



Design and Access / Heritage Statement

Camden Road Station



1. Introduction

This project is part of a programme developed by the Department for Transport (DfT), Mobility and Inclusion Unit to provide step free access to the platforms. The main application (2010/3527/L) for the lifts was approved by Camden Council in October 2010 and this proposal is for a containment route to be installed for the power supply to the lifts.

2. Station Description and layout

Camden Road station is a two platform, Grade II listed station. The main façade is accessed from Camden Road and the ticket office is located on entry to the station on the left hand side. Camden Road station is operated by London Overground and is manned on a part-time basis.

Camden Road station is a two storey building with the ticket office on street level and both platforms on upper level. The station has many features which comprise its listed status, for example the timber canopy and cast iron columns on platform one amongst other important features which hold significant heritage value.

3. Proposed Work

It is proposed to install an electrical cable containment tray along the west interior wall of the booking hall which will also go through the subway and install distribution boards, which will be fixed to the walls. The tray will be position above the existing tray as shown in the photographs below and painted to match the colour of the booking hall wall.



The cable trays are required to carry the power supply to the lifts and whilst there are already a number of trays and cable routes within the station these are used to carry the power supply to all

equipment within the station (CCTV, CIS, lighting, fire alarm etc) and can therefore not accommodate the power supply for the lifts.

4. Heritage

Camden Road Station was opened in December 1870 for the North London Railway and listed in January 1999 with the following listing description for the interior of the station states;

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.

Network Rail understands the importance of approaching these works with care, to ensure that any proposed works at the station do not detract from its listing. National guidance on the control of work to listed buildings is in **PPS5 – Planning for the Historic Environment**.

Policy HE9.1 discusses that there should be a presumption in favour of the conservation of designated heritage assets and the more significant the designated heritage asset, the greater the presumption in favour of its conservation should be. Once lost, heritage assets cannot be replaced and their loss has a cultural, environmental, economic and social impact.

The proposed cabling route is necessary to supply the lifts with the required power source to operate. There has recently been an increase in the cabling ducting in the station and this proposed additional ducting will sit above the existing cabling trays and it is therefore not considered to make a significant visual impact on the station environment and as such we ask for the council to support the application.