



London Borough of Camden
Development Control
5th Floor
Camden Town Hall Extension
Argyle Street
London
WC1H 8EQ

14 February 2013

Via Planning Portal
let.001.PV.MM.12870006

Dear Sir/Madam

CAMDEN ROAD RAILWAY STATION, BONNY STREET, CAMDEN, NW1 9LS – LISTED BUILDING CONSENT

On behalf of our client, Mott MacDonald Ltd, we are pleased to submit an application for listed building consent for 'the installation of two shelters on Platform 2 at Camden Road Station'.

We enclose an electronic copy of the following:

- Listed Building Consent application form and certificates duly signed and dated;
- Site location plan, dwg ref. 12870006/1;
- Existing site plan, dwg ref. CMD-PAD-10-1-02;
- Existing elevations, dwg ref. CMD-PAD-92-3-02;
- Proposed site plan, dwg ref. CMD-PAD-10-1-02 Rev AB;
- Proposed elevations, dwg ref. CMD-PAD-92-3-02 Rev AB; and
- Design and Access Statement, prepared by Indigo Planning.

The proposed works are permitted development and as such planning permission is not required. As the application is for listed building consent (LBC), an application fee is not required.

Site and Surroundings

The application site is located at Camden Road Railway Station, Bonny Street, Camden Town. Bonny Street runs east to west connecting Camden Road (A503) and Camden Street (A400). A site location plan is enclosed with the application submission.

The Camden Road station building is Grade II listed. The station comprises the main building including the ticket office and has two platforms that are on the first floor and accessed via an internal staircase. Platform one has a projecting canopy covering the majority of the platform and platform two has a small waiting room near the stepped entrance. Both platforms have been subject to improvements and modernising over the years and now both platforms have

Indigo Planning Limited

Swan Court
Worple Road
London
SW19 4JS

T 020 8605 9400
F 020 8605 9401
info@indigoplanning.com
indigoplanning.com

Registered office
Swan Court
Worple Road
London SW19 4JS
Registered number 2078863

Directors:

Simon Neate
BA (Hons) MRTPI

Philip Villars
BA (Hons) MRTPI

Ian Laverick
BSc (Arch) BArch (Hons 1)
RIBA FRAIA

Bill Davidson
BA (Hons) DipTP DipUD MRTPI

Mathew Mainwaring
BA (Hons) MRTPI

Sean McGrath
BA (Hons) MSc MRTPI

Tim Waring
BA (Hons) MRTPI

Helen Greenhalgh
BA (Hons) DipTP MRTPI

Doug Hann
BA (Hons) MTPL MSc MRTPI

Mike Kemsley
FCA FCI MBIFM MPFI FRSA

Consultant:

John Spain
BBS MRUP MRICS MRTPI MIPi

**Also in Manchester, Leeds
and Dublin**

seating and lighting that are in line with current standards and lifts that have been recently installed to provide step-free access.

Photographs of the existing site are contained at **Appendix 1**.

The station provides London Overground services to Richmond (westbound) and Stratford (eastbound).

The existing pedestrian access to the site is located on the corner of Bonny Street and Camden Road.

The site is bound by residential properties located on Ivor Street and Royal College Street to the north, Bonny Street to the south, Camden Road to the east and Camden Street to the west.

Heritage Assessment

Camden Road station was listed (Grade II) on 11 January 1999. The full listed building description is contained at **Appendix 2**.

The station was designed by EH Horne, for the North London Railway and opened in December 1870, replacing an earlier station located on a different site. The station building is noted as the only survivor of the Italianate brick station buildings of 1870s and one of the few suburban stations of the period to survive in London. The building was refurbished in 1984 by British Railways and the Greater London Council.

The station building comprises yellow stock brick with stone dressings. It consists of a single bay entrance front on an angle between Camden Road and Bonny Street. The Camden Road elevation contains a shopfront on the ground floor, set below two brick arches. The Bonny Street elevation includes four arched windows per floor. The Royal College Street elevation has a projecting classical arched entrance with a pair of four panel doors.

The interior listing description notes a triangular booking hall with coffered roof and central cast-iron column. The booking office was replaced in 1984 and described as not being of any interest.

The original stairs with cast-iron rails are present and lead up to both platforms and the west bound platform has retained the projecting canopy.

Planning History

There have been a number of applications, both for planning permission and listed building consent at the station over the past years.

The most recent are summarised below.

In July 2012, LBC was granted for the "installation of 3 Wi-Fi access points and associated cables" to the station building, ref. 2012/3085/L.

In September 2012, LBC was granted for the “reconstruction of ticket office following removal of existing ticket office and installation of enlarged ticket gating array all in connection with existing railway station”, ref. 2012/4859/L.

In July 2010, LBC was granted for the “installation of lifts on platform 1 and 2”, ref. 2010/3527/L. Subsequent details to discharge a condition relating to the detailed design of the lifts was submitted and approved on 6 October 2010, ref. 2010/6004/L.

On 16 July 2010, LBC was granted for “Minor works to listed building including the installation of CCTV cameras, installation of an induction loop, installation of new platform lighting, upgrading of customer information systems across the station, moving a fence along platform 2, installation of tactile paving, installation of new double handrails to stairs and minor changes to the station’s signage”, ref. 2010/2063/L.

On 8 January 2010, LBC was granted for “Replacement of the lower flight of the westbound platform staircase, to Grade II listed railway station (Sui Generis)” Ref: 2009/5212/L. The officer’s report concludes that the existing staircase was in need of maintenance due to extensive decay. The replacement staircase would be of the same materials and the same height and depth of flight, but require new treads. These differ from existing treads with a difference of 2mm in depth. Therefore it was not considered to be a significant impact on the appearance of the staircase.

The above planning history demonstrates that the application site has been the subject of a number of similar minor listed building applications. Of the applications above, those concerning minor alterations to the station building and those within the setting of the listed building have been deemed acceptable.

The most recent application, in respect of the platforms, for the introduction of the lift system for passenger usage, is similar to the nature of the proposed application, which aims to improve passenger accessibility and comfort through the station improvements.

Planning Policy

This listed building application has been prepared with regard to the Development Plan for the area. This comprises the following documents:

- The London Plan (2011);
- Core Strategy (2010); and
- Development Policies (2010).

National Planning Policy Framework

The Government published the NPPF in March 2012, setting out the Government’s planning policies for England and how these are expected to be applied.

The NPPF replaces previous Planning Policy Statement 5 (2010) however not the accompanying Practice Guide.

The NPPF states at paragraph 131 that in determining planning applications local planning authorities should take account of the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation.

Paragraph 134 states that 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 securing its optimum viable use.

PPS5, Planning for the Historic Environment Practice Guide (2010)

The NPPF does not replace the guidance contained within the PPS5 Practice Guide. The Guide states at paragraph 187 that the insertion of new elements to a listed building might adversely affect the building's significance, but that harm can be avoided if located on less prominent elevations/locations. It further states that new elements may be more acceptable if account is taken of the character of the building and significant fabric.

Core Strategy and Development Policies (2010)

On 8 November 2010, the Council adopted its Core Strategy which provides overarching principles in respect of the Borough and Development Policies which set out detailed planning policies.

Core Strategy policy CS14 states that the Council will seek to ensure that Camden's places and buildings are attractive, safe and easy to use by requiring development of the highest standard of design that respects local context and character; preserving and enhancing Camden's rich and diverse heritage assets and their settings including listed buildings.

Development Policies policy DP25 seeks to preserve or enhance the Borough's listed buildings by granting consent for alterations and extensions to a listed building where it considers that it would not cause harm to the special interest of the building.

Proposal

The listed building application is submitted to gain consent for the installation of two shelters on Platform 2 for the use of passengers. The manufacturer's detailed specification is enclosed at **Appendix 3** and a photograph of the shelter is enclosed at **Appendix 4**.

The accompanying plans submitted with the application show the exact location of the two shelters and how they would appear in elevation.

Heritage Impact Assessment

The two shelters are being applied for as the current brick shelter on Platform 2 is no longer sufficient to provide shelter for the number of passengers using the train station, especially during peak hours and during inclement weather conditions. As passenger numbers have increased at the train station it has become apparent that additional shelters, for the public's benefit, are necessary on Platform 2.

PPS5 Practice Guide (2010) states at paragraph 185 that where the insertion of new elements are required in the setting of a listed building, they should be located where they will cause the least impact on the heritage asset. In accordance with this guidance, account has been taken of the character and fabric of the listed building, and as such the shelter proposed is sympathetic in its location and style, and would not detract from the setting of the listed building.

The proposed locations, on Platform 2, have been sensitively chosen so that they provide sheltered waiting areas interspersed along the platform whilst also ensuring that they do not harm the setting of the listed building.

The NPPF states at paragraph 134 that where a development leads to less than substantial harm to the significance of the heritage asset, this should be weighed against the public benefit of the proposal, including securing its optimum use.

In this case, the installation of two shelters is for the direct benefit of passengers, ensuring that waiting on Platform 2 during peak times can be within modern and safe shelters. The proposed development will not harm the significance of the listed building and therefore the public benefit significantly outweighs any harm. Furthermore, the application seeks to maintain the building being used for its optimum use, as a modern train station that is in accordance with current standards.

The enclosed listed building description details that the main character of the listed building is concentrated on the front elevation and internal booking office – where the significance of the heritage asset is contained. Platform 2 is not visible from Bonny Street or the booking office, due to the platform being located on the first floor.

Overall the installation of the two shelters on Platform 2, away from the significance of the heritage asset, is appropriate, necessary and in accordance with national planning policy and guidance.

Conclusion

As demonstrated within the application documents, the proposed development is minor in nature and will not have a detrimental impact on the historic fabric or setting of the listed building.

In addition, the proposal is in keeping with the function of the building as a working train station and is intended to provide a significant public benefit for passengers using the station.

The installation of the two shelters has been sensitively and thoughtfully designed so as to not harm the character or setting of the listed building, in line with national, regional and local planning policy.

For the reasons set out above, we consider that the listed building application has significant public benefit and should be considered favourably. If you require any further information or have any questions regarding the application please do not hesitate to contact my colleague Marie-Claire Marsh or me.

Yours faithfully

A handwritten signature in dark ink, appearing to read 'Philip Villars', written in a cursive style.

Philip Villars

Enc: Photographs of the application site;
Listed building description;
Manufacturer's specification; and
Photograph of the proposed shelter
cc: Mr C Smith, Mott MacDonald Ltd



View of Platform 1 and 2



View of Platform 2




View of Platform 2 facing west



View from Platform 2 facing eastwards



Existing shelter on Platform 2

Project	Camden Road Station	LPA	LB Camden	Indigo Planning Limited Swan Court Worple Road London SW19 4JS T 020 8605 9400 F 020 8605 9401 info@indigoplanning.com	
Title	Photographs	Date:	13.02.13		
Client	LOROL	Project No:	12870006		
		Drawing No:	12870006.1		
		Drawn By:	DG		

APPENDIX 2

1287006

Images of England

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IoE Number: 476822
Location: CAMDEN ROAD STATION, CAMDEN ROAD (west side)
CAMDEN TOWN, CAMDEN, GREATER LONDON
Photographer: Ms Frances Ottaway
Date Photographed: 18 April 2005
Date listed: 11 January 1999
Date of last amendment: 11 January 1999
Grade II

TQ2984SW
798-1/66/1761

CAMDEN
CAMDEN ROAD
(West side)

CAMDEN TQ2984SW BONNY STREET 798-1/66/1761 Nos.13-23 (Odd) Camden Road Station II See under: Camden Road Station CAMDEN ROAD. CAMDEN TQ2984SW CAMDEN ROAD 798-1/66/1761 (West side) Camden Road Station II Includes: No.223 Camden Road Station ROYAL COLLEGE STREET. Includes: Nos.13-23 Camden Road Station BONNY STREET. Station. 1870. By EH Horne. For the North London Railway. Yellow stock brick with stone dressings. EXTERIOR: 3 storeys. Single bay entrance front on angle between Camden Road and Bonny Street: arched opening with lunette of circular tracery within gauged arch, dentil cornices at first and second floor level, parapet. Camden Road elevation contains shopfront on ground floor set below 2 brick arches; granite drinking fountain in form of a pylon to north, below railway bridge; parapet inscribed in sunken letters CAMDEN TOWN STATION. Bonny Street elevation: 4 arched windows per floor, with herringbone brick infills to first storey lunettes over stone mullions; parapet has panel inscribed in sunken letters NORTH LONDON RAILWAY. The station complex continues west along Nos 13-19 Bonny Street with offices and former waiting rooms above goods stores, all faced in the same yellow brick, with arched windows and stone mouldings. Royal College Street elevation: projecting Classical arched entrance with a pair of four-panel doors below fanlight; cornice has guttae of cut brick. INTERIOR: triangular booking hall

has coffered roof with central cast-iron column. Booking office inserted 1984 replacing earlier, and of no interest. Original stairs with cast-iron rails leading up to both platforms. West-bound platform retains its projecting canopy supported on cast-iron columns with ornamental spandrels. HISTORICAL NOTE: this station was opened in December 1870, replacing an earlier station of 1850 on a different site. It is the only survivor of the Italianate brick station buildings erected in the 1870s along the North London Railway to replace the original wooden buildings of the line, and one of the few suburban stations of the period to survive in London. The extent of the ancillary buildings along Bonny Street suggests that this was a busy station of some prominence. Renamed Camden Road station in 1950, the station was refurbished in 1984 by British Railways and the Greater London Council. (Buck G: A Pictorial Survey of Railway Stations: London: - 1992: 154-155; National Railway Museum: North London Railway. A Pictorial Record: York: - 1979). CAMDEN TQ2984SW ROYAL COLLEGE STREET 798-1/66/1761 No.223 Camden Road Station II See under: Camden Road Station CAMDEN ROAD.

Please note that the inclusion of a listed building on this website does not mean it is open to the public.

SPECIFICATION FOR PARAGON AV9 SHELTER 3 BAY ENCLOSED

DESCRIPTION: -

3 Bay Paragon AV9 Enclosed shelter, Low vault roof, approx 5.5 x 2.2 with 2 No Entrance/Exits, Including Mains LED lights & Perch Seating.

STRUCTURE

The main column legs will be manufactured from Ø114mm brushed 316 grade stainless steel with Ø76mm intermediate posts positioned at 1500mm centres.

The shelter will be supplied in stainless steel any polyester powder coated finish will be in a standard RAL colour to be agreed, please note RAL number must be specified on Purchase Order, failure to provide colour information may delay your order.

ROOF-Enclosed Type

The low elliptical roof consists of 3mm clear UV stabilised polycarbonate sheeting secured by extruded aluminium H section and supported cast aluminium wish bones. Along the length an extruded aluminium gutter section houses the integral drainage and cabling for lights if required. The overall roof length allows for a 500mm overhang at each end with the main column legs being recessed.

GLAZING

AV9 – Side glazing will consist of a glazing frame nominal size 1500mm x 2000mm sub divided into 9 panels, upper six panels will consist of 10mm clear toughened glass, bottom three panels to consist of solid 10mm **Composite Panel FR Grade, Class 0** panels finished in metallic silver.

DRAINAGE

Drainage is a standard feature of the Paragon shelter system.

LIGHTING

3 Pairs LED curtain lighting bars. Lights installed to both elevations of units behind vandal resistant diffusers.

LEDs use 75% less power than conventional fluorescent lighting and have a life span of up to 80,000 hours. LEDs can be powered by mains power or photovoltaic cells (solar power).

All lighting within shelters to **achieve min 100 lux. –mains powered only**

INSTALLATION / GROUNDWORK – To be confirmed

Allowance has been made for the main column legs to be bolted down to a concrete base or pads prepared by others.

Please note no other allowances have been made for ground works within this quotation, remaining groundwork to be carried out by others.

ACCESSORIES

Allowance has been made for the following accessories

S/S Perch seating

