



**STABLES MARKET**

**TACK ROOM**

**DESIGN AND ACCESS  
AND  
HERITAGE STATEMENT**

**FOR THE REINSTATEMENT OF INTERNAL OPENINGS**

**DECEMBER 2014**

**Prepared for  
Stanley Sidings**

**by**



**Stephen Levrant Heritage Architecture Ltd  
62 British Grove, Chiswick, London W4 2NL  
t: 020 8748 5501 f: 8748 4492**

**Stables Market: Tack Room reinstatement of internal opening – Design and Access and Heritage Statement**

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Registered office 62 British Grove, London, W4 2NL.

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# 1 INTRODUCTION

## Executive Summary

This Design and Access Statement and Heritage Statement has been prepared as supporting documentation for the application for Listed Building Consent for proposed internal works to the south end of the Tack Room (Building D). The building is Grade II listed and is located within The Stables Market, Chalk Farm Road, London NW1 8AH.

The proposed works comprise the reconfiguration of the internal staircase within the retail unit at the south end of the Tack Room, and the reposition of a new insulated masonry partition wall consented within applications 2013/7891/P and 2013/8060/L, and the removal of later panelling and brick infill in two of three original arched openings in the partition wall adjacent to the existing staircase. The proposed openings will connect the two rooms at ground floor level as per the 1881 plans (Figure 6, pg. 11).

The Tack Room is in the Heritage at Risk Register, which replaced the Buildings at Risk Register on July 8th, 2008. It is registered as Category D in the priority ranking. Priority for action is assessed on a scale of A to F, where 'A' is the highest priority for a site which is deteriorating rapidly with no solution to secure its future, and 'F' is the lowest priority. Buildings in category D are assessed as suffering 'Slow decay; solution agreed but not yet implemented' (English Heritage, HAR 2013, p. XVI).

The Design Documents have been prepared by and with the input of the Project Team who are:

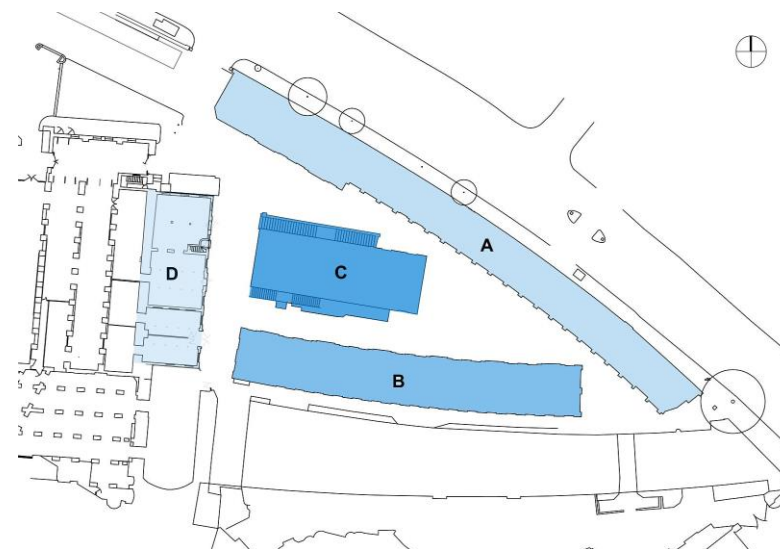
Client: Stanley Sidings Limited

Local Authority: London Borough of Camden

Planning Consultants: Gerald Eve

Structural Engineers: Walsh Group

Heritage Architects: Stephen Levrant Heritage Architecture



**Figure 1: Stables Market -Listed group of buildings, subject site Building D.**

Ref: A Chalk Farm Stable, B Provender Stores, C Long Stable, and D Tack Room

## 1.1 Reference to other documentation

This document should be read in conjunction with:

Scheme drawings prepared by Stephen Levrant Heritage Architecture Ltd., June 2014:

- D -LP Location Plan 1:250
- D-EP-01 Existing Ground Floor Plan
- D-EP-02 Existing First Floor Plan
- D-PP-03 Proposed Ground Floor Plan
- D-PP-04 Proposed First Floor Plan

- D-PS-05 Proposed Sections

## 1.2 Planning Policy Guidance and Legislation

The assessment of the listed building and conservation area has been prepared taking into account the information contained in:

- NPPF National Planning Policy Framework, 27 March 2012.
- Planning practice guidance for the National Planning Policy Framework and the planning system. , 12 June 2014.
- Conservation principles, policies and guidance for the sustainable management of the historic environment, EH, April 2008.
- The Setting of Heritage Assets: English Heritage Guidance, October 2011.
- BS 7913:1998 Guide to the Principles of the Conservation of Historic Buildings.
- Understanding Place: Historic Area Assessments in a Planning and Development Context, EH, June 2010;
- Camden Development Policies 2010 – 2025, Local Development Framework
- Local Development Framework - Camden Core Strategy 2010 – 2025

## 2 CONTEXT

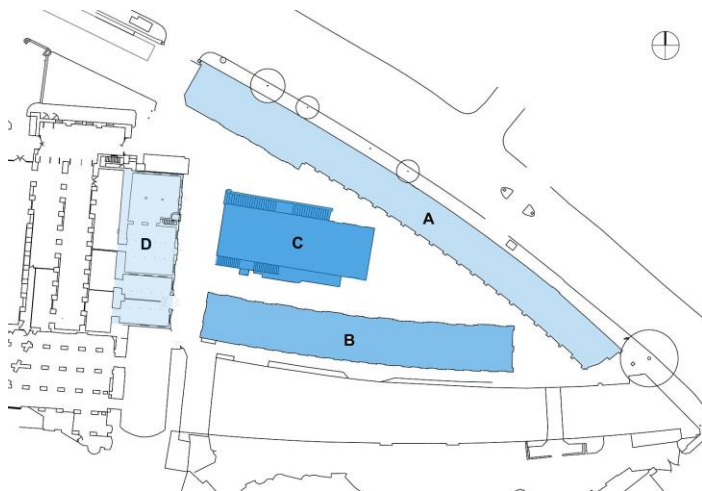
This complex of multi-storey stables was developed by the London and North Western Railway Company (LNWR) from 1854. The horses stabled here supplied much of the power for the large LNWR goods yard at Chalk Farm.

*‘The heart of Stables Market was previously a part of the Camden Goods Yard and a large area was occupied by warehousing for W. A. Gilbey’s wines and spirits from the mid 19th century. The remaining buildings on the site comprise the stables for railway horses known as Stanley Sidings [...], a later block of 1883-85, and the surviving bonded warehouse, Gilbey’s No.2 Bond, built c. 1885’ (Regent’s Canal Conservation Area Appraisal and Management Strategy, adopted 11 September 2008, pp.17). The Tack Room, subject of this application, was built during the first phase of stabling. These four western ranges, which also include the Provender Store, the Long Stable and the Chalk Farm Stable, form the triangular group A-D built between 1854 and 1856 as indicated on a site plan of 1856 (The National Archives, RAIL 410/2072).*

Note: From Royal Commission on the Historical Monuments of England; Historic Building Report; Former LNWR Stables, Chalk Farm Road, Camden, London NW1; September 1995. Crown Copyright. Unless stated otherwise.

### 2.1 Location

The Tack Room (Building D) is located within the triangular site described above part of the internationally recognised Stables Market, in the northwest corner of Regents Canal Conservation Area. The area is bounded to the north by Chalk Farm Road (Hampstead Road as it was known until 1862), and is separated from the former lands of the goods yard to the south by the railway viaducts (Fig. 3).



**Figure 2** Stables Market - Four western ranges, subject site Building D.

## 2.2 Regents Canal Conservation Area

The Regent's Canal Conservation Area was originally designated in 1974 and subsequently extended in 1981 to include the Stanley Sidings and the Stable Buildings. The conservation area was designated due to its unique character. *"It is an important feature of historic and visual interest in the wider townscape and, following the decline of traditional canal-related commercial activities, has been increasingly recognized as a valuable resource for water-based leisure activities, for its tranquil seclusion, for its ecological value and its potential for transportation and informal recreation".* (Regent's Canal Conservation Area Appraisal and Management Strategy, adopted 11 September 2008, pp.5).

Many of the industrial buildings and structures are fine examples of industrial brickwork, illustrating styles of engineering construction characteristics of the 19th and early 20th centuries and using various

types of brick, some produced in London and others brought in by the railways from their respective regions. Cast iron and wrought iron are also represented on the site.

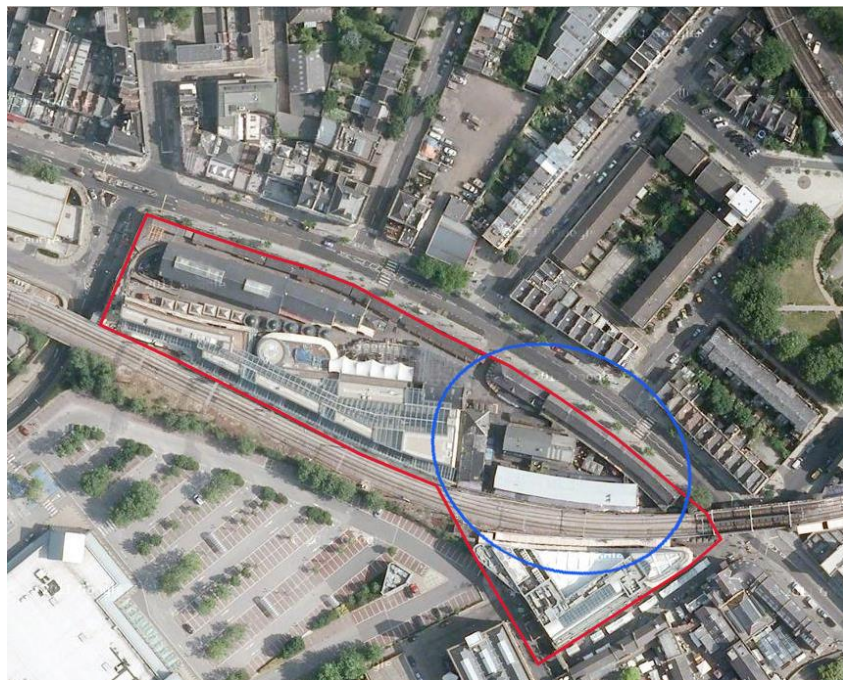
## 2.3 Setting

The National Planning Policy Framework (NPPF) defines 'setting of a heritage asset' as 'the surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral' (NPPF, Annex 2: Glossary, p.52)

The Setting of Heritage Assets: English Heritage Guidance 2011, highlights para 114 of the NPPF: *'The extent and importance of setting is often expressed by reference to visual considerations. Although views of or from an asset will play an important part, the way in which we experience an asset in its setting is also influenced by other environmental factors such as noise, dust and vibration [...]'* (NPPF, para 114).

The site partly falls within the Regent's Canal Conservation Area, a heritage corridor of unique character, but the elements which contribute towards the neighbourhood identity, are not necessarily confined to the conservation area or other boundaries.





**Figure 3** The Stables Market shown in red line; the stables range circled in blue.

The character of the environs developed over the years and, today largely derives from the presence of four distinct but interrelated elements: the Regent's Canal, Chalk Farm Road, the Railway viaduct and the market activities

Chalk Farm Road is the principal thoroughfare of the area. The sequence of diverse views along Chalk Farm Road, defined by the built form and the curve of the road, prevents long distance views.

The built environment is defined on the East side by 19th century terraced buildings which have shops, café, and restaurants at the ground floor; and on the West side by predominant structures, such as the Roundhouse, the

'Camden Wall' and the railway bridge, which come into view on a northerly progression.

The Roundhouse is a major focus point, almost providing a gateway to the area from the north.

The 'Camden Wall' confers to Chalk Farm Road a sense of continuity and calmness with its regular progression of openings, but it is also a distinct barrier with its non-active frontage. A strong change of character occurs behind the Stables Market gate, where the original industrial stables subject of this application, still remain. The market is enclosed and separated from the public realm by the impenetrable wall.

The railway bridge, crossing diagonally across Chalk Farm Road, is not a simple barrier. It creates a visual break, emphasised by the traffic island and one-way traffic system. It also frames with its portal structure the view behind that change again in character. In fact, the buildings aligned on this stretch of the street have a narrow pavement establishing a different relationship with the street.

The immediate setting of the subject site is the larger Stables Market at the heart of the area widely known as Camden Market. The complex comprises the industrial horse stables and tightly enclosed courts leading off one another; their plan form being influenced by the horse towpath and stabling serving the vast railway goods yard and interchange traffic.

The redevelopment of the underused site after the decline of canal-related activities and the conversion of wharves for the craft markets in the 1970s, contributed greatly to the economic and physical regeneration of Camden and to the present character of the area.

The craft markets developed into one of London's top tourist attractions giving a new iconography to Camden. Today the place is mostly known for its famous market, restaurants, café and entertainment facilities but this was never part of any planned development policies.

This market attracts large numbers of Londoners and tourists because of the character, the goods on sale and the uniqueness of the location. Boat trips, walks along the canal, and watching the barges pass through the lock gates from the Dingwall's beer garden, are important parts of the attraction of the Camden Lock area. Sunday trading was permitted on this private site while disallowed in many places elsewhere, and this also contributed to its success.

## 2.4 Historical Background

This complex of multi-storey stables, also known as Stanley Sidings, was developed by the London and North Western Railway Company (LNWR) from 1854. The horses stabled here supplied much of the power for the large LNWR goods yard at Chalk Farm.

Bounded to the north by Chalk Farm Road (known as Hampstead Road before 1862), the triangular site was separated from the goods yard to the south by the viaducts of the North London Railway but was linked to it by underground tunnels.

A 22 acre site at Chalk Farm was acquired by the London and Birmingham Railway company soon after its formation, for a terminus and depot. When development began in 1835-37 it was as a goods depot, linked to the Thames by the Regent's Canal and subsequently to the docks by the North London Railway, built in 1850-1.

In the 1840s and 1850s substantial buildings were constructed around the edge of the site, including the Southern Goods Shed, built in 1845 and rebuilt after a fire in 1857, and a goods shed north of the canal, replaced by the Interchange Warehouse in 1900-5. The Chalk Farm stables were linked to both of these buildings by underground tunnels.

Horses were required for a wide range of haulage duties in the yard as well as for distributing goods outside; others were needed for shunting locomotives. Early provision for the horses was apparently in makeshift accommodation or below ground in the vaults of the goods station. By 1849 some horses were being stabled in the south eastern corner of the goods yard, and it seems likely that the expansion of this part of the yard in 1855 led to the construction of the stables at the triangle site.

The first phase of stabling, the four western ranges forming the triangular group A-D in the modern site plan, was built between 1854 and 1856, as indicated as indicated on a site plan of 1856 (The National Archives, RAIL 410/2072). They were designed by the LNWR staff on the Stafford office and had a capacity of 148 horses. The ranges were mainly one and a half storeys, with ground floor stabling and haylofts above.

In the early 1880's the whole site underwent a phase of expansion and alteration with additional storeys added to the western ranges between 1880-3. During this period, a bridge connection between the Provender Store and the Tack Room was also created.

The site was vacated in 1973, and many of the buildings were demolished, tracks lifted, and various parcels of the land were sold into different ownerships. After 1973 the sidings and Camden Lock were used for various light industrial and storage uses including garaging. The market activities started at this time in a rather ad hoc fashion, commencing with small stalls located externally to the stable buildings. Gradually shop units and canopies were added to the buildings and by the 1980s it was a fully-fledged market place.

Note: From Royal Commission on the Historical Monuments of England; Historic Building Report; Former LNWR Stables, Chalk Farm Road, Camden, London NW1; September 1995. Crown Copyright.



## 2.5 The Tack Room

The following section was extracted from the Royal Commission on the Historical Monuments of England – Historic Building Report, September 1995 NGR No: 2858 8420. Crown Copyright.

### Exterior

*The east elevation has the same arrangement to the ground floor as the other 1854-5 stabling. Each of the three stables has three arched bays with a central projecting entrance bay and the flanking bays closed up to the round-headed windows, many of which still retain their original wooden frames. The only variation to this design is the additional door opening, for access to the first floor, to the northern stable. The three northernmost bays of the first floor were probably part of the original phase of construction (1854-5) and retain three twelve-pane sash windows and chimney stacks to both the east and north sides. When built the attics to the south had two loading or loophole bays, with flat-heads projecting above the roof line, flanked by short flat-headed windows. These bays were raised to two storeys in 1881, at which time the brickwork was raised to the level of the loophole heads and the windows enlarged, with round heads and radiating glazing bars, two of which still survive. A bridge to building B (Provender Store) was built at this time, extending from the southernmost loading bay, to link the provender stores together. Its position is indicated by a wooden rail and the holes for the former beams below the raised cill of the loading door. On the evidence of the OS maps the bridge was apparently demolished within the last thirty years. The northern bay retains a simple hoist over the head of the door.*

*The north side, which has arching to the ground floor and two sash windows to the first floor, appears largely altered. The south side has apparently undergone various alterations. An engine room abutted to the south side of the building, apparently built between 1870 and 1880. By the 1970s it had been gone, and a lean-to covering for a vehicular entrance to*

*the railway vaults was in its place; this now also disappeared. An opening on the ground floor, probably not original, has been subsequently blocked. The west side is abutted by the railway vaults and the 1880 bonded warehouse.*

### Interior

*The interior of the building has three bays to both floors. It was originally built of timber-framed construction, still surviving to the northern stable bay. When recorded by the Greater London Industrial Archaeological*

*Group (GLIAS) in 1975 it had timber stanchions and beams and retained a stall divider, half boarded and with a rail above, that was probably of a mid 19<sup>th</sup> century date. Drawings of 1880 show that the two southern stables had ten stalls each whereas the northern bay had only seven, as part of the space was given over to the stairs to the first floor. In 1881 the southern bays were altered and cast-iron columns and girders inserted and the wooden floor renewed.*

## 2.6 Alterations to the building fabric within the retail unit

The south end interior at ground floor level was partially reconstructed, with one of the internal cast iron columns and a section of the cast iron girder removed. These features are being reinstated under planning and listed building consent ref. 2013/7891/P and 2013/8060/L. Three arched openings in the south-most partition wall in the building were infilled; as seen in Figure 4, now only niches at high level remain.



**Figure 4: Internal partition in the retail unit in the south end of the Tack Room with the three niches at high level.**

The 1881 plans of the Tack Room show the central opening connecting the southern and middle rooms of the building, as shown in Figure 6.

The same arched openings in the middle room of the building have been partially infilled, therefore showing the former threshold currently hidden underneath a timber covering.



**Figure 5: Internal partition in the south end of the Tack Room (on the other side of the partition wall).**

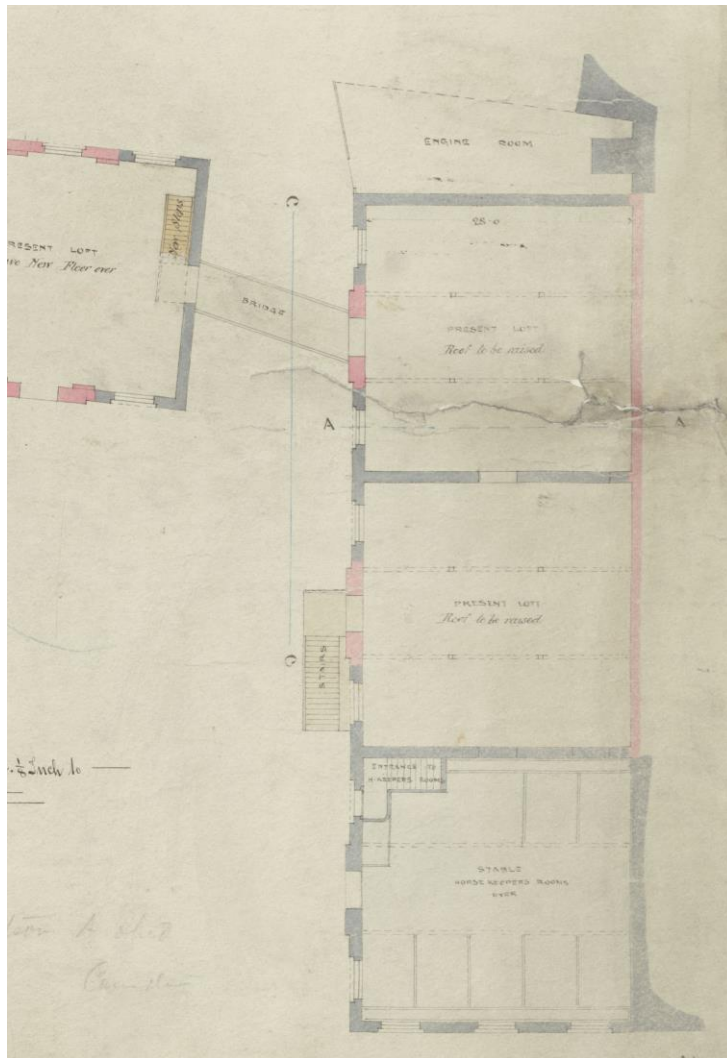


Figure 4: 1881 plan of Tack Room showing the south end of Tack Room as 'engine room'.

### 3 ASSESSMENT OF SIGNIFICANCE

As recommended by NPPF (March 2012) proposals for the alteration or redevelopment of listed building or buildings within a Conservation Area should be considered and be based on an understanding of the site's significance.

Paragraph 128 of NPPF states that '*In determining applications local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should also be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on that significance.*'

The criteria for the assessment of significance comprises:

- **Evidential Value** – relating to the potential of a place to yield primary evidence about past human activity;
- **Historical Value** – relating to ways in which the present can be connected through a place to past people, events and aspects of life;
- **Aesthetic Value** – relating to the ways in which people derive sensory and intellectual stimulation from a place;
- **Communal Value** – relating to the meanings of place for the people who relate to it, and whose collective experience or memory it holds.

The special interest of Tack Room in Camden Stables Market is established primarily its evidential, historical and communal values. With three other stable buildings, as a group, it enhances the historical significance of the site.

### Evidential Value

There are many surviving features preserving much evidence of its original operation; much of the historic fabric still remains and contributes greatly to the building's special interest and character. However, much of the Tack Room's historic fabric has been altered and **evidential value is therefore medium/high**.

### Historical Value

It is a listed building (Grade II) and has a number of features that display the historical value of the building: most important of these is the surviving original fabric in addition to the subsequent adaptations of the structure to accommodate new uses or changes in demand. **Historical value** is evident however eroded, therefore **medium to high**.

### Aesthetic Value

The Tack Room, as well as the whole stables complex, is a utilitarian building purpose-made. There is no artistic 'design ethos' in these buildings; utilitarian buildings are economical: there are no added embellishments, wasted space, nor selection of materials but those easily sourced.

Although the Tack Room is an exemplary Mid-Victorian stable building, it has little artistic or architectural merit; this is expected for a building of this type. It is of traditional construction with materials including yellow stock brick, timber, metal and slate. As they are common examples of a widespread building type, **aesthetic value is therefore low to medium**.

### Communal Value

Stables Market listed buildings have a **high communal value** as there is a strong sense of identity with the place, nurtured by the historical industrial use.

The original purpose of the stables has been largely superseded. There are no possible horse-related activities that may be carried out within the site, and there have not been since the 1950's/60's. The market use,

established since the late 1970's/80's, is the reason why this area of Camden achieved worldwide recognition and attracts over 100,000 visitors per week. Furthermore, a poll carried out by NOP World in late 2003, shows that 95% of visitors agreed that the Camden markets are a valuable tourist attraction and 89% agreed the markets are a valuable amenity to the local community as well as visitors (London Borough of Camden, the role the markets play in the vitality & viability of Camden Town, 2006.). The communal values of the site can be associated to the later but firmly established market function, and as proved by the studies and polls carried out since its inception. The fact that the building is still in use brings together past and present common uses by the community, reaffirming the communal value as high.

## 4 PROPOSED WORKS AND IMPACT ASSESSMENT

The following paragraphs will briefly discuss the potential impact of the proposal, which is subject of this application, on the special interest of the heritage asset Grade II listed Tack Room (Block D) at Stables Market, Camden.

### Stairs:

The existing later stairs are to be removed and a new 'dog leg' timber staircase designed to comply with current Building Regulations is to be installed in the northwest corner of the retail unit.

**Impact:** the impact of the new staircase will be minimal both on the character and the historic fabric of the Tack Room's interior. The south end layout will be affected by the proposed staircase; it is considered this is a more efficient use of floor space and the historic features will be more legible. For example, the beam shown in Figure 7, will no longer be concealed by the proposed staircase.



**Figure 7: Existing configuration in the south-most retail unit.**

#### **Interior Walls:**

At least one of the three arched openings in the northern partition of the retail unit appears to have been infilled according to the plans dating 1881 (Figure 6).

The proposed works comprise carefully removing the infill and lengthening two of three of the original openings to ground floor to create functional doorways between the central and south rooms. In order to accommodate the proposed staircase, the third (west-most) niche will remain as existing.



**Figure 8: The infilled openings as existing**

**Impact:** The removal of infill and reinstatement of the original openings will allow for improved circulation within the listed building. The proposed alteration to the internal partition wall is considered minor, with the added benefit of improved access.

#### **Repositioning of insulated partition:**

The new insulated masonry partition wall consented within applications 2013/7891/P and 2013/8060/L. The new proposal is for the relocation of such partition closer to the new staircase, in order to optimise the interior space.

**Impact:** It is considered that the proposed relocation of the previously consented partition will not have an impact on the historic fabric while allowing for better use of the room.

## 5 DESIGN AND ACCESS

This section describes how the proposal affects different aspects of the site including layout, use, scale, landscape and context, appearance and access.

Layout: the proposal will change the internal layout of the retail unit in its interior configuration, improving circulation and special quality.

Use: not affected by the current proposals.

Scale: not affected by the current proposals.

Landscape and Context: not affected by the current proposals.

Appearance: The historical character of the Tack Room's interior will be enhanced by the proposals. Works will be carried out using traditional materials and techniques in order to restore the integrity of the listed building.

Access: there will be no changes to the access to the retail unit.

## 6 NPPF CONSIDERATIONS

These NPPF considerations provide supplementary information which will enable the planning authority to assess the likely impact of the proposed works on the heritage asset.

All policies in the NPPF adopted 27th March 2012 constitute the government's view of what sustainable development means in practice. The NPPF contains an express presumption in favour of sustainable development which should be taken into account when making planning decisions.

Paragraph 126 of NPPF states that: *"Local planning authorities should set out in their Local Plan a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or other threats. In doing so, they should recognise that heritage assets are an irreplaceable resource and conserve them in a manner appropriate to their significance. In developing this strategy, local planning authorities should take into account:*

- *the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;"*

Paragraph 131 of NPPF states 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;*
- *the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality"*

Furthermore, Paragraph 137 of NPPF states: *"Local planning authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites and within the setting of heritage assets to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to or better reveal the significance of the asset should be treated favourably."*

The proposal has been driven by the need to ensure the historic character of the listed building is preserved or enhanced and meets all current standards in a respectful manner towards the historic environment.

Overall, the proposed alteration to the interior of the south-most retail unit will ensure better circulation and therefore improved use and operation of the building in the short, medium, and long-term.

Paragraph 132 of NPPF states that: *"When considering the impact of a proposed development on the significance of a designated heritage asset,*



*great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification".*

The impact of the proposed works on the significance of the listed building is negligible. The improved circulation will have a beneficial impact on the heritage asset by improving use and access for the public.

Paragraph 134 states: *'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 its optimum viable use'.*

It is considered that no harm is caused to the significance of the Grade II listed Tack Room. Ensuring its continued use and maintenance is in the interest of the heritage asset's 'long term conservation'.

The proposal will deliver public benefits through the improvement of circulation and use of the listed building.

## 7 LOCAL PLANNING POLICY

### **Camden Local Development Framework, Camden Core Strategy, 2010 -2025, Adopted Version, November 2010**

The Government's national planning policy framework (NPPF) was published, and came into affect, on 27 March 2012. The NPPF does not change the status of Camden's Local Development Framework 2010 as the statutory starting point for planning decision making in the borough, but the NPPF is now a 'material consideration' in determining applications.

The Camden Core Strategy provides the vision, objectives and spatial policies to guide development in the borough up to 2025. The

Development Policies contribute to delivering objectives of the Core Strategy by setting out detailed planning policies that the Council use for determining planning applications. Both documents constitute the Camden Local Development Plan adopted 8 November 2010.

Policy CS14 – 'Promoting high quality places and conserving our heritage', sets out the requirements to safeguard Camden's heritage. The overall strategy is to sustainably manage growth in Camden in a way that conserves and enhances the heritage and valued places that give the borough its unique character.

CS14 states that Council will ensure that Camden's places and buildings are attractive, safe and easy to use by: 'preserving and enhancing Camden's rich and diverse heritage assets and their settings, including conservation areas, listed buildings, archaeological remains, scheduled ancient monuments and historic parks and gardens'.

It is considered that the proposal preserves the character of the Tack Room therefore also preserving the significance of other heritage assets within its setting.

Camden Planning Guidance provides advice and information on how the Local Authority applies its planning policies. The guidance is consistent with the Core Strategy and the Development Policies, and forms a Supplementary Planning Document (SPD) which is an additional "material consideration" in planning decisions.

CPG 1- Design deals with heritage issues in Section 3. This section sets out further guidance on Core Strategy Policy CS14 Promoting high quality places and conserving our heritage and Development Policy DP25 Conserving Camden's Heritage.

Paragraph 3.22 refers to the statutory requirement, when assessing applications for listed building consent, to have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

It is considered that the proposed works to the south-most retail unit of the Tack Room will preserve its historic architectural features, and its general character and appearance.

Paragraph 3.23 expands on the desirability to retain original or historic features and to carry out repairs in matching materials. The proposals should seek to respond to the special historic and architectural constraints of the listed building, rather than significantly change them.

As stated earlier in this report, the proposals actively seek to restore the property, and any surviving features. The works will be carried out using traditional materials and techniques in order to preserve the integrity of the listed building.

## 8 CONCLUSION

The Tack Room is a Grade II listed building part of a large market and therefore accessible to the general public. It is considered that the proposed alterations do not alter the special interest of the building and that the level of proposed intervention is acceptable in conservation terms and is substantiated by the research undertaken.

The listed building is not a static place. It has been subject to change and in order to remain a sustainable and pleasant place it will have to change. The proposed scheme is driven by a need to not only conserve and enhance the building, but also to ensure a sustainable solution that safeguards the current and future use of the building within the market.

This proposal complies with policy at the heart of NPPF in respect of sustaining and enhancing not just the historic fabric but the significance of the Regent's Canal Conservation Area and the heritage assets within and in the vicinity of the site.

The NPPF contains an express presumption in favour of sustainable development which should be taken into account when making planning decisions. Change is at the heart of sustainable development. The three

dimensions of sustainability: economic, social and environmental, are not static; neither is the built environment. Buildings need to change in order to adapt to climate change and move towards a low carbon economy (NPPF Para 7).

In light of the above, it is considered that the relevant criteria policies of NPPF have all been complied with, and thereby must also satisfy the relevant local plan policies.

## APPENDIX I

### Listing Description

**List entry Number:** 1258101

**Grade:** II

Four blocks of industrial stabling, now workshops and warehousing. c1855-1870, 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 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.**

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