin Street and Ryland Road, where various industrial and commercial buildings were built between 1873-1894 encouraged by the opening of the Hampstead Junction Railway line in the mid- 19th century. These buildings are situated east of the railway viaduct. Perren Street was initially laid out

as cul-de-sac between 1868-1873, but remained in agricultural use until some years later. The street is short and views are terminated to the west by a two storey late Victorian industrial building. The fenestration to the principal elevation, which faces east at an angle, is simple with four large bays on upper level, which are aligned with lower bays and entrance. The building has a parapet concealing the roof form, decorative cornice detail and ancillary side extension with pitched slated roof. The building is in need of restoration. The "Imperial Works", a former organ works in Perren Street, is an attractive late Victorian building, in Gothic style, occupying the north west corner of the street. The façade has three gables with a varied outline, although upper and lower windows are generally aligned. The brick walls are patterned with dark red brick in polychromatic style and the wooden sash single bays and tripartite windows are set under segmental heads with keystone feature, also in dark red brick. The former Brinsmeades Factory can be seen from Perren Street. This was the largest piano factory in London, with Portland House forming another part of it (see Wilkin Street). Perren Street makes an interesting contrast to the surrounding domestic terraces and positively contributes to the Conservation Area.



## Prince of Wales Road

The road forms the southern boundary to the Conservation Area and is a west to east bus route, linking the A502 Haverstock Hill and Kentish Town Road. It retains some of its 19th century character. A development plan of 1840 for this part of the Southampton Estate proposed spacious villas, however apart from a group by Malden Crescent (outside the Conservation Area), the street was built up with terraces. The Conservation Area stretch of Prince of Wales Road runs from the Hampstead Junction Railway Line in the west, to 'St Pancras Baths' in the east. Early development of this section

of Prince of Wales Road began before 1849. The first buildings were the 'Aged Governesses' Asylum', later Richard of Chichester Catholic Secondary School (Grade 11) and now being converted to residential use (2003), Nos. 40-52 Prince of Wales Road, and the "Grafton Arms". Nos.40-52, is a two storey terraced development with a prominent position. It has elevated ground floors, half basements with a smooth stuccoed finish, porticoes and Georgian style box sash windows. Some of the properties in this terrace have unfortunately lost some of these features. The terraces have generous rear gardens and small front gardens, which are set behind low brick walls. Unfortunately, alterations to front boundaries, coupled







*Prince of Wales public baths*



*Ryland Road Portland House*



*Willes Road*



*Willes Road*

# Character

with missing front railings and other features, have affected the architectural setting of this group of properties. The railway station and viaduct cut across the road and break up the terrace. Further east, Nos.32-38, a handsome group of properties, form another two storey terraced development of the late Victorian period. The terrace is more decorative and ornate in character than Nos.50-40, and contains bay windows at ground floor level, arcaded windows



on first floor level and dormer windows above, which have been emphasised by decorative stucco surrounds and stone balustrade at parapet level. At the junction with Grafton Road, are the St Pancras Public Baths, a listed building forming a distinct landmark. Built as a wash house and public hall, the building is in red brick with terracotta bands and has steeply pitched slate roofs and is situated on the east side of Grafton Road. The "Grafton Arms" Public House is to its west and is in London yellow stock brick. The building has a highly decorative ground floor, which projects beyond

the principal elevation. The ground floor framework comprises an entablature with fascia board, detailed joinery and timber panelling, high stall risers and ornate columns at the entrance fronting Prince of Wales Road. The upper floors are adorned with decorative vertical timber panels and at first floor level, the windows are large to function rooms with hooded cornices and console supports. All timberwork has been painted in a bold blue finish, with gold painted timber signage. The Baths and Public House both make a striking contribution to the Conservation Area.

### Raglan Street

Raglan Street was laid out in the late 1850s and early 1860's. Nos.12-20 are on the 1860 Parish map. By 1868 terraces were built on either side of this straight street. The terrace on the east side of the street was demolished after the Second World War and has been replaced by a 1960's development. The west side is in the Conservation Area and is a terrace of two storey houses with small forecourts set behind modern low brick walls and railings. These have replaced the original 1860's railings and walls. The terrace reflects the design of the earlier Regency/early Victorian housing in the continued use of rusticated stucco on ground floor levels with incised lines intending to simulate stone blocks, stuccoed parapets and stuccoed surrounds on upper floor windows. The properties are constructed in London yellow stock brick and the principal elevations are flat with pairs of sash windows defining upper floor level. Upper floor windows contain four lights of equal proportion and are timber sash with one horizontal and one vertical glazing bar.



Some windows have stuccoed cornices with console supports; others have lost this feature. The ground floor comprises typical box sash windows with narrow margin lights placed at either side. All windows have projecting cills. The roofs are concealed behind strong linear parapets; some are plain while others have moulded cornices. The properties form part of a symmetrical composition. However, insensitive alterations, poor paint finishes and loss of architectural detail to front facades have interrupted the balance and continuity of the terrace and have had a negative impact on the Conservation Area. Part of the parapet has been removed in Nos 4, 6 & 8 to allow the construction of dormer windows. This has had a significantly adverse affect on the roofscape.



### Ryland Road

Ryland Road was laid out between 1875-1894 and was the last street to be constructed in the Conservation Area. Although built only 20 years later than the adjacent streets the architectural detail is quite different. The entrance to the street is punctuated by St Richard of Chichester Catholic



Secondary School, a Grade II ragstone building located on the south west corner of the street. The building provides a landmark on the approach from Prince of Wales Road. The street is lined with terraces set back from the main road creating unified stretches of late Victorian architecture. Nos. 1-24 (east side) and Nos.25-36 (west side) are two-storey terraces. The range of architectural detail includes: ground floor canted bay windows with arched heads, double sash arched windows on upper levels, recessed arched entrances with lintels and classical mouldings, and visible shallow pitched roofs with party walls dividing properties. Mid way, the street gently curves before winding its way east onto Grafton Road where the predominant and contrasting character then becomes commercial. The former Brinsmeades Factory was the largest piano factory in London in the late 19th century and it occupied the area between Nos.25-36 and the Hampstead Junction Railway Line, as well as the area at the northern end of the road (now Portland House and Ryland House). The vista from the south is framed by the rear elevation of Portland House, a five storey late Victorian industrial warehouse style building.

## Wilkin Street



A short section at the eastern end of the street lies in the Conservation Area. The distinct quality of the mid and late Victorian industrial buildings on Wilkin Street and their close proximity to domestic terraces create a special and interesting quality in the Conservation Area. The street was laid out before 1855 and developed incrementally, several years after the Hampstead Junction Railway line was constructed on a viaduct at roof level. The railway line dissects the street in a

north/south orientation and the viaduct terminates views west on Wilkin Street. The first building to be constructed on the street in 1867. was the former Methodist Chapel (No 55 Grafton Road). The side elevation of a building, which is now in commercial use, faces Wilkin Street. Attached to the former Chapel building is a small late Victorian building in Gothic style that was formerly used by the Primitive Methodists as a Sunday school. It has a narrow plot width, a pitched roof with gabled frontage, tall Gothic style arched windows with floating arched cornice, gauged arched heads and a lunette style window above the central entrance. Its windows to the side elevations face the entrance yard. The subsequent piecemeal development of industrial and other buildings took place between 1875 and 1894. Amongst these was the Pianoforte Works on the south of Wilkin Street, now "Portland House". The eastern half of this five-storey structure was destroyed during the Second World War and "Ryland House", built as a clothing factory in the late 1950s replaced it.



## Willes Road

Willes Road was laid out between 1855-1860 and is dissected in half by Inkerman Road. At the south entrance to Willes Road is a landmark building, St Pancras Public Baths. Curving around the edge of the Baths the east side of the road has the elegant two storey terraced houses (Nos.2-14), and continues with Nos.22-36, they are largely intact and are of early/mid Victorian style with classical features and elaborate stucco detail, serving to unify the properties. Nos.16-20 is a 1960's terraced development that replaced terraces damaged during the Second World War. Further north Nos. 65 & Nos.71-77 replaced the original terraced development, which were damaged during the Second World War. Nos. 38-60 and Nos.33-63 Willes Road are three storeys high, lying to the north of Inkerman Road.







Nos. 83&85 have shops at ground floor level. The buildings are of a simpler design with pairs of sash windows on front elevations defining first and second floors and are constructed in London yellow stock

brick, although No. 83 has a white painted finish. Generally, the properties in Willes Road have been emphasised

through window design; which are tripartite on ground floor and single arched on upper floor, and are adorned with decorative cornice, console supports and keystone detail. Similarly, porticoes with Corinthian columns and solid timber doors containing two vertical panels and studs highlight entrances. The importance of the individual terrace house is demonstrated



by the use of vertical stuccoed chamfered quoins on brickwork dividing the properties. Stuccoed parapets containing decorative modillion detail below conceal the roofline. All of the properties are set back from the main road and their front gardens are planted with various trees and shrubs, which all add to the appearance and amenity value of the Conservation Area.

## LISTED BUILDINGS

There are three listed buildings in the Conservation Area.



**St Pancras Public Baths**, attached railings & walls, by TW Aldwinckle: - In 1898, houses at the south end of Willes Road and Grafton Road were demolished in order to make land available for the magnificent red brick and terracotta St Pancras Public Baths. The Public Baths were built between 1898-1900 and were opened in 1901. A washhouse and public hall formerly occupied the property, which is currently in use as a swimming baths and laundrette. The large rectangular building, in free Tudor/Francois Premier style, has 3 storeys and an attic fronting Prince of Wales Road. A two-storey building and single storey building exist to the rear of the property. St Pancras Public Baths is constructed in red brick with terracotta bands and dressings. The asymmetrical façade has recessed stair turrets terminating in conical roofs at angles and is crowned by an ornate lead-clad cupola. Entrances off Prince of Wales Road are triple-arcaded, each having double part-glazed panelled doors and patterned fanlight. The main pool hall has a tall, plain elevation to Willes Road and the many variations in plan and roofline along Grafton Road reflect the baths, laundries and other facilities arranged behind the building.



**Kingsway College** & attached walls, by ER Robson:- The College was built in 1873-4 for the School Board of London, with later additions of 1891. The building was constructed in yellow stock brick with red brick design, stone dressings and cross patterning. The roof, in Gothic style, is made from slate with four prominent gables to alternating bays and a central fleche to main building. The façade is symmetrical of seven bays defined by buttresses, two additional right hand bays and a central stuccoed pointed arch entrance with a row of small arcaded lights above and square headed sashes to ground floor. The central block has two upper floors of lofty classrooms above a lower ground floor, with lower wings to the sides. Eight houses east

of George IV pub were demolished in order to build the college and another eight houses in Cathcart Street were subsequently demolished to provide a playground. The building was extended after the First World War by the demolition of a further eight properties in Willes Road.

**St Richard of Chichester Catholic Secondary School**, gates & railings, by Thomas Henry Wyatt and David Brandon: The school was built in 1849 as an 'Aged Governesses' Asylum' and was altered and enlarged in 1877-9 for Camden School for Girls, by EC Robins. It then became the St Richard of Chichester Secondary School (now closed). The principal elevation of the gabled, stone-built Tudor style building faces Prince of Wales Road. The building is constructed in Ragstone with slate roofs and has two storeys and three gabled bays, with small gargoyles at the angles at cornice level. The later extensions along Ryland Road were carried out in similar materials and in a similar style, with a certain amount of render introduced for economy. Subsidiary features include wrought iron gates and railings in 1700-25 style (Grade11) containing delicate scrollwork overthrow. The building is being converted to residential use (2003).



# AUDIT

## LISTED BUILDINGS

Details and photographs of the listed buildings are available on the Camden web-site; [www.camden.gov.uk/planning/listed](http://www.camden.gov.uk/planning/listed)

Those buildings currently on the statutory list of buildings of Architectural or Historic Interest include:

(Grade II unless stated otherwise)

Prince of Wales Road: St Pancras Public Baths, attached railings and Walls, 1898-1900 by TW Aldwinckle  
Richard of Chichester Catholic Secondary School, gates and railings, 1849 by Thomas Henry Wyatt and David Brandon

Holmes Road: Kingsway College, Kentish Town Centre and attached walls, 1873-4 by ER Robson

As buildings may be added or removed from the list from time to time it is advisable to check with the Duty Planner if changes have occurred since publication of the Statement.

## BUILDINGS WHICH MAKE A POSITIVE CONTRIBUTION

The distinct quality of the Inkerman Conservation Area is that it largely retains its homogenous mid- 19th century architectural character. For this reason, most of the buildings make a positive contribution to the character and appearance of the Conservation Area and the general presumption should therefore be in favour of retaining such buildings. Although not listed, the Government requires that proposals to demolish these buildings should be assessed against the same broad criteria as proposals to demolish listed buildings (PPG 15, paragraphs 3.16 - 3.19).

- Anglers Lane                Nos 5, 6, 6a, 21-24
- Alma Street                Nos. 1-24, 25-52
- Athlone Street            Nos. 56, 57



■ Listed buildings ■ Buildings which make a positive contribution

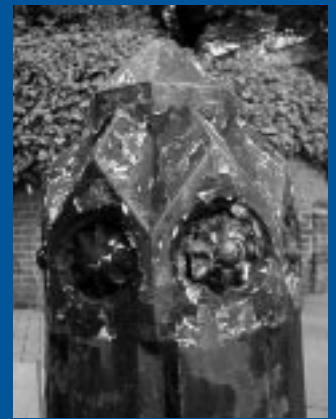
Cathcart Street	Nos. 1-9, Crimea Public House, 32-35
Grafton Road	Grafton Arms, Nos.9 - 31a, 33-53, 55, 59 (odd). Nos. 26-44, 48, 50, 54-70, 84, 86, 88, 90, 92, 94, (even)
Inkerman Road	Nos. 1-5, 6-9, 10-17, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, Crimea Pub, 37-41
Perren Street	Nos. 1, Imperial Works
Prince of Wales Road	Grafton Arms, Nos. 22-38, 40 -52
Raglan Street	Nos. 2-32
Ryland Road	Nos. 1-24, 25-36
Willes Road	Nos. 2-6, 8-14, 22- 24, 26-36, 32, 34, 36, 38, 40, 42, 44, 46, 48, 50-54, 56, 58, 60, George IV Pub (even); 17-31, 33-65,83, 85 (odd)
Wilkin Street	Nos. 2, Portland House, Ryland House

## **BUILDINGS OR FEATURES WHICH DETRACT FROM THE CHARACTER OF THE AREA**

Inevitably there are buildings that detract from the character and appearance of the Conservation Area. This may be due to a building's scale, materials and/or relationship to the street. These buildings may be considered for redevelopment if the replacement would positively enhance the Conservation Area. Some buildings contribute to the character of the area but have inappropriate alterations and extensions whose removal/replacement would enhance the area. There are also structures and elements of streetscape that impinge on the character and quality of the Conservation Area.

Alma Street	Nos 8 & 21 have dormer windows, although these are set back from the parapet, they nevertheless have an adverse affect on the roofscape.
Anglers Lane	Nos.5, 6 & 6a, former false teeth factory, has a green timber lean to structure at ground level, between the building and its front boundary. This structure spoils the character of the building and significantly detracts from the streetscape.
Cathcart Street	Upper windows of No.8 have a splayed stuccoed design, which interrupts the uniformity of the terrace.
Grafton Road	The alterations carried out to Michael's Guest House, Nos. 1 & 3, (removal of mouldings, render, replacement windows, replacement shopfronts, etc) have no regard for the character of the original buildings or for the Conservation Area. Nos. 13,26, 28, 30, 38, 40 49 have a white painted finish, which destroys the uniformity of the terrace. No. 88 has a large and obtrusive projecting fascia with iron railings and balcony above, on first floor level; both features have little regard for the architectural integrity of the building.
Inkerman Road	Nos 31, 30, 29, 25, & 24 have lost part of its original appeal due to the animated appearance of its exterior, which has been uncharacteristically painted in various finishes.
Raglan Street	Nos 4, 6 & 8 have had part of the parapet removed to allow the construction of dormer windows. This has had a significantly adverse affect on the roofscape. The upper level brickwork of Nos.10 & 24 have a poor paint finish marring the original brickwork and dressings.
Ryland Road	Four houses (Nos. 6, 23, 25 & 26) have painted finishes and two houses (Nos. 13 &33) have textured render, marring the original brickwork and dressings and interrupting the uniformity of these terraces





# Streetscape

Willes Road No. 37 has poor replacement windows that have completely different proportions to the original window openings. Nos. 41, 58, 83 have a white paint finish, which detracts from the uniformity of the terrace

## STREETSCAPE AUDIT

The character and the appearance of the Conservation Area is not solely a function of its buildings. Elements within the public realm, such as original pavement materials, boundary walls, railings vegetation, contribute greatly to the area's quality, character and appearance.

The streets and public spaces of the Inkerman Conservation Area therefore make a significant contribution to its overall townscape quality. There are many historic features, original materials and details that help sustain the areas distinctive appearance. Materials and features, which enhance the Conservation Area, include:

General	Small front gardens. Cast iron railings (with remnant Portland stone dwarf walls), stock brick walls with stone copings and piers with caps. Painted / cast-iron street name signs, granite kerbs, granite setts (channels, carriageways and crossovers) and York Stone pavements.
Alma Street	Channels 3 granite setts wide. Vestiges of old railings (see Nos.19, 33, 35 for Alma Street design and Nos. 26, 28, 31 for Inkerman Road design) and elsewhere original Portland stone plinths for railings.
Anglers Lane	Channels 3 granite setts wide. No.14: granite sett crossover.
Cathcart Street	Granite sett carriageway. Channels 3 granite setts wide. Nos. 1-9 sympathetic railings. Beside Crimea public house: granite unloading area and coal hole cover.
Grafton Road	Beside No.90-92: Cast-iron pillar-box inscribed "GR". Channels 3 granite setts wide. Nos. 29, 34, 45, 68, 78, 82: original low cast iron railings Nos. 26-46 Yorkstone paved footway. Nos. 48-52 Yorkstone paved forecourt. Nos. 1-3 & outside Grafton Arms: Yorkstone paved footway. Public baths: original railings. Lime trees at kink in road adjacent to junction with Inkerman Road.
Holmes Road	Channels 3 granite setts wide.
Inkerman Road	Channels 3 granite setts wide. Nos. 26, 29, 31, 32, Coal hole covers in York stone surrounds. Nos. 1-5 & 27-41 original iron railings. Grafton Rd junction, SE corner: rectangular section bollard marked 'St P'. Willes Rd junction, SW corner: square section bollard marked 'StPPM
Perren Street	Channels 3 granite setts wide.
Prince of Wales Road	No.26 Original iron gate & railings (set on iron coping to dwarf wall).
Raglan Street	South of alley to Inkerman Road: two cylindrical iron bollards with round button caps.
Ryland Road	Granite kerbs, granite channels, street trees and painted street name signs. Yorkstone footway east side. Three adjacent granite crossovers at corner by north entrance to Perren St works. By No.61/63 rectangular section bollard marked St P.

Wilkin Street	Channels 3 granite setts wide. York stone footway with concrete strip on north side and on south side outside Portland House.
Willes Road	Anglers Lane junction: listed cast-iron bollard. Mid/late C19, gothic style. Octagonal shaft with conical top surrounded by gables, each with a rosette. Anglers Lane junction: ash tree and garden. Nos.25, 27 Original railings and gates (No.27 a good copy) Public baths: original railings and glazed dwarf walls.

## CURRENT ISSUES

Inkerman Conservation Area has retained much of its original character and appearance, although there is constant development pressure associated with alterations and extensions to residential development. The Council supports good new design, where the quality of development enhances the Conservation Area. However, not all development has been successful in contributing to the character of the Conservation Area, some has had a neutral effect, while other development has had a negative effect.

There are many architectural elements that contribute to the distinct character of Inkerman Conservation Area. Alterations, even minor ones, have resulted in the loss of these architectural elements and this has had a negative impact on the area. Amongst these alterations, includes the loss of distinctive original boundary walls and their subsequent replacement with inappropriate boundary treatments, which have failed to use particular materials and details to echo the architecture behind. The creation of dormer windows, in particular, is common amongst many of the properties in the Conservation Area. Where these have been set back behind the parapets the impact on the street is less, however, as the plot widths are relatively narrow, the impact on roofscapes and on the continuity and symmetry of terraces is nevertheless considerable. Back gardens are also narrow and the affect on adjoining properties may also be considerable.

The issues include:

### Design

Where development detracts from the character and appearance of the Conservation Area, it is often through lack of respect for historic context and the following themes generally recur:

- use of inappropriate materials
- inappropriate bulk, massing and/or height

### Character Erosion

There has been gradual erosion of many elements that contribute to the character and appearance of the Conservation Area, especially to residential properties. This sometimes occurs through permitted development rights and permissions including:

- alteration and addition to roofs and parapet walls
- alteration to or replacement of windows, porches, doors, and other features
- loss of traditional railings or gateposts
- loss of garden walls
- car parking within front gardens
- loss of original features
- inappropriate extensions
- inappropriate painting of brickwork, walls or fences.



## Opportunity Sites<sup>1</sup>

There are not considered to be any opportunity sites within the Conservation Area.

## Streetscape

There are several features that detract from the Conservation Area and these should be removed or replaced as the opportunities arise. Amongst these features includes:

- the use of concrete bollards
- concrete block paving

If the opportunity arises for further streetscape enhancements they should be made in accordance with the Council's Streetscape Design manual for Camden, which identifies an overall image for the Borough.

There is also a threat to streetscape from the increased demand for telecommunications equipment.



<sup>1</sup> Can be defined as areas where redevelopment or enhancement would strengthen the character of the Conservation Area

# GUIDELINES

Designation of a conservation area gives the Council greater power to control and manage change. It is not, however, intended to prevent all new development. Some development to single family dwellings does not require permission from the Council under the Town and Country Planning (General Permitted Development) Order 1995 (GDPO) such as small extensions and changes to windows not in the roof. This is known as permitted development. The majority of works within the Conservation Area will require planning permission, and/or conservation area consent, and it is therefore advisable to check with the Planning Service whether permission is needed at an early stage of proposals.

The Borough's Principal Planning Policy document is the Unitary Development Plan (UDP), adopted in March 2000 and supported by Supplementary Planning Guidance (SPG). This Statement forms part of the SPG and should be read with the policies of the UDP and further guidance contained within the SPG.

Within conservation areas the Council has certain additional duties and powers in relation to the conservation of the built environment and the UDP Environment Chapter sets out the Council's policies and general approach. In this context UDP Policy EN31 states; "The Council will seek to ensure that development in conservation areas preserves or enhances their special character or appearance, and is of high quality in terms of design, materials and execution. Applicants will be expected to provide sufficient information about the proposed development and its immediate setting to enable the Council to assess the potential effect of the proposal on the character or appearance of the conservation area."

A further guidance leaflet giving general advice on works and applications in conservation areas is available from the Council. Additional guidance relating to specific problems within the conservation area may be produced from time-to-time for inclusion within this statement.

## BASEMENTS

Ink1 Extending into basement areas will only be acceptable where it would not involve harm to the character of the building or its setting.

## DEMOLITION

Ink2 Within the Conservation Area total or substantial demolition of a building will require conservation area consent.

Ink3 The Council will seek the retention of those buildings, which are considered to make a positive contribution to the character or appearance of the Conservation Area, and will only grant consent for demolition where it can be shown that the building detracts from the character of the area. Consent will not be granted for demolition unless a redevelopment scheme has been approved which will preserve or enhance the Conservation Area (see UDP Policy EN32 and SPG Demolition Guidelines).

Ink4 All applications should show clearly the extent of demolition works proposed.

Ink5 The demolition of listed buildings will be resisted and the Council will seek to ensure that they are adequately maintained and in beneficial use.

Ink6 The removal of streetscape features which make a positive contribution to the character and appearance of the Conservation Area will be resisted.

## **ESTATE AGENT'S BOARDS**

Ink7 A profusion of estate agent's boards can have a detrimental impact upon the environment in terms of visual clutter. Only one advertisement, of specified dimensions and height, per property to be sold or let has deemed consent under the Town & Country Planning (Control of Advertisements) Regulations 1992 (as amended). Applications to exceed the deemed consent level will usually be refused by Camden. The Council will, where appropriate, use its powers to prosecute agents who display boards illegally. For more information see SPG.

## **FRONT GARDENS AND BOUNDARIES**

Ink8 Alterations to the front boundaries between the pavement and houses can dramatically affect and harm the character of the Conservation Area. Boundaries in the Conservation Area are predominantly formed by traditional iron railings, in some cases mounted on low walls, although the original features of the boundary vary. Proposals should respect the original style of boundary and these should generally be retained and reinstated where lost. (see Alma Street and Inkerman Road for examples) Particular care should be taken to preserve the green character of the Conservation Area. The walls and railings alongside the road and within properties add to the attractive appearance of the front gardens and architectural settings of the 19th century buildings. The loss of front boundary railings where it has occurred detracts from the appearance of the front garden by reducing the area for vegetation in this urban residential area. Furthermore, the removal of railings and the paving of front gardens to provide parking space for cars adversely affect the setting of the building and the general street/scene. The Council will resist any further loss of front boundary walls and railings, and conversion of front gardens into hardstanding parking areas.

## **LISTED BUILDINGS**

- Ink9 Under Section 7 of the Planning (Listed Buildings & Conservation Areas) Act 1990, listed building consent is required for demolition of a listed building, and for any works of alteration or extension which would affect its character as a building of special architectural or historic interest. Even cleaning or repainting a facade may require listed building consent. The requirement for listed building consent is distinct from the need for planning permission and 'permitted development' rights do not apply to listed building consent. Listed building consent is not normally required for maintenance and like-for-like repairs, but if repairs result in a significant loss of historic fabric or change to the appearance of the building, consent would be required.
- Ink10 Works to be carried out, as a matter of urgency would require listed building consent just as in any other case, even if the works are required by dangerous structures or any other legal notice.
- Ink11 It is an offence to carry out or ask for unauthorised works to be carried out to a listed building and the penalty can be severe - an unlimited fine or up to 12 months imprisonment, or both.
- Ink12 Advice on whether listed building consent is needed for works to listed buildings is available from the Conservation and Urban Design Team. The Council's principal development policies relating to listed buildings are contained in the UDP Policies EN38-EN40.
- Ink13 Additional guidance is included in Supplementary Planning Guidance and in the Government's Planning Policy Guidance Note 15 - Planning and the Historic Environment. A separate Council leaflet is available on listed buildings.



## MATERIALS AND MAINTENANCE

- Ink14 In all cases, existing/original architectural features and detailing characteristic of the Conservation Area should be retained and kept in good repair, and only be replaced when there is no alternative, or to enhance the appearance of the building through the restoration of missing features. Original detailing such as door/window pediments and finials, porches, ironwork (window cills, railings), timber framed sash windows, casement windows, doors, tiled footpaths, roof tiles, decorative brickwork, bargeboards, stained glass, boundary walls and piers, where retained add to the visual interest of properties. Where details have been removed in the past, replacement with suitable copies will be encouraged.
- Ink15 The choice of materials in new work will be most important and will be the subject of control by the Council. Original, traditional materials should be retained wherever possible and repaired if necessary. Generally routine and regular maintenance such as unblocking of gutters and rainwater pipes, the repair of damaged pointing, and the painting and repair of wood and metal work will prolong the life of a building and prevent unnecessary decay and damage. Where replacement is the only possible option, materials should be chosen to closely match the original. Generally the use of the original (or as similar as possible) natural materials will be required, and the use of materials such as concrete roof tiles, artificial slate and PVCu windows would not be acceptable.
- Ink16 Original brickwork should not be painted, rendered or clad unless this was the original treatment. Such new work, whilst seldom necessary, can have an unfortunate and undesirable effect on the appearance of the building and conservation area, which may lead to long term structural and decorative damage, and may be extremely difficult (if not impossible) to reverse once completed. Re-pointing should match the original mix and profile as it can drastically alter the appearance of a building (especially when 'fine gauge' brickwork is present), and may be difficult to reverse.
- Ink17 Where replacement materials are to be used it is advisable to consult with the Council's Conservation & Urban Design Team, to ensure appropriate choice and use.

## NEW DEVELOPMENT

- Ink18 The Unitary Development Plan (UDP) provides the context and guidance for proposals for new development in terms of appropriate land uses and other matters such as density and parking standards. New development should be seen as an opportunity to enhance the Conservation Area. All development should respect existing features such as building lines, rooflines, elevation design, and where appropriate, architectural characteristics, detailing, profile, and materials of adjoining buildings. Proposals should be guided by the UDP in terms of appropriate uses.

## REAR EXTENSIONS/CONSERVATORIES

- Ink19 Planning permission is usually required for the erection of a rear extension or conservatory. However, modest single storey extensions to a single-family dwelling may be exempt from permission under the General Permitted Development Order 1995 depending on the proposed volume and height. It is advisable to consult the Planning Service to confirm if this is the case.
- Ink20 Extensions and conservatories can alter the balance and harmony of a property or of a group of properties by insensitive scale, design or inappropriate materials. Some rear extensions, although not widely visible, adversely affect the architectural integrity of the building to which they are attached, such that the character of the Conservation Area is prejudiced. Rear extensions should be as unobtrusive as possible and should not adversely affect the character of the building or the Conservation Area. In most cases such extensions should be no more than one storey in height, but its general affect on neighbouring properties and Conservation Area will be the basis of its suitability.

- Ink21 Extensions should be in harmony with the original form and character of the house and the historic pattern of extensions within the terrace or group of buildings. The acceptability of larger extensions depends on the particular site and circumstances.
- Ink22 Rear extensions will not be acceptable where they would spoil a uniformed rear elevation of an unspoilt terrace or group of buildings; or would encroach significantly on the rear garden space; or harm public views of rear garden/spaces.
- Ink23 Conservatories, as with extensions, should be small in scale and subordinate to the original building and at ground floor level only. The design, scale and materials should be sensitive to the special qualities of the property and should not undermine the features of the original building. Conservatories at high level will not be permitted.

## ROOF EXTENSIONS

- Ink24 Planning permission is required for alterations to the roof, at the front, rear and side within the Conservation Area. Some alterations at roof level including the side and rear have had a harmful impact on the Conservation Area. Because of the varied design of roofs in the Conservation Area it will be necessary to assess proposals on an individual basis with regard to the design of the building, the adjoining properties and the streetscape. Where the principal of an extension is acceptable they should respect the integrity of the existing roof form and existing original details should be precisely matched. roof extensions are unlikely to be acceptable where:
- It would be detrimental to the form and character of the existing building
  - The property forms part of a group or terrace which remains largely, but not necessarily completely, unimpaired
  - The property forms part of a symmetrical composition, the balance of which would be upset
  - The roof is prominent, particularly in long views
  - The building is higher than many of its surrounding neighbours. Any further roof extensions are therefore likely to be unacceptably prominent.
- Ink25 Mansard additions and other forms of roof extension, which fundamentally change the roof form, are uncharacteristic of the Conservation Area. The introduction of roof addition of this nature is unlikely to be acceptable due to the adverse affect on the skyline and surrounding streetscene.
- Ink26 Further dormers or 'velux' type windows at the rear will normally be allowed if sensitively designed in relation to the building and other adjacent roofs. Dormers at the front and the side will not be allowed where a cluster of roofs remain largely, but not necessarily completely, unimpaired.
- Ink27 Generally the roofs have a shallow pitch and therefore the scale and position of the dormer in the roof slope should respect the ridge and hip lines and general proportions of the building.
- Ink28 The retention or reinstatement of any architecturally interesting features and characteristic decorative elements such as parapets, cornices and chimneystacks and pots will be encouraged.

## SATELLITE DISHES

- Ink29 Dishes are not normally acceptable where they are positioned on the main façade of a building or in a prominent position easily seen from the street. The smallest practical size should be chosen with the dish kept to the rear of the property, below the ridgeline and out of sight if at roof level. Planning permission may be required. Advice from the Conservation and Urban Design Team should be sought before undertaking such works.

## **SIDE EXTENSIONS**

- Ink30 Planning permission may be required for the erection of side extensions. Most single storey side extensions to single family dwellings may be exempt from permission under the General Permitted Development Order 1995 depending on the proposed volume and height and location. It is advisable to consult the Planning Service to confirm if this is the case.
- Ink31 The Conservation Area is characterised by significant and well-preserved gaps at the end of terraces or between buildings providing views through to rear mature gardens. Normally the infilling of these gaps will be resisted where an important gap is compromised or the symmetry of the composition of a building would be impaired. Where side extensions would not result in the loss of an important gap they should be single storey and set back from the front building line.

## **SHOPFRONTS/ADVERTISEMENTS/SIGNAGE**

- Ink32 The installation of a new shopfront and most alterations to the existing shopfront will need planning permission. The installation of external security shutters also requires planning permission. SPG contains more detailed advice on the design of shopfronts and signage.
- Ink33 Proposals for new shopfronts will be expected to preserve or enhance the visual character and appearance of the street, through respect for the proportions, rhythm and form of the original frontages. Any shopfront of historic interest or architectural quality should be retained and if necessary repaired. Shopfronts that are considered to be out of character with the building or the area generally should be replaced with new shopfronts that are appropriate to the building and enhance the appearance of the Conservation Area.
- Ink34 Similarly shop signage should be appropriate for the Conservation Area, respecting the proportions of the shop frontages, and maintaining the division between units and reflect the plot widths of buildings. Internally illuminated box signs are unacceptable and generally signage should be non-illuminated or externally illuminated. Signage will usually consist of one fascia sign and one projecting sign. Shop signs should not normally be above ground floor level.
- Ink35 Signage for other uses on residential streets should be appropriate in terms of scale for its location and respect the character of the Conservation Area.

## **SHOPFRONT SECURITY**

- Ink36 The introduction of security measures can detract from the appearance of the Conservation Area. The Council will prefer the use of the security measures that do not require external shutters or grilles such as:
- (a) The strengthening of shopfronts;
  - (b) The use of toughened or laminated glass;
  - (c) Internal grilles or collapsible gates - these do not normally require planning permission unless they result in a material alteration to the external appearance of the shopfront
  - (d) Improved lighting.
- Ink37 There will be a general presumption against the use of external security shutters, grilles or meshes on shopfronts. Applicants would have to demonstrate that the above measures are not feasible for external security shutters, grilles or meshes to be considered. A separate leaflet is available on Shopfront Security.



## **STRATEGIC VIEWS**

Ink38 One of the designated Strategic Views crosses through the Conservation Area:

1. Strategic View 3 Parliament Hill to St Paul's: the strategic viewing corridor and the wider setting consultation area.

These views are of national importance and the Council will seek to ensure development proposals in the Conservation Area do not obstruct or mar these views. Further information on the height limitations can be obtained from the Council's Conservation & Urban Design Team.

## **TREES AND LANDSCAPING DESIGN**

Ink39 Any person wishing to do works to a tree, such as pruning or felling, must give the Council six weeks notice of the works before it is carried out. If a tree is subject to a Tree Preservation Order the Council has eight weeks to process the application. The Council will consider the removal of existing trees only where necessary for safety or maintenance purposes or as part of a replanting/nature conservation programme. Further advice is available from the Tree Officer on 020 7974 5616. A separate Council leaflet on trees is available.

Ink40 All trees which contribute to the character or appearance of the Conservation Area should be retained and protected. Developers will be expected to incorporate any new trees sensitively into the design of any development and demonstrate that no trees will be lost or damaged before, during or after development. BS 5837:1991 shall be taken, as the minimum required standard for protection of trees.

Ink41 All new development should have a high standard of external space (landscape) design, which should respect the character and appearance of the Conservation Area.

Ink42 Applications for development should take into account the possible impact on trees and other vegetation, and state clearly whether any damage/removal is likely and what protective measures are to be taken to ensure against damage during and after work. BS 5837:1991 shall be taken, as the minimum required standard for protection of trees. All trees within 10 metres of a development proposal should be clearly identified. This also applies to underground development.

## **ACKNOWLEDGEMENTS**

The consultation draft was produced by the consultants Building Design Partnership who provided the initial analysis of the area. Their work formed the basis of the Statement that was revised, following local consultation, by the Conservation and Urban Design Team. Several photographs taken by BDP have been reproduced in the Statement with their permission.

We would like to thank the Camden Local Studies and Archives Centre for their help in the preparation of the statement and to local residents and groups who contributed their views during consultation.

## **FOR FURTHER INFORMATION CONTACT**

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Camden's Planning Service is on-line. You can visit the website at [www.camden.gov.uk/planning](http://www.camden.gov.uk/planning)

Duty Planner: 020 7974 1911

## **UESFUL CONTACTS**

English Heritage  
23 Savile Row  
London W1X 1AB  
020 7973 3000

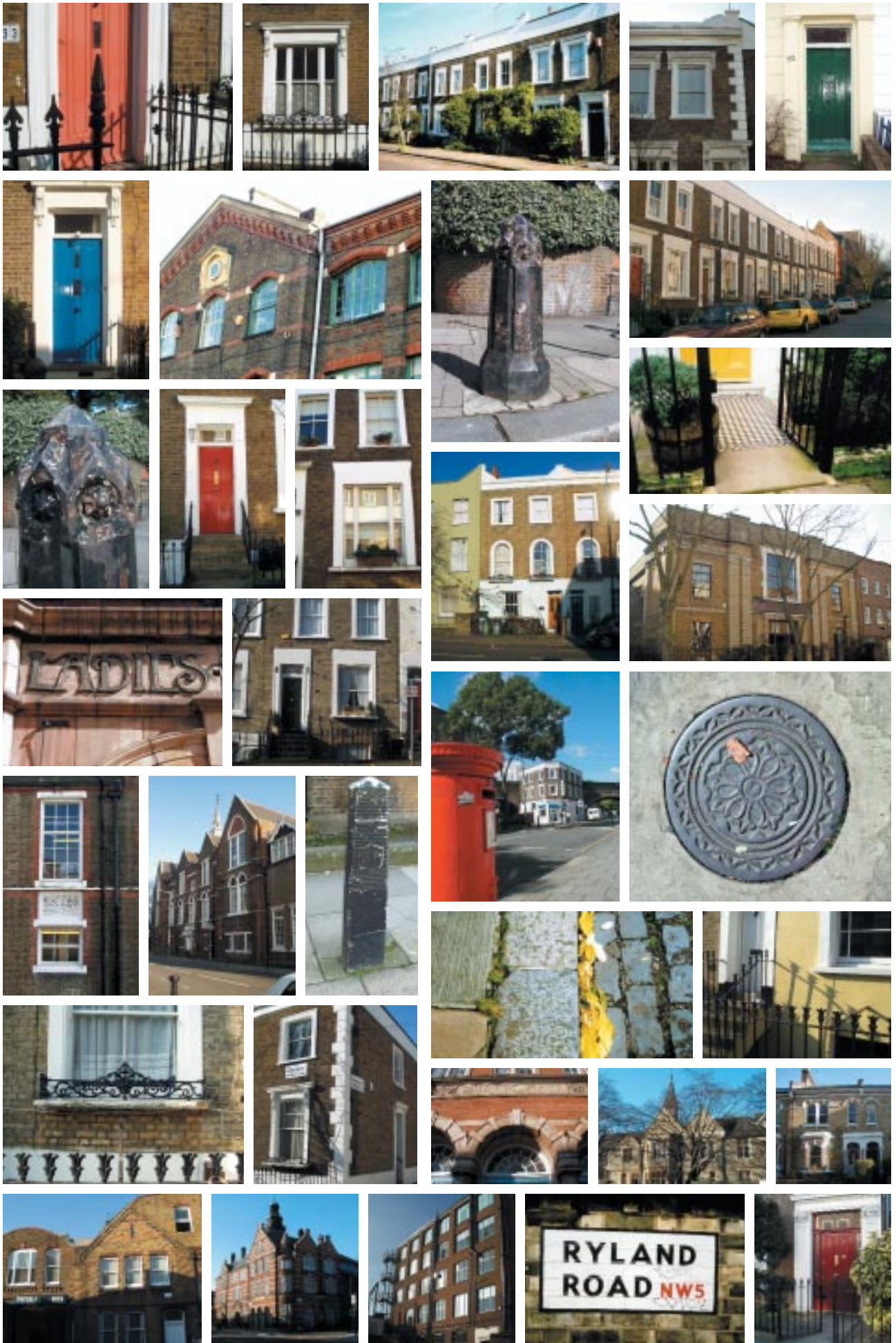
[www.english-heritage.org.uk](http://www.english-heritage.org.uk)

The South Kentish Town Conservation Area Advisory Committee was formed in January 2003 and covers four Conservation Areas; Inkerman, Rochester, Jeffrey's Street, Kelly Street.

The South Kentish Town Conservation Area Advisory Committee and other local groups can be contacted via CINDEX which is available through Camden Libraries, Camden Information Point and by direct access at <http://cindex.camden.gov.uk>

The Office of the Deputy Prime Minister, responsible for regional and local government. [www.odpm.gov.uk](http://www.odpm.gov.uk)

*Published March 2003*







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