

<b>Delegated Report</b>		<b>Analysis sheet</b>		<b>Expiry Date:</b>		<b>14/12/2009</b>	
		N/A		<b>Consultation Expiry Date:</b>		25/11/09	
<b>Officer</b>				<b>Application Number(s)</b>			
Alan Wito				2009/4929/L			
<b>Application Address</b>				<b>Drawing Numbers</b>			
Camden Road Station Camden Road London NW1 9LS				See decision notice.			
<b>PO 3/4</b>	<b>Area Team Signature</b>	<b>C&amp;UD</b>	<b>Authorised Officer Signature</b>				
<b>Proposal(s)</b>							
Alterations including replacement of two signals, one at western end of southern platform, one at eastern end of northern platform and erection of new signal at western end of northern platform at station							
<b>Recommendation(s):</b>		Grant					
<b>Application Type:</b>		Listed Building Consent					
<b>Conditions or Reasons for Refusal:</b>		Refer to Draft Decision Notice					
<b>Informatives:</b>							
<b>Consultations</b>							
<b>Adjoining Occupiers:</b>		No. notified	00	No. of responses	00	No. of objections	00
				No. electronic	00		
<b>Summary of consultation responses:</b>		English Heritage was notified of the application and responded on 18/11/09 authorising the council to determine the application as is seen fit.  Site notice – no responses.					
<b>CAAC/Local groups* comments:</b> <small>*Please Specify</small>		N/A					

### **Site Description**

The application building is a railway station dating from 1870 by EH Horne for the North London Railway. It is three storeys in height the platforms and track at the raised level which crosses over Camden Road. The main station building is constructed from yellow stock bricks with stone dressings.

It is Grade II listed and lies within Jeffrey's Street Conservation Area.

### **Relevant History**

There is no planning history considered relevant to this proposal.

### **Relevant policies**

Adopted UDP 2006 Policy B6 – Listed Buildings

## Assessment

The proposed development is for the replacement of two signals and the introduction of a new signal at the western end of the northern platform.

The signals themselves are to standard designs found at most railway stations and are essential to the running of the railway. They are located at the ends of the platforms away from the attractive platform building on the southern platform (in fact the northern platform has no shelter or waiting room of historic interest. When seen in the context of numerous other modern accretions such as lighting columns, overhead power cables and signposts it could not be argued that the signs represented excessive clutter.

Any historic surface to the platforms has been replaced with a modern finish so there would be limited alterations required to the historic fabric.

The proposed works preserve the special interest of the listed building and therefore it is recommended that consent is granted.

### **Disclaimer**

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