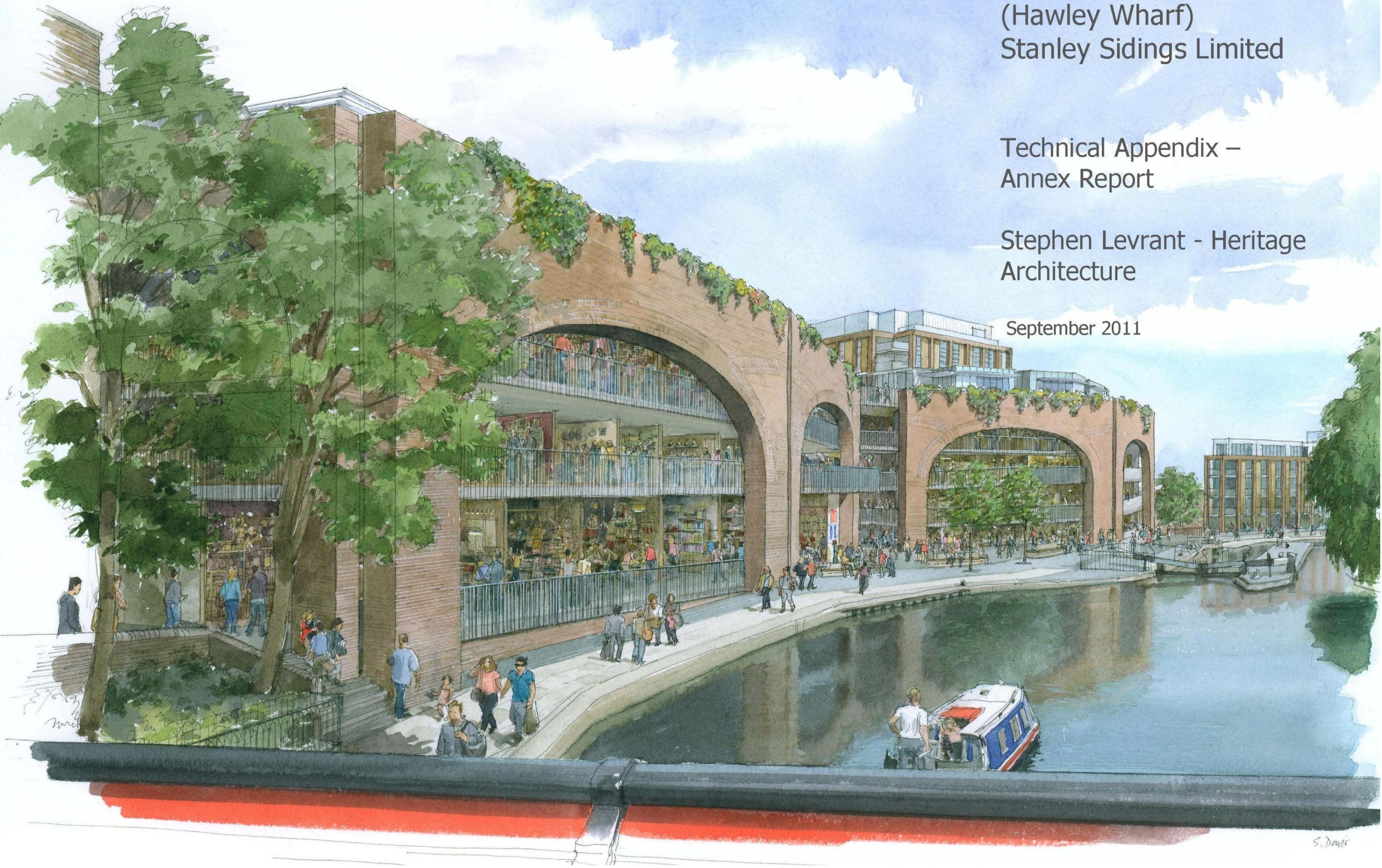


Camden Lock Village
(Hawley Wharf)
Stanley Sidings Limited

Technical Appendix –
Annex Report

Stephen Levrant - Heritage
Architecture

September 2011



Annex 1
Listed building list

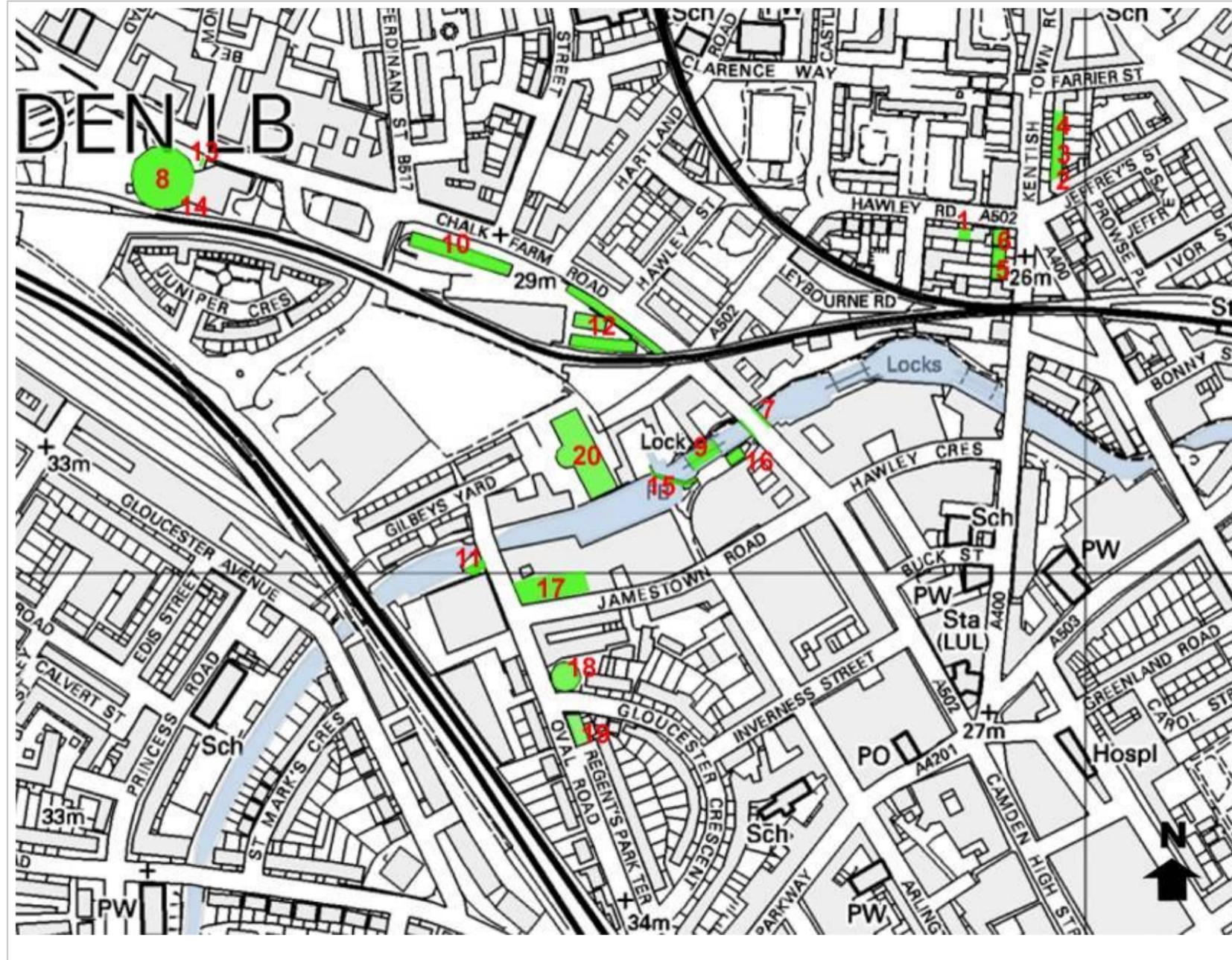


Figure 1. Location of listed buildings in the area based on a 2005 OS Map.

ID	LOCATION	LISTING	YEAR	IoE No	DESCRIPTION	IMAGE
1	1 Hawley Road (South side) CAMDEN TOWN, CAMDEN, GREATER LONDON NW1 8RP	Grade II Listed: 14 May 1974	Early C19	478176	Detached villa. Early C19. Stucco. Slated hipped roof with projecting eaves. Double fronted with 3 windows; 2 storeys and semi-basement. Pilasters rise from ground floor at angles and from 1st floor level flanking central window to carry entablature with egg-and-dart ovolo cornice at eaves level. Central prostyle Doric portico with cornice, blocking course and cast- iron balcony to 1st floor window. Doorway with fanlight and panelled door, approached by steps with attached cast-iron railings. Recessed sashes; ground floor architraved with console bracketed cornices and cast-iron balconies. INTERIOR: not inspected.	
2	46 Kentish Town Road CAMDEN TOWN, CAMDEN, GREATER LONDON NW1 9PS	Grade II Listed: 14/05/1974 Date of Last Amendment: 10/11/2005	Early C19	478602	Formerly known as: Nos.44 AND 46 KENTISH TOWN ROAD. Includes: No.1B, C, D AND E JEFFREY'S STREET. 2 semi-detached houses. Former No.44 (now flats 1B, C, D and E Jeffrey's Street) on the right hand return of No.46; the rear of former No.44 forming No.1 and 1A Jeffrey's Street (qv). Early C19, partly rebuilt in facsimile 1971-2. Stucco with rusticated ground floor and plain 1st floor band. 3 storeys and basements. No.46, 4 windows; former No.44, 3 windows on gabled end. No.46, round-arched doorway with fluted surround, fanlight with intersecting tracery and panelled door; former doorway in left hand bay converted to a window. Recessed sashes. Parapet with moulded coping. Former No.44, square-headed doorway with fanlight and panelled door. Recessed sashes. Gable with moulded coping. INTERIORS: not inspected.	
3	48-50 Kentish Town Road CAMDEN TOWN, CAMDEN GREATER LONDON NW1 9PU	Grade II Listed: 14/05/1974 Date of Last Amendment: 14/05/1974	Early C19	478603	2 semi-detached houses. Early C19. Stucco with rusticated ground floor; pitched roof with central slab chimney-stack. 3 storeys and basements. Gabled central section of 3 windows (centre blind) with 1 window entrance bays, recessed at 1st floor level, and later C19 one window extension at North end of No.50. Round-arched doorways with panelled jambs, fanlights and panelled doors. Recessed sashes; extension to No.50 ground floor with round-arched sash and 2nd floor, round-arched casement flanked by pilasters supporting gable. INTERIORS: not inspected. SUBSIDIARY FEATURES: attached wrought-iron railings to areas and steps	

ID	LOCATION	LISTING	YEAR	IoE No	DESCRIPTION	IMAGE
4	52-64 KENTISH TOWN ROAD (East side) CAMDEN TOWN, CAMDEN, GREATER LONDON	Grade II Listed 14 May 1974 Date of Last Amendment: 14 May 1974	Early C19	478604	CAMDEN TQ2884SE KENTISH TOWN ROAD 798-1/65/965 (East side) 14/05/74 Nos.52-64 (Even) GV II Terrace of 7 houses. Early C19. Yellow stock brick with slated mansard roofs and dormers except No.52, yellow stock brick with stucco ground floor. 3 storeys, attics (except No.52) and basements. 2 windows each except No.52 with one. Round-arched ground floor openings; doorways with reeded surrounds, fanlights (Nos 56 & 62 with intersecting tracery) and panelled doors. Gauged brick flat arches to recessed sashes; 1st floor with cast-iron balconies. Parapets. No.52: square-headed doorway; fanlight with pointed lights and panelled door. Entablature at 1st floor level supporting cast-iron balcony to 1st floor architraved sash with console bracketed pediment. 2nd floor sash, architraved with console bracketed cornice. Parapet. INTERIORS: not inspected. (Survey of London: Vol. XIX, Old St. Pancras and Kentish Town (St. Pancras part II): London: -1938: 49).	
5	55 Kentish Town Road CAMDEN TOWN CAMDEN GREATER LONDON NW1 8NX	Grade II Listed: 14/05/1974 Date of Last Amendment: 14/05/1974	Early C19	478605	Detached villa. Early C19, restored c1979. Yellow stock brick with slated pitched roof with pitched dormers. Double fronted with 3 windows; 2 storeys, attic and semi-basement. Stucco pilasters at angles rise from ground floor level to carry entablature with egg-and-dart ovolo cornice at eaves level. Central prostyle portico; doorway with fanlight and panelled door approached by steps with attached cast-iron railings. Recessed sashes; ground floor architraved with console bracketed cornices and cast-iron balconies. INTERIOR: not inspected.	
6	57 - 63 Kentish Town Road NUMBERS 57-63 AND ATTACHED GARDEN RAILINGS, WALL, PILLAR AND GATE 57-63 CAMDEN TOWN CAMDEN GREATER LONDON NW1 8NX	Grade II Listed: 14/05/1974 Date of Last Amendment: 14/05/1974	Early C19	478606	2 pairs of semi-detached villas. Early C19. Stucco with slated hipped roofs and central slab chimney-stacks. 2 storeys and semi-basements. 1 window each and 1-window recessed entrance bay each side. Pilasters rise from ground floor at angles and centrally to carry an entablature with egg-and-dart ovolo cornice at eaves level. Square-headed doorways with fanlights and panelled doors; Nos 57 & 59 with floating console bracketed cornices; Nos 61 & 63 with rosette decorated architraves and console bracketed cornices. Recessed sashes; ground floors architraved with console bracketed cornices, Nos 57, 61 & 63 with cast-iron balconies. INTERIORS: not inspected. SUBSIDIARY FEATURES: No.63 with attached cast-iron garden railings on stone capped sleeper wall with stone capped pillar and cast-iron gate.	

ID	LOCATION	LISTING	YEAR	IoE No	DESCRIPTION	IMAGE
7	HAMPSTEAD ROAD BRIDGE OVER GRAND UNION CANAL, CAMDEN HIGH STREET	Grade II Listed 11/01/1999 Date of Last Amendment: 11/01/1999	1876	476806	CAMDEN TQ2884SE CAMDEN HIGH STREET 798-1/65/151 Hampstead Road Bridge over Grand Union Canal GV II Public road bridge over the Grand Union Canal and towpaths. 1876, replacing an earlier inadequate brick bridge of c1815. Provided by the St. Pancras Vestry and the Metropolitan Board of Works. Slightly cambered cast-iron girder bridge. Cast-iron panelled parapets with relief moulded rectangles; similar parapets on bridge deck provide pedestrian walkways. Brick abutments with stone coping. Stone plaque in North-East abutment recording the rebuilding.	
8	ROUNDHOUSE (South West side) Chalk Farm Road	Grade II* Jun 10 1954	1846-7	798-1- 19464	Formerly known as: Warehouse of W & A Gilbey Ltd CHALK FARM ROAD. Goods locomotive shed, now theatre. 1846-7. By Robert B Dockray. For the London and North Western Railway. Built by Branson & Gwyther. Converted for use as a theatre 1967 and 1985. Yellow stock brick. Low pitched conical slate roof having a central smoke louvre, now glazed, and bracketed eaves. Circular plan 48m in diameter. Buttresses with offsets mark bays each having a shallow, recessed rectangular panel. Former entrances and windows with round-arched heads. INTERIOR: roof carried on 24 cast-iron Doric columns (defining original locomotive spurs) and a framework of curved ribs. Believed to retain original flooring, turn table and fragments of early railway lines. Wooden gallery probably added by Gilbeys, late C19. HISTORICAL NOTE: the building did not last long as an engine shed; by the 1860s the engines had become too long to be turned and stored there so it was leased to W & A Gilbey Ltd as a liquor store until converted to a theatre in the 1960s. (Survey of London: Vol. XXI, Tottenham Court Road and Neighbourhood, St. Pancras III: London: -1949: 114).	
9	HAMPSTEAD ROAD LOCK Location: Hampstead Road Lock on the Grand Union Canal Street: Camden High Street	Grade II Jan 9 1992		798-1- 15265	Pair of canal locks. c1818-20 with C20 alterations. Brick chambers with stone coping. Central island platform. Each lock has 2 sets of double wooden gates with wood and steel balance beams. Ground paddle gearing at top, gate paddle gearing at bottom. Walls have steps down to lower level. Brick paved lockside surfaces. HISTORICAL NOTE: the Regent's Canal arm of the Grand Union Canal was constructed 1812-20, engineered by James Morgan, supervised by John Nash.	

ID	LOCATION	LISTING	YEAR	IoE No	DESCRIPTION	IMAGE
10	HORSE HOSPITAL (West side) Stanley Sidings, stables with ramp and boundary wall at North of site Street: Chalk Farm Road	Grade II listing: Sep 30 1981	c1883	798-1-19264	<p>Stable building, known as the 'Horse Hospital', now garages and workshops, also roadway to its North and boundary wall along Chalk Farm Road. Western portion of building 1883, eastern portion c1895, both by the London and North-Western Railway's Engineer's Department. Stock-brick with red-brick dressings. Broad pitched and slated roofs with two sets of ventilating louvres raised above western portion. EXTERIOR: one and 2 storeys, stepping up hill westwards and northwards. North elevation of 29 windows towards road fairly regular, the western portion divided by pilaster strips into panels of plain brickwork relieved by pairs of small segment-headed windows high up under coggled brick cornice. Western end has oculus under a broad gable, with windows and door below and contemporary spiral horse ramp in brick leading round to southern end of building. South elevation irregular, with many breaks and recessions; broad opening for casts with iron stanchions and girders and centre-opening windows along ground storey of western portion, tiers of segment-headed industrial windows to both storeys of eastern portion. INTERIOR: upper storey of western portion has iron columns and capitals supporting timber roof trusses and complete surviving timber and iron partitions for stabling with mangers and troughs along walls. Groups of harness hooks. SUBSIDIARY FEATURES: ramped road to North of building with heavy stone kerbs and setts raised on brick walls, and high brick boundary wall with piers parallel to building and separating former Camden Goods Yard from Chalk Farm Road. Underneath, a tunnel of brick construction formerly linked the horse hospital with the Interchange Warehouse, Oval Road and railway at Primrose Hill (qqv). This is of round-arched brick construction with cast-iron ventilators at regular intervals. HISTORICAL NOTE: the Goods Yard at its height was worked by some 400 horses, and this was how they were moved around. Included as the outstanding architectural survival from the Camden Goods Yard, itself a rare complex of industrial stabling. It forms a group with Blocks A to D to the South-East (qv). The western portion was planned to house 92 horses and originally had ramps at both ends, the eastern ramp having disappeared when the building was lengthened c1895.</p>	
11	THE INTERCHANGE CANAL TOWPATH Location: (North side) The Interchange canal towpath bridge over private canal entrance Street: Oval Road	Grade II May 14 1974		798-1-126165	<p>Towpath bridge, situated between Southampton Bridge, Oval Road (not included) and Hampstead Road Lock, Camden High Street (qv), carrying path over canal inlet to a private dock within The Interchange (qv). 1848-56. Manufactured by J Deeley and Co, Newport, Monmouthshire, whose name appears on the bridge. Single span of cast-iron with stone capped abutments; granite setts on approach ramps relaid 1978. Many tow rope grooves on handrail, iron strapping and stone capping.</p>	

ID	LOCATION	LISTING	YEAR	IoE No	DESCRIPTION	IMAGE
12	STANLEY SIDINGS (West side) Stanley Sidings, stables to East of Bonded Warehouse Chalk Farm Road	Grade II Sep 30 1981		798-1- 19365	<p>Four blocks of industrial stabling, now workshops and warehousing. C.1855-1870, with later Victorian additions. For the London and North-Western Railway Company's Camden Goods Yard. Stock brick, with hipped slate roofs, some stone lintels. Some iron columns internally, but floors and roofs generally of timber. EXTERIOR: mostly of 2 storeys. Northernmost block (A) abutting on Chalk Farm Road, c1855, with upper storey of c1895. Long curved front road, mostly of 2 storeys with eaves cornice but western end of one and a half storeys, somewhat altered, with chimney on roof. Round-headed half windows for stabling on ground storey, segment-headed industrial windows in upper storey (eastern end only). Elevation towards yard irregular. Eastern portion has cantilevered open balcony at first-floor level retaining some concrete horse troughs and connected by bridge to Block B and separately to ramp on Block C. Ceilings of ground storey have jack-arch iron and brick construction. INTERIOR of upper storey has separate compartments and paving for horses but no stalls. Block B immediately to North of North London railway line. 3 storeys. Ground storey c1868, originally provender store, with round-headed half-windows for stabling on long elevations; upper storeys c1881, with round-headed windows at first-floor level and segment-headed windows above. Tiers of loft openings for hoists, much altered and renewed. Connected by narrow bridge at East end to Block A. Block C between Blocks A and B and parallel to Block B. 2 storeys. Ground storey c1868, upper provender store, with round-headed half-windows for stabling on long elevations; upper storeys c1881, with round-headed windows at first-floor level and segment-headed windows above. Tiers of loft openings for hoists, much altered and renewed. Connected by narrow bridge at East end to Block A. Block C between Blocks A and B and parallel to Block B. 2 storeys. Ground storey c1868, upper storey 1881; horse ramp on North side of block c1895, connected with balcony on Block A. Round-headed windows on ground storey, segment-headed industrial windows above on ground storey, segment-headed industrial windows above on both North and South sides. South side formerly had another horse ramp, of 1881, and covered bridge connecting with Block B, demolished in 1980s. Ground storey has iron and brick jack-arch construction and iron stanchions against walls stamped 'Norton and Son Darlaston'. Block D at right-angles and to West of Blocks B and C. 2 storeys. Ground storey c1868, upper storey c1881. Main elevation faces eastwards, with return northwards. Round-headed half windows for stabling at ground level, some segment-headed sash windows above. Tall brick chimneys. INTERIOR with original timber benching, one timber partition and some harness hooks. Said to have been formerly the Tack Room for the stabling. Formerly connected by a bridge at South end to Block B. Included as a rare example of substantial industrial stabling and a major surviving portion of the former Camden Goods Yard. Forms a group with the 'Horse Hospital' to North-West (qv) and with further remnants of stabling and warehouses West of Block D (qv). A tunnel (now blocked) South of the North London line connects the complex with further LNWR buildings and the Regent's Canal south of the North London Line.</p>	

ID	LOCATION	LISTING	YEAR	IoE No	DESCRIPTION	IMAGE
13	CATTLE TROUGH (South West side) Cattle Trough opposite debouchment of Belmont Street, SE of the Roundhouse Street: Chalk Farm Road	Grade II Jul 1 1998		798-1-176564	Single cattle trough, opposite debouchment of Belmont Street and 20 metres south-East of the Roundhouse (qv). Late C19. Granite. Placed by the Metropolitan Cattle Trough and Drinking Fountain Association in memory of the Christian Socialist Charles Kingsley. Initials of donors largely obscured. Large and bold inscription along long flank identifying it as the work of the Metropolitan Cattle Trough and Drinking Fountain Association. Forms a pair with the adjoining drinking fountain (qv) and a group with the Roundhouse (qv).	
14	DRINKING FOUNTAIN Location: (South West side) Drinking Fountain set in wall next to the Roundhouse Street: Chalk Farm Road	Grade II Jul 1 1998		798-1-176664	Drinking fountain. Late C19. Presented by the Metropolitan Cattle Trough and Drinking Fountain Association. Granite. Approximately two metres in height, rectangular in plan and treated as a Gothic buttress with pointed arch recess for drinking bowl. Forms a pair with the adjoining cattle trough (qv) and a group with the Roundhouse (qv).	
15	ROVING BRIDGE Location: Roving bridge over Grand Union Canal West of Hampstead Road Lock Street: Camden High Street	Grade II		798-1-15365	Roving bridge. Early/mid C19, restored late C20. Cast-iron single span skew cross-over bridge originally with wrought-iron tension stays but now restored with steel tension cables; decking renewed. Approached on both sides by steep ramps with granite setts and stone parapets with many rope markings. The stone and metal approaches to the bridge are scarred by the tow ropes of barges drawn out of the lock and under the bridge which takes the towpath back onto the northern side of the canal. HISTORICAL NOTE: going down hill the horses could get back onto the towpath by crossing Hampstead Road Bridge (qv) and entering by the ramp West of the bridge opposite the lock-keeper's cottage, now the Regents Canal Information Centre (qv).	

ID	LOCATION	LISTING	YEAR	IoE No	DESCRIPTION	IMAGE
16	REGENT'S CANAL INFORMATION CENTRE Location: (West side) No.289 Regent's Canal Information Centre Street: Camden High Street	Grade II May 14 1974		798-1- 14965	Lock keeper's cottage, now the Regent's Canal Information Centre. Early C19 with additions and alterations c1975. Stucco. 2 storeys, 1 window with single storey 3-window entrance wing. Segmental arched doorway and panelled door facing canal; left return with similar doorway and double glazed doors. Segmental arched sashes; 1st floor in large shallow rectangular recess. Plain stucco band at cornice level. Crenellated parapet and 2 tall slab chimney-stacks. INTERIOR: not inspected. The building was extended, stuccoed and crenellated c1975.	
17	24, 26, 28 OVAL ROAD THEY ARE ART CORNER WITH JAMESTOWN ROAD Location: (East side) Nos.24, 26 AND 28 Street: Oval Road	Grade II Jul 6 1981		798-1- 125876	Formerly known as: Gilbey House OVAL ROAD. Includes: Nos.38-46 JAMESTOWN ROAD. Factory, store and offices. 1894 by William Hucks with addition of 1937 by Mendelsohn and Chermayeff; for wine importers and gin distillers Gilbey's. Original block to south-East: of concrete reinforced with hoop iron. Exterior rendered; channelled rustication to ground floor and channelled pilaster strips rising from 1st to 4th floor. 5 storeys plus attic and basement. 10 bays to Jamestown Road. Plain, square-headed entrances to ground floor including 2 vehicle entrances to left. Square-headed, recessed metal framed windows, most with small panes. Subsidiary cornice above 3rd floor, main cornice above 4th floor. INTERIOR: not inspected. HISTORICAL NOTE: an early example of reinforced concrete construction. 1937 block: of reinforced concrete frame filled with concrete panels; ground floor brown glazed tiles, upper floors rendered. Corner site; 7 storeys, with 6 bays to Oval Road and 7 bays to slightly concave Jamestown Road facade. International Modern idiom. Recessed main entrance to left of Oval Road facade with full height projecting square-sided bay window above with floor to ceiling glazing (emphasising the position of executive offices). Other windows form horizontal strips separated by vertical mullions. Teak 2-light window frames, plate glass. To Jamestown Road, the 6th floor rooms are recessed to incorporate a loggia with cast-iron railings. Projecting cornice above 6th floor. INTERIOR: not inspected. HISTORICAL NOTE: the building incorporates technical innovations by consulting engineer Felix Samuely, e.g. the foundations are floated on cork insulation to protect the wine from the vibration of nearby trains. Air conditioning too was incorporated. Until recent years known as Gilbey House. Gilbey's, formed in 1857, by 1914 occupied 20 acres in Camden.	

ID	LOCATION	LISTING	YEAR	IoE No	DESCRIPTION	IMAGE
18	PIANO FACTORY BUILDING Location: (East side) Piano Factory Building Street: Oval Road	Grade II May 23 1989		798-1- 125976	Piano factory, now offices. 1852. By Thomas and William Piper. For piano manufacturers Messrs Collard and Collard. English bond yellow stock brick; roof not visible. Circular plan. EXTERIOR: 5 storeys. 22 bays, each bay divided by raised pilaster continued to moulded stucco entablature and gablet projecting beyond splayed stucco cornice. Stucco pilasters flank segmental-arched 1st floor doorway. Segmental brick arches over wood and iron casements. Rectangular addition, dating from before 1868 and housing staircase to rear. INTERIOR: cast-iron columns and beams to vaulted brick ceilings; cast-iron columns, each with moulded plinth and capital, surround blocked-in central well; iron king post trusses radiate from central well; addition houses open-well staircase with simple iron balustrade and cantilevered stone treads, and has stone flag flooring. HISTORICAL NOTE: the open well was used for moving the pianos from floor to floor, with a former hoist, during the manufacturing process. The lowest floor was used for drying, the next for upright pianos, the second floor for cleaning, the third for polishing the cases and those above for "belly" manufacture and finishing off. Collard and Collard were the oldest of the well-known piano manufacturing firms of the St. Pancras area, having patented a form of upright "square" piano in 1811. This building replaced a similarly shaped one which was destroyed by fire a year after it was built in 1851.	
19	2-10 OVAL ROAD Location: (East side) Nos.2- 10 (Even) and attached railings Street: Oval Road	Grade II May 14 1974		798-1- 125776	Terrace of 5 houses. c1835. Yellow stock brick with rusticated stucco ground floor and plain 1st floor band. Symmetrical terrace with projecting end houses. 3 storeys and basements. 2 windows each. Plain stucco surrounds to doorways with fanlights, cornice-heads and panelled doors. Nos. 2 and 10 with pilasters forming doorways and to ground floors carrying entablatures and cast-iron balconies. Nos. 4-8 ground floor sashes with vermiculated keystones. Architraved sashes to upper floors; 1st floor with cornices and cast-iron window guards. End houses with stucco 2nd floor sill band continuing around the returns. Cornice and blocking course. INTERIORS: not inspected. SUBSIDIARY FEATURES: attached cast-iron railings with foliated finials to areas.	

ID	LOCATION	LISTING	YEAR	IoE No	DESCRIPTION	IMAGE
20	THE INTERCHANGE Location: (North side) The Interchange on North side of Grand Union Canal Street: Oval Road	Grade II May 14 1974		798-1-126065	<p>Formerly known as: Interchange Warehouse GRAND UNION CANAL. Warehouse converted to offices. c1896, cleaned and refurbished c1989. Multi-coloured stock brick with blue engineering brick dressings. Rectangular main block of 6 windows facing canal and 24 window returns. 4 storeys and basement dock access. Single storey flanking extensions, running the length of the building, with 3 round-arched lights each to canal facade being the enclosing ends to railway tracks and platforms. Above and to each side, top lit floors for storage. Cast-iron windows with small panes; ground floor round-arched, upper floors segmental-arched in recessed vertical bays. Dentil cornice and blocking course. INTERIOR: retains brick-arched fireproof construction. Particularly impressive is the enclosed inlet from the canal from which goods were transferred, with cast-iron rivetted columns set in the water supporting large beams. The upper floors also retain original features. To one side of this a large area of basement storage extends under forecourt, this is of brick arched construction; to the other a gin store, with steel doors in thick, canted openings. From the corner of the Interchange warehouse a ventilated tunnel connected the building with the railway at Primrose Hill and with the stabling at Stanley Sidings, Chalk Farm Road (qqv). This tunnel for the movement of horses survives, though it is now blocked at several points. It is of round-arched brick construction, with cast-iron ventilation grilles placed regularly in the roof. West of the Interchange Building it ascends via broad steps to ground level. HISTORICAL NOTE: built on the site of a previous warehouse. A private canal inlet runs under the building, entered under the towpath bridge (qv). Railway lines entered the warehouse from the sidings at high level, enabling direct transfer of goods between train and barge. Some 400 horses worked in the sidings, helping the transfer of goods.</p>	

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