
**BUILT HERITAGE AND DESIGN &
ACCESS STATEMENT**

In respect of

**CAMDEN ROAD OVERGROUND
STATION
21-23 BONNY STREET
LONDON
NW1 9LS**

Date: January 2015

CONTENTS	PAGES
1.0 INTRODUCTION	3
2.0 LEGISLATIVE AND POLICY FRAMEWORK	4
3.0 DESCRIPTION AND LOCATION	8
4.0 HISTORIC AND ARCHITECTURAL APPRAISAL	9
5.0 ASSESSMENT OF HERITAGE ASSETS	12
6.0 SCHEME PROPOSALS	13
7.0 ASSESSMENT OF IMPACT	16
APPENDICES	18

1.0 INTRODUCTION

- 1.1 This Built Heritage and Design & Access Statement has been prepared by CgMs Consulting to aid discussions during pre-application discussions with the local planning authority, the London Borough of Camden. The proposed works comprise minor internal alterations to the Camden Road Overground Station ticket hall and the British Transport Police's offices at first floor level above. The proposals comprise the upgrading of the existing WC services in the first floor offices including installation of a new downpipe into the ground floor ticket hall and minor reconfiguration and refurbishment works to the first floor offices. These proposals relates to 21-23 Bonny Street, London, NW1 (the 'Premises'). The Premises forms part of Camden Road Overground Station which comprises 13-23 Bonny Street and 223 Royal College Street ('The Station' – see Plate 1).
- 1.2 This report will present a summary of the relevant legislative framework and planning policy at national, strategic and local levels relating to development affecting the setting of designated heritage assets including listed buildings and conservation areas. It will also provide an outline assessment of the history and the significance of the Premises and its surroundings (where applicable), as well as an assessment of the impact of the described proposals.

2.0 LEGISLATIVE AND POLICY FRAMEWORK

- 2.1 Where any development may affect designated or non designated heritage assets, there is a legislative framework to ensure that proposals are developed and considered with due regard to their impact on the historic environment.

Legislation

- 2.2 Legislation relating to buildings and areas of special architectural and historic interest is contained in the Planning (Listed Buildings and Conservation Areas) Act 1990. The relevant legislation in this case extends from Sections 66 and 72 of the 1990 Act, which state that special regard must be given by the authority in the exercise of planning functions to the desirability of preserving or enhancing listed buildings and their setting, and conservation areas and their setting respectively.

National Planning Policy

National Planning Policy Framework (March 2012)

- 2.3 In March 2012, the government published the National Planning Policy Framework (NPPF), which immediately replaced the existing policy regime, including the design and heritage policies (*Planning Policy Statement 1: Delivering Sustainable Development (PPS1)*, and *Planning Policy Statement 5: Planning for the Historic Environment (PPS5)*).
- 2.4 The national policy framework encourages intelligent, imaginative and sustainable approaches to managing change. English Heritage has defined this approach as ‘constructive conservation’, promoting a positive and collaborative approach to conservation that focuses on actively managing change. It aims to ‘recognise and reinforce the historic significance of places, while accommodating the changes necessary to ensure their continued use and enjoyment’ (Constructive Conservation in Practice, English Heritage, 2009).
- 2.5 The NPPF promotes sustainable development as a fundamental theme in planning. It encourages local authorities, in their plan-making, to positively seek opportunities to meet the development needs of their area (Paragraph 14). The NPPF further provides a series of ‘Core Planning Principles’ (Paragraph 17) of sustainable development, which highlight that planning should be a creative exercise in finding ways to enhance and improve the places in which people live their lives; that it should secure high quality design and a good standard of amenity; and that heritage assets should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of this and future generations.
- 2.6 The NPPF directs local planning authorities (LPAs) to apply the presumption in favour of sustainable development: the ‘golden thread’ which is expected to run through their plan-making and decision making. It must be noted, however, that this is only expected to apply where this does not conflict with other policies contained within the NPPF, including those relating to the protection of designation of heritage assets (Paragraph 14).
- 2.7 Section 7, ‘Requiring Good Design’ reinforces the importance of good design in achieving sustainable development, by ensuring the creation of inclusive and high quality places. This section of the NPPF affirms, in Paragraph 58, the need for new design to function well and add to the quality of the area in which it is built, establish a strong sense of place and respond to local character.
- 2.8 The guidance contained within Section 12, ‘Conserving and enhancing the historic environment’, Paragraphs 126-141, relate to the historic environment, and developments which may have an effect upon it. These policies provide the framework to which local authorities need to refer when setting out a strategy for the conservation and enjoyment of the historic environment in their Local Plans.

- 2.9 In order to determine applications for development, Paragraph 128 states that LPAs should require applicants to describe the significance of the heritage assets affected and the contribution made by their setting. The level of detail provided should be proportionate to the significance of the asset and sufficient to understand the impact of the proposal on this significance. According to Paragraph 129, LPAs should also identify and assess the significance of an heritage asset that may be affected by a proposal and should take this assessment into account when considering any impact upon the heritage asset.
- 2.10 Paragraphs 132 to 136 consider the impact of a proposed development upon the significance of a heritage asset. Paragraph 132 emphasises the need for proportionality in decision making, and identifies that when a new development is proposed, the weight given to the conservation of a heritage asset should be proportionate to its importance, with greater weight given to those assets of higher importance.
- 2.11 Paragraph 137 encourages LPAs to look for new development opportunities within the setting of heritage assets (as well as Conservation Areas and World Heritage Sites), and states that proposed developments which make a positive contribution to or better reveal or enhance the significance of a heritage asset and its setting, will be looked upon favourably.
- 2.12 The NPPF follows the philosophy of PPS5 in moving away from narrow or prescriptive attitudes towards development within the historic environment, towards intelligent, imaginative and sustainable approaches to managing change. English Heritage has defined this new approach, now reflected in NPPF, as 'constructive conservation': defined as 'a positive and collaborative approach to conservation that focuses on actively managing change...the aim is to recognise and reinforce the historic significance of places, while accommodating the changes necessary to ensure their continued use and enjoyment.' (Constructive Conservation in Practice, English Heritage, 2009).

National Guidance

Conservation Principles, Policies and Guidance (English Heritage, 2008)

- 2.13 Conservation Principles outlines English Heritage's approach to the sustainable management of the historic environment. While primarily intended to ensure consistency in English Heritage's own advice and guidance through the planning process, the document is commended to local authorities to ensure that all decisions about change affecting the historic environment are informed and sustainable.
- 2.14 This document was published in line with the philosophy of PPS5, yet remains relevant with that of the current policy regime in the emphasis placed upon the importance of understanding significance as a means to properly assess the effects of change to heritage assets. The guidance describes a range of heritage values which enable the significance of assets to be established systematically, with the four main 'heritage values' being: evidential, historical, aesthetic and communal. The Principles emphasise that 'considered change offers the potential to enhance and add value to places...it is the means by which each generation aspires to enrich the historic environment' (Paragraph 25).

Case Law

Barnwell Manor Wind Energy Limited (2014)

- 2.15 Recent case law has added clarification to the interpretation of Section 66 of the Listed Building and Conservation Areas Act 1990. Section 66 states that special regard must be given by the authority in the exercise of planning functions to the desirability of preserving or enhancing Listed Buildings and their setting. A particularly appropriate example of upholding a S66 is in the case of West Coast Energy's proposal for five wind turbines to be installed within the setting of the Grade I listed Barnwell Manor, Northamptonshire. The National Trust advocated that the proposals would have an adverse impact upon the heritage asset's setting and, reinforced by local opposition, the proposal was rejected by East Northamptonshire District Council in 2010. The developers won an appeal for four turbines, however, this was overturned at the High Court who said the decision was legally flawed. A subsequent Appeal to

overturn the High Court ruling in was also dismissed in February 2014.

Local Strategic Policy

The London Plan (Adopted July 2011)

- 2.16 On 22 July 2011 the Mayor of London published the London Plan which re-placed the amended version of 2004. Policy 7.6 'Architecture' stipulates that architecture should make a positive contribution to a coherent public realm, streetscape and wider cityscape. It should incorporate the highest quality materials and design appropriate to its context.
- 2.17 In addition, Policy 7.8 'Heritage Assets and Archaeology' provides the relevant policy with regard development in historic environments. It requires that developments which have an effect upon heritage assets and their setting should conserve their significance, by being sympathetic to their form, scale, materials and architectural detail. Further to this, Policy 7.8 also requires local authorities to seek (within their policies) to maintain and enhance the contribution of built, landscaped and buried heritage towards London's environmental quality, cultural identity and economy.
- 2.18 The London Plan therefore encourages the enhancement of the historic environment and looks favourably upon works, or, development which seeks to maintain the setting of heritage assets.

Local Policy

Camden Core Strategy 2010-2025 (Adopted 2010)

- 2.19 The Local Development Framework (LDF) is a group of documents setting out planning strategy and policies in the London Borough of Camden. The principle LDF document is the Core Strategy, which sets out key elements of the Council's planning vision and strategy for the borough and contains strategic policies. The following Core Strategy policies relate to development concerning the historic environment in the borough:
- 2.20 Policy CS14 *Promoting high quality places and conserving our heritage* seeks to ensure that places and buildings are attractive, safe and accessible 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 conservation areas, listed buildings, archaeological remains, scheduled ancient monuments and historic parks and gardens; promoting high quality landscaping and works to streets and public spaces; seeking the highest standards of access in all buildings and places and requiring schemes to be designed to be inclusive and accessible and protecting important local views.

Camden Development Policies 2010-2025 (Adopted November 2010)

- 2.21 As part of Camden Council's LDF, Development Policies 2010-2025 set out detailed planning criteria that are used to determine applications for planning permission in the borough. Policies pertinent to the historic environment include the following and are to be read in conjunction with the Core Strategy:

DP24 *Securing High Quality Design* states that the Council requires all developments, including alterations and extensions to existing buildings, to be of the highest standard of design and will expect proposals to consider: the local character, setting, context and the form and scale of neighbouring buildings; the quality of materials to be used; the provision of visually interesting frontages at street level; the appropriate location for building services; the provision of appropriate hard and soft landscaping including boundary treatments; the provision of appropriate amenity space; and accessibility.

- 2.22 DP25 *Conserving Camden's Heritage* emphasises that where development is proposed within a conservation area the Council will: take account of conservation area statements, appraisals and management plans when assessing applications; only permit development that preserves and enhances

the character and appearance of the area; prevent the total or substantial demolition of an unlisted building that makes a positive contribution to the character or appearance of a conservation area where this harms the character or appearance of the conservation area, unless exceptional circumstances are shown that outweigh the case for its retention; not permit development outside of a conservation area that causes harm to the character and appearance of an adjoining conservation area; and preserve trees and garden spaces which contribute to the character of a conservation area and which provide a setting for Camden's architectural heritage.

- 2.23 With regard to the setting of Listed Buildings this policy states that the Council will not permit development that it considers would cause harm to the setting of Listed Buildings. Additionally, the Council will seek to protect other designated or undesignated heritage assets including: Parks and Gardens of Special Historic Interest and London squares.

Planning Guidance

CPG 1 Design (Adopted April 2011, Amended September 2013)

- 2.24 To support the policies of Camden's LDF, Camden Planning Guidance (CPG) forms a Supplementary Planning Document (SPD), an additional "material consideration" in planning decisions, which is consistent with the adopted Core Strategy and the Development Policies. Following statutory consultation the Camden Planning Guidance documents (CPG1 to CPG8) replace Camden Planning Guidance 2006.
- 2.25 The Council formally adopted CPG1 *Design* on 6 April 2011, which was subsequently updated on 4 September 2013 following statutory consultation to include Section 12 on artworks, statues and memorials. This guidance applies to all applications which may affect any element of the historic environment and therefore may require planning permission, or conservation area or listed building consent.
- 2.26 With regard to proposed development within, or affecting the setting of, conservation areas in the Borough, Council will only grant permission that preserves and enhances the character and appearance of the area. When determining an application, guidance on such matters are set out in the Core Strategy Policy CS14 and Development Policy DP24, as well as that in conservation area statements, appraisals and management plans. Total or substantial demolition of a building or structure in a conservation area is deemed a criminal offence without first getting consent from the Council. Also, demolition would not normally be allowed without substantial justification, in accordance with criteria set out in the NPPF.

3.0 DESCRIPTION AND LOCATION

- 3.1 The application site comprises the Premises (21-23 Bonny Street, London, NW1) which lies in the London Borough of Camden. The Station lies on the corner of Camden Road, Bonny Street and Royal College Street. To the south of the Station is Bonny Street, to the north are the railway lines serving the Station and to the east is Camden Road. The area is characterised by a tightly knit urban grain. The area benefits from good transport links. The Station itself provides services to Highbury & Islington with Camden Underground station lying 400m (approx.) to the south-west.
- 3.2 The setting of the Station includes the following. In the centre of station at first floor level is the railway line serving the Station. This forms part of the original, aesthetic and historic setting of the Station and therefore is a highly positive aspect of its setting. To the south is Bonny Street which is a cul-de-sac comprising early 19th century terraced housing in a modest Classical Revival style built of London stock brick with stucco detailing. Bonny Street also contributes positively to the setting of the listed building. To the east is Camden Road which is a relatively busy urban thoroughfare. The road contributes to the energised character that surrounds the transport hub and indeed forms part of the historic, aesthetic and original setting of the listed building. It is therefore considered to have a positive impact on the setting of the listed building. To the north-west and south-east is Royal College Street and Camden Road to the north-east which both contain early-mid 19th century houses with ground floor retail. The prevailing architectural style is also Classical Revival built of London stock brick. These streets are highly sympathetic and positive to the setting of the listed building. To the south-west is Camden Road which comprises a more eclectic group of buildings, all of which have a positive impact on the setting of the listed building. The building stock includes early 19th century terraces with ground floor retail, 1930s (approx.) mansion blocks and the Regent Canalside development. The latter is a recent development is of high architectural merit comprising a medium density residential scheme with ground floor A class units. To the south of the Regent Canalside development is the Grand Union Canal and further south still is the eight storey office block at 25 Camden Road which is detrimental to the wider setting of the Station.

4.0 ARCHITECTURAL AND HISTORIC APPRAISAL

Historic Development of Camden and Station

- 4.1 The historical development of the area will be reviewed and appraised in depth within the subsequent heritage statement to be provided for the Premises in due course when the full listed building application is submitted for the Premises. However, a brief history of the Station will be set out below.

18th Century History

- 4.2 The original settlement of Camden lay in a manor held by Charles Pratt, 1st Earl of Camden in the late 18th century. Pratt was Attorney-General and Lord Chancellor in the 18th century during George III's reign. He was created Earl Camden by association to his country seat at Camden Place in Kent. Camden Place had itself been originally named after William Camden, the historian. In 1791 Pratt started to grant development leases for the construction of houses within the manor. Until that time the area had been rural in character and comprised only of open fields. Pratt Street, which runs between Camden High Street in the centre of Camden to St. Pancras to the east, bears his name. Pratt subsequently died in 1794. In time his son was created Earl of Brecknock and Marquis of Camden in 1812. These family names and titles are borne on various thoroughfares across Camden.
- 4.3 In 1805 the second Earl sold a small portion of Pratt Street by order of an Act of Parliament to enable the construction and laying out of the burial-ground for the parish of St. Martin's-in-the-Fields, together with a chapel and residence for the officiating clergyman. Today these form St. Martin's Gardens.

19th Century History

- 4.4 In 1816 the Regent's Canal was built through the area. The canal linked the Grand Junction Canal to the west to the River Thames at Limehouse to the east. John Nash was director of the canal's construction company as well as architect and designer of Regent's Park and the 'Nash Terraces' within. A short section of the Regent's Canal runs along the northern boundary of the park.
- 4.5 The houses in Camden Road are among some of the oldest extant houses of the early expansion of Camden and are considered the houses of the highest status from the period. The High Street, of lower status, was originally two storeys including ground floor shops. It was later redeveloped and today is typically three-four storeys. Notable buildings of the period include the following. The Bedford Arms, on Grove Street (west of the High Street) was a well known public house. The Royal Park Theatre, built on Park Street in 1870 as the Alexandra Theatre, was also a well-known local landmark. The Mother Red Cap Tavern, Camden High Street, was a notorious tavern of ill repute. The Southampton public house, also on Camden High Street, had a similar reputation and both were regularly visited by highwaymen.
- 4.6 Other notable building of the period included the following. The almshouses of the parish of St. Pancras lay on Royal College Street and were built in 1850. Towards the northern extreme of Camden Road was the Camden Town Athenaeum which was built in 1871 to further the educational learning of the neighbourhood to designs of Mr. F. R. Meeson. The Royal Veterinary College, built in 1791 on Royal College Street, formerly occupied a sizeable plot on the eastern side of the thoroughfare.
- 4.7 The Roundhouse, today an entertainment venue, original formed a turntable building ('a roundhouse') for the London & North Western Railway. It was constructed in 1846 in the year the L&NWR Company was formed. The latter formed the merger of the Grand Junction Railway, the London & Birmingham Railway and the Manchester Birmingham Railway.
- 4.8 In 1850 the North London Railway was formed running services from Camden Road to the East and West India Docks in east London. A later connection allowed trains to continue onwards to Fenchurch Street. In time the eastern element of the line was amended so that it became a branch line of lesser importance. In 1851 to the west the line was extended to Hampstead Road and later further extended to

Richmond. Therefore Camden Road only remained a terminus station for a period of one year. Today the station forms part of the London Orbital railway.

- 4.9 During the 19th Century Camden was a poor neighbourhood with high crime levels, copious industrial waste and soot polluting the air and watercourses with a large proportion of low income workers and/or recent Irish immigrants. In 1821 Charles Dickens lived for a time in Bayham Street in lowly accommodation described as follows:—"Bayham Street was then about the poorest part of the London suburbs, and the house was a mean, small tenement, with a wretched little garden abutting on a squalid court" (John Forster's *Life of Charles Dickens*).

20th Century History

- 4.10 Camden Town Underground station (Northern Line) opened in 1907. At this time the area retained its 'unfashionable' reputation. During WWII the area suffered heavy bomb damage around Mornington Crescent to the south of central Camden. In the post-war period a large Greek-Cypriot community grew in the area. This gave the area a more cosmopolitan, vibrant character.
- 4.11 In the mid-late 20th century the rise of a number of local markets helped to start a transition to the eclectic, artistic neighbourhood we see today. Such markets included the Camden Lock Market, Inverness Street Market, Buck Street Market, Stables Market and the Electric Ballroom Indoor Market. Today, these have become a tourist attraction in their own right.
- 4.12 From the early 1990s the area started to become slowly gentrified. The restoration and conversion of the former railway roundhouse at Chalk Farm (creating The Roundhouse entertainment venue) illustrated this rise. Today that process continues but the area retains its cosmopolitan and vibrant character.

Architectural Assessment

Exterior

- 4.13 The Station includes, amongst other things, a broadly L-shaped building on the corner of Camden Road and Bonny Street (21-23 Bonny Street), ancillary storage blocks to the rear (west – 13-19 Bonny Street), a number of sub-track ground floor vaults and passages, the railway tracks at first floor level and accommodation to the north of the railway tracks including 223 Royal College Street. The Premises comprises solely 21-23 Bonny Street (see Plate 1).
- 4.14 The Premises comprises a large two storey station dating from 1870 built from buff London stock brick. The building is arranged as an L-shape with the horizontal part of the L-orientated along Camden Road and the vertical along Bonny Street. The eastern elevation (Camden Road) comprises two bays and two storeys. The building is constructed from buff London stock with semi-circular heads to the bays. The ground floor bays form a cafe within an original, canted timber window front including one over one sashes and small panes above. Above, and to either side, is a full entablature with prominent consoles. The windows are deeply recessed with modern windows. The headers are formed by rubbed bricks. Above the headers is moulded, stone detailing.
- 4.15 Between ground and first floors is a dentillated cornice. Below the first floor window are paired, recessed apron brick details and a stone sill course. The first floor windows are biforate with rubbed brick headers and stone hoods above terminating in an impost level cornice. Above are a shallow stone band and a prominent modillioned eaves cornice. Further above is a part balustraded parapet with 'Camden Town Station' on an inscription panel.
- 4.16 Adjoining the eastern elevation is a canted cornice elevation which forms the main entrance to the Station and contains identical detailing to that found on the eastern elevation. The fanlight above the main entrance is a timber traceried window of notable merit. The return (southern) elevation of the main station block extends to four bays but otherwise is identical to the eastern elevation. In the parapet is a further inscription panel which reads 'North London Railway'.

- 4.17 To the rear (west) of the Station are two extensive ranges of contemporaneous ancillary blocks (Nos 13-19 Bonny Street). These are similarly of London stock, arranged over three storeys and extend over two ranges (one of six bays and the second similar but as yet unknown as it is currently shielded by tarpaulin). This accommodation is included in the listing of the building but is outside of the leasehold of the applicant and are not subject to these proposals.

Interior

Booking Hall

- 4.18 The interior Booking Hall retains a high degree of historic fabric including a timber, corniced, coffered ceiling (see Plate 2). The roof is steel framed with the steel beams boxed in and adorned with a full entablature. The main lateral beam orientated east-west sets upon a central, atypical cast iron column comprising acanthus leaves and rosettes adorning its capital. The beam is similarly boxed in and includes fielded and raised panelling. This arrangement produces a coffered appearance to the ceiling. In the central recesses timber tongue and groove boarding cover the ceiling.
- 4.19 Adjacent to the Bonny Street elevation is a modern ticket office (see Plate 4) believed to date from the 1980s. The ceiling lighting comprises electric light with sizeable circular, brass lighting in an Art Deco style. From ground floor level it was not possible to establish if these are early light fittings from approximately the 1930s or reproductions. To the northern side of the ticket hall is a largely infilled barrel vaulted archway. The Booking Hall flooring is modern tiling of no heritage value and is believed to date from approximately the 1970s.
- 4.20 Between the ticket office and the first floor platform on the southern side of the railway is an original timber handrail and balusters.

First Floor Offices

At first floor level the premises include a locker room, male and female WCs, a kitchen, lobby area, general office area, three cellular offices (Station Administrator, Sector Command and Officer in Charge office) and several miscellaneous service rooms. Please see **Appendix 2** for a plan of the existing accommodation and Plates 5-10.

- 4.21 The offices interior has historically been entirely stripped of its historic fabric with the only items of heritage value being:
- The original high floor to ceilings heights (although shielded in part by demountable suspended ceilings);
 - The timber floorboards throughout beneath modern coverings (e.g. carpet tiles and linoleum); and
 - The original shape of the fenestration.
- 4.22 The fittings of the kitchen, WCs and office accommodation are all low quality fittings fitted in the past 20 years and of no heritage value. The windows are uPVC but have retained the original window reveal outlines. The walls between the Room 6 (General Office) and three cellular offices (Rooms 3, 4 & 5) are modern plasterboard, stud partitions and not of heritage value. The current WCs (Room 9) are of particularly low quality and are served by a macerator to aid the removal of waste. We understand the WCs have periodic blockages causing health concerns. The current waste pipe rises above the WCs to the macerator located in the suspended ceiling. The waste pipe then turns northwards towards the southern platform and extends to an external plastic downpipe on the southern platform. This plastic downpipe, has a neutral impact on the surrounding significance of the listed building but is of no heritage value.

5.0 ASSESSMENT OF HERITAGE ASSETS

- 5.1 The building is Grade II listed and lies in the Jefferey's Street Conservation Area. It also lies in the immediate setting of the Regent's Canal Conservation Area and the Camden Broadway Conservation Area. However, the proposed alterations are purely internal and will not have any impact of any nature on any surrounding heritage assets. Further there is no intervisibility between the interior of the Premises and the neighbouring heritage assets. Given these facts we have not therefore considered the impact of the proposed works on the surrounding heritage assets.

Camden Road Station

Architectural Description and Setting

- 5.2 See above.

Significance

- 5.3 The Station's primary significance is summarised concisely in the English Heritage listing which comments: "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". Over and above this the Station has provided an important social function to the local community over many decades. These factors give the building social and historical significance at a moderate level.
- 5.4 Architecturally the building is a very well-preserved example of late 19th century transport architecture of a type which typified many suburban and rural locations as the railways spread throughout the country during the mid-late 19th century. The character is notably rural and this character is palpable in the surrounding heavily urbanised grain of modern Camden. Despite the interior of the Booking Hall being refitted superficially in 1984 the building retains a high degree of historic fabric and is assessed as possessing architectural merit at a moderate level.
- 5.5 Within the first floor accommodation the original configuration of the rooms appears to be largely original notwithstanding the non-structural demountable, intermittent partitions. Regrettably, the interior of the first floor has historically been entirely stripped of its historic fabric as aforementioned.

6.0 SCHEME PROPOSALS

Scheme Design Context

- 6.1 Please see **Appendix 2** for proposed drawings indicating the areas to be demolished and where new doorways and partitions are proposed to be inserted.
- 6.2 A key item of context in appreciating the rationale for the proposed, minor alterations to the Booking Hall is the Premises' existing, unsatisfactory current foul drainage. This then drives the rationale of not seeking to utilise the existing stack for the proposed, enlarged and refurbished WCs.
- 6.3 My client's appointed structural engineers (GVA Grimley) have confirmed that the existing waste downpipe is currently routed (via macerators) into ducting in the suspended ceiling of the first floor office lobby area of the Premises. This ducting empties into a rainwater downpipe on the northern, external wall fronting the southern platform of the Station (see **Plate 11**). This therefore is a clear breach of building regulations, a contravention of water regulations and is a potential health hazard. Logically, the status quo is not one that should continue and an alternative is sought to resolve this issue.
- 6.4 From this starting point, there is the additional issue that the British Transport Police (applicant) only hold a lease of the first floor offices. No solution exists to route the waste pipe into a suitable existing stack within BTP's demise. Therefore the proposals include the necessity to agree a suitable license with London Underground (their landlord) for the Booking Hall works (outside BTP's demise). Any other surrounding stacks at ground floor level are located within separate accommodation demised to unconnected, third party tenants of the London Underground. Therefore BTP has sought a practical solution to route new foul water drainage via the Booking Hall.
- 6.5 An option remains to propose the new ducting is routed on the external face of the Station's southern elevation. This has been discounted at this stage as it is a more obtrusive option when compared to the proposals.

Proposed Works

Ground Floor Booking Hall

- 6.6 To install a new waste downpipe in the Booking Hall to serve the newly refurbished and enlarged WCs on the first floor (see below). This would involve cutting a small section of the existing tongue and groove panelling in the Booking Hall ceiling about 150mm square to allow for the installation of the new downpipe. The location of this new opening would be within existing tongue and groove boarding as opposed to intervening into the more ornate surrounding cornice or associated surrounding entablature. The proposed material of the downpipe is open to discussion but is currently proposed to be matt steel.
- 6.7 The location of the downpipe is propose to be located in the south-western corner of the Booking Hall to mitigate its visual impact. The downpipe would extend down from the ceiling with a slight deviation of the pipe closer to the corner, so as to avoid the surrounding, extant service wiring, ducting and trunking. It would extend vertically parallel to the line of the wall until just above floor level whereupon it would head east along the inside of the southern elevation. It would then head north along the wall between the Electricity Room and the Staff Welfare Room to the same foul drainage exit stack. At first floor level this option would involve the ducting from the WCs being routed via the Locker Room.

First floor Alterations

- 6.8 Alterations to the first floor would comprise the following:

Locker Room

6.9 The proposed works to the locker room would comprise:

- A short section of solid partition wall between the locker room (Room 10 - Appendix 2) and adjoining storage room (Room 10a - Appendix 2) is to be removed so that the latter can be accessed from the former. A new lintel, timber architrave and door would be fitted. Room 10a would then become part of an expanded locker room and would be fitted with a suspended ceiling and incorporating ceiling mounted air conditioning units;
- The same fit out would be installed in Room 10 in the existing locker room. An additional item is the installation of frosted glass in the lower section of the glazing to the southern elevation;
- New LED downlighters to be fitted in the suspended ceiling; and
- A new vinyl floor covering.

WCs

6.10 The proposed works to the WC would comprise:

- The WCs would be stripped of their existing contents and extended into the current kitchen. This would entail the removal of sections of non-structural wall between the WC (Room 9 - Appendix 2), the existing kitchen (Room 8 - Appendix 2) and Room 7 (Appendix 2). Secondly, the addition of a short section of non-structural partitioning to alter the configuration between the three rooms. Rooms 7, 8 and 9 (Appendix 2) would become the new WC area and shower (Room 7 – see Proposed Plans at Appendix 2). Modern sanitaryware would be fit into it place;
- New ceiling tiles would be fitted in the existing suspended ceiling;
- New LED downlighters to be fitted in the suspended ceiling;
- White gloss Armitage Shanks WCs;
- Replace existing hand dryers and install paper towel dispensers;
- Armitage Shanks Standard Sandringham 21 Washbasin (500mm) in both WCs; and
- A new vinyl floor covering.

Shower

6.11 The proposed works to the shower would comprise:

- A new Mira Beam Side panel shower (800mm x 800mm tray);
- New LED downlighters to be fitted in the suspended ceiling;
- Electric Shower – Mira Sport 10.8KW shower; and
- A new vinyl floor covering, tiling to walls in part, new suspended ceiling tiles.

General Office

6.12 The proposed works to the General Office would comprise:

- The new Room 6a would become a new mess room (see Proposed Floor Plans at Appendix 2). To form this room a new demountable stud partition would be installed in Room 6. This partition is proposed to be sound proof. The partition would be partly glazed above head height (approximately 7 ft.) to allow the legibility of the original room to be maintained. The partition would create a corridor from the hallway to the cellular offices. This would be to allow the movement of people between these two points without being visible from the mess room to provide privacy for potential 'suspects'. These glazed sections would also allow the transition of light from the Bonny Street windows. A new simple timber architrave and white panelled door would be fitted of a modest, utilitarian design compatible with a basic office fit out;
- Refurbishment of existing suspended ceiling with new ceiling panels;
- New air conditioning units in the current suspended ceiling to upgrade the existing. The existing units are of no heritage value.
- New LED downlighters to be fitted in the suspended ceiling;
- Installation of a new, demountable beech veneer worktop;
- A short section of walling in Room 5 would be removed. This is section of non-substantial studwork, which dates from the last 15 years and is of no heritage value. A new simple timber architrave and white panelled door would be fitted of a modest, utilitarian design compatible with a basic office fit out;
- A short section of walling between Room 4 (Sector Command) and the General Office (Room 6) would be removed to create a new doorway (coloured red on Proposed Floor Plans at Appendix 2). This is section of non-substantial studwork, also likely dates from the last 15 years and is of no heritage value. The existing doorway between the General Office and Room 4 would be infilled with new stud partitioning; and
- Overall the office space would be refitted. The new fit out would include: Carpet tiles, repainting, new IT cabling and equipment and new ceiling tiles.

Mess Room

6.13 The new mess room alterations would comprise:

- New vinyl floor covering;
- New white gloss tiling to the kitchenette area;
- New LED downlighters to be fitted in the suspended ceiling;
- Replacement suspended ceiling tiles and ceiling mounted air conditioning units;
- New Howdens Lamona Single Bowl sink;
- New part glazed, sound insulated partition between the Mess Room and the General Office;
- Install new TV aerial point on new demountable partition wall;
- New Howdens Lamona Hi-Tec Monobloc Tap; and
- Greenwich Gloss White kitchen units.

7.0 ASSESSMENT OF IMPACT

Ground Floor Booking Hall

- 7.1 It is acknowledged that the Booking Hall is a very well-preserved element of the historic fabric and of high significance to the listing. The proposed works would entail the cutting of a small area (150mm²) of timber tongue and groove boarding to enable the downpipe to travel through the ceiling. This section of boarding would be retained in storage and could be reinserted if the downpipe were ever removed. No intervention would take place into the more ornate, timber cornice or surrounding associated entablature. The insertion of the downpipe would cause a small degree of harm to the existing ceiling but this is extremely limited and is marginally above a neutral impact but would be less than less-than-substantial harm.
- 7.2 This minor degree of harm can be justified by the necessity to formulate a new statutorily compliant solution to the disposal of foul water drainage from the first floor offices. The current status quo is not a viable long term solution. The potential option of routing new ducting on the external face of the Station's southern elevation has been discounted at this stage as it is a more obtrusive option when compared to the works as proposed.
- 7.3 The proposed material of the downpipe is steel with a matt finish to allow the ease of legibility between the historic fabric and the newly inserted additions.
- 7.4 The location of the proposed downpipe is to be located where the surrounding walling has the highest concentration of existing service conduits and therefore would ensure that the proposed downpipe would be entirely inconspicuous in this setting. As such, this would likely cause a neutral impact on the setting and significance of the listed building. This proposal has been designed to mitigate the potential harm of the new downpipe by locating it in the corner of the Booking Hall in the least conspicuous location. The downpipe location would also necessitate routing it via the locker room on the first floor.

First Floor

- 7.5 The first floor has historically been entirely stripped of its historic fabric. Low quality, modern alterations to the original fabric can be found across the entirety of the interior. It has seemingly been subject to several schemes of significant remodelling and decoration since its construction. So poor is the extant interior that this element substantially detracts from the significance and character of the listed building.

WCs and New Shower Room

- 7.6 The proposals to upgrade the WCs on the first floor do not strictly speaking require listed building consent as the existing WCs are not of heritage value and simple upgrading is proposed in part. The proposals also propose demolition of the wall between the WCs and the existing kitchen and store room. These alterations are extremely minor, allow for an improved efficiency in the use of the accommodation and do not affect heritage fabric important to the significance of the listed building. The proposals would also include the removal of the downpipe on the exterior of the northern elevation facing onto the railway line which would enhance the significance of this element of the listed building. This aspect of the proposals is therefore assessed as likely to have a neutral impact on the setting and significance of the listed building.
- 7.7 The new shower room would be built along side the newly enlarged WCs and would comprise a neutral, modest specification shower room. The new room would be used by the BTP employees using the adjoining locker room at the end of their working day. The proposed additional room is entirely in keeping with the use of the first floor offices. The proposals would not affect any historic fabric important to the significance of the listing building and are therefore likely to have a neutral impact on the significance and setting of the listed building.

Locker Room and Adjoining Existing Store

- 7.8 The proposed works to the locker room comprise simple refurbishment works and do not in themselves require listed building consent. The insertion of a new doorway between the locker room and the store room however requires a small area of wall to be removed. This is required to provide a more efficient use of the store room which we understand is largely unused as it can currently only be accessed from the train platform. The removal of this section of the wall would not result in the loss of historic fabric important to the significance of the listed building. At present these two rooms have historically been stripped of any historic fabric and are devoid of any detailing of heritage value. This element is therefore assessed as likely to cause a neutral impact on the setting and significance of the listed building.

General Office and New Mess Room

- 7.9 The proposal to insert a part-glazed partition in the mess room acknowledges the heritage value of retaining the legibility of the original open plan nature of this room. Indeed Rooms 3, 4 and 5 would also have formed part of the original open plan reception room. Therefore, conscious of the heritage value of the original configuration, the proposals include the installation of demountable, light weight partitioning with a glazed (Perspex) section above head height (7 ft. approx.) continuing upwards to ceiling level. As aforementioned this would allow the movement of potential suspects from the entrance lobby to the cellular offices at Rooms 3, 4 and 5.
- 7.10 The partitions would be entirely dismountable and lightweight. The partitions would also allow natural light from the Bonny Street windows to pass into the corridor. Therefore this element of the proposals is reversible, sympathetic and does not include intervention into any historic fabric. These proposals are therefore considered likely to cause a neutral impact on the setting and significance of the listed building.

Room 4 and Room 5

- 7.11.a A short section of walling in Room 5 is proposed to be removed (see area marked yellow on Proposed Floor Plans at Appendix 2). This is a section of non-substantial studwork, likely dates to within the last 15 years and is of no heritage value. A new simple timber architrave and white panelled door would be fitted of a modest, utilitarian design compatible with a basic office fit out. The wall to be removed is in fact a later accretion of no heritage value and therefore this item is assessed as likely to cause a neutral impact on the setting and significance of the listed building.
- 7.12 A short section of walling between the Sector Command Office (Room 4) and the General Office (Room 6) is to be removed to create a new doorway (see area marked red on Proposed Floor Plans at Appendix 2). This is also a section of non-substantial studwork, likely dates to within the last 15 years and is of no heritage value. The existing doorway would be infilled. The same analysis is relevant as above and this item is assessed as likely to cause a neutral impact on the setting and significance of the listed building.

APPENDICES

APPENDIX 1: ENGLISH HERITAGE LISTING ENTRY

List entry Number: 1244154

Location

CAMDEN ROAD STATION, 13-23, BONNY STREET;
CAMDEN ROAD STATION, 223, ROYAL COLLEGE STREET; and
CAMDEN ROAD STATION, CAMDEN ROAD

Grade: II

Date first listed: 11-Jan-1999

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.

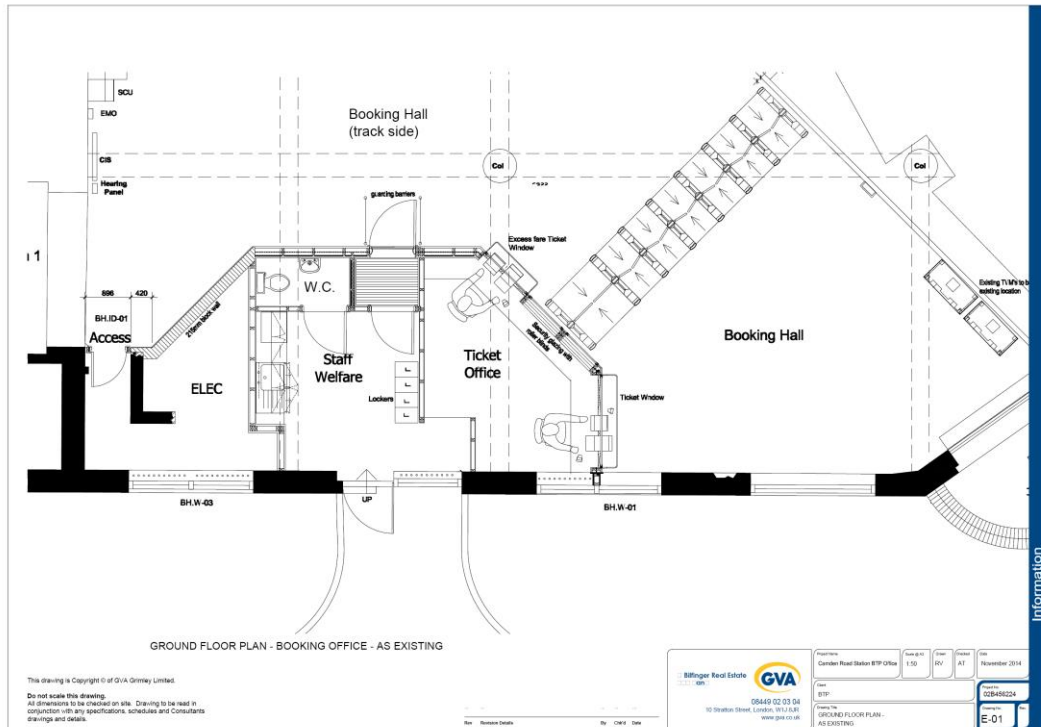
Bonny Street elevation: 4 arched windows per floor, with herringbone brick infills to first storey lunettes over stone mullions; parapet has panel inscribed in sunken letters NORTH LONDON RAILWAY. The station complex continues west along Nos 13-19 Bonny Street with offices and former waiting rooms above 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.

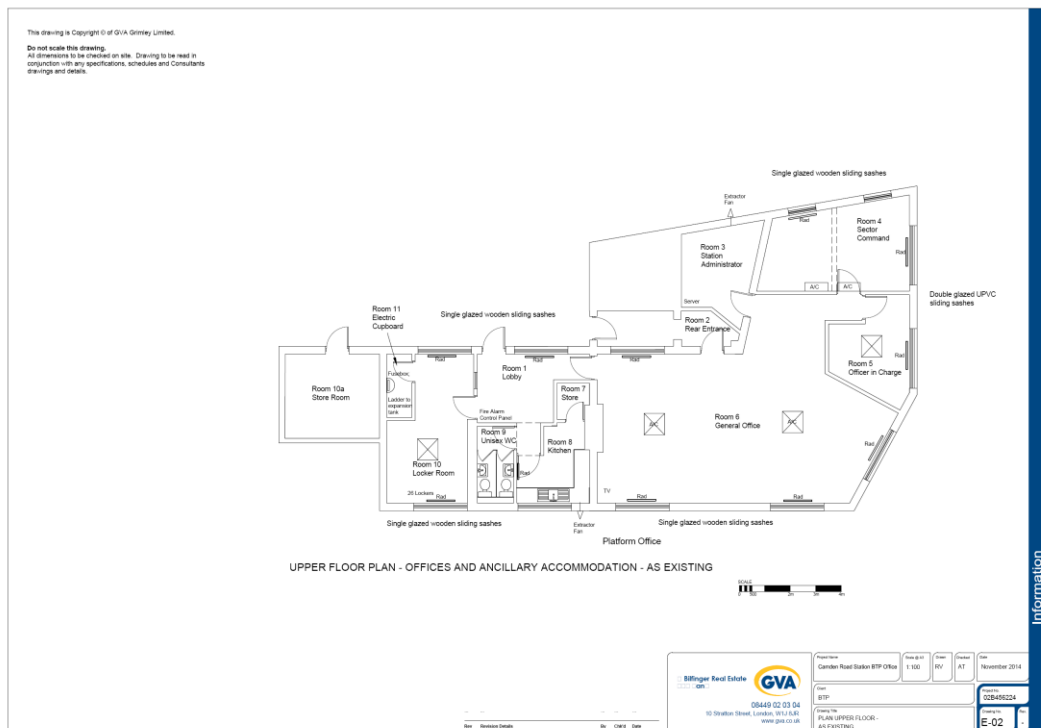
INTERIOR: triangular booking hall has coffered roof with central cast-iron column. Booking office inserted 1984 replacing earlier, and of no interest. Original stairs with cast-iron rails leading up to both platforms. West-bound platform retains its projecting canopy supported on cast-iron columns with 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).

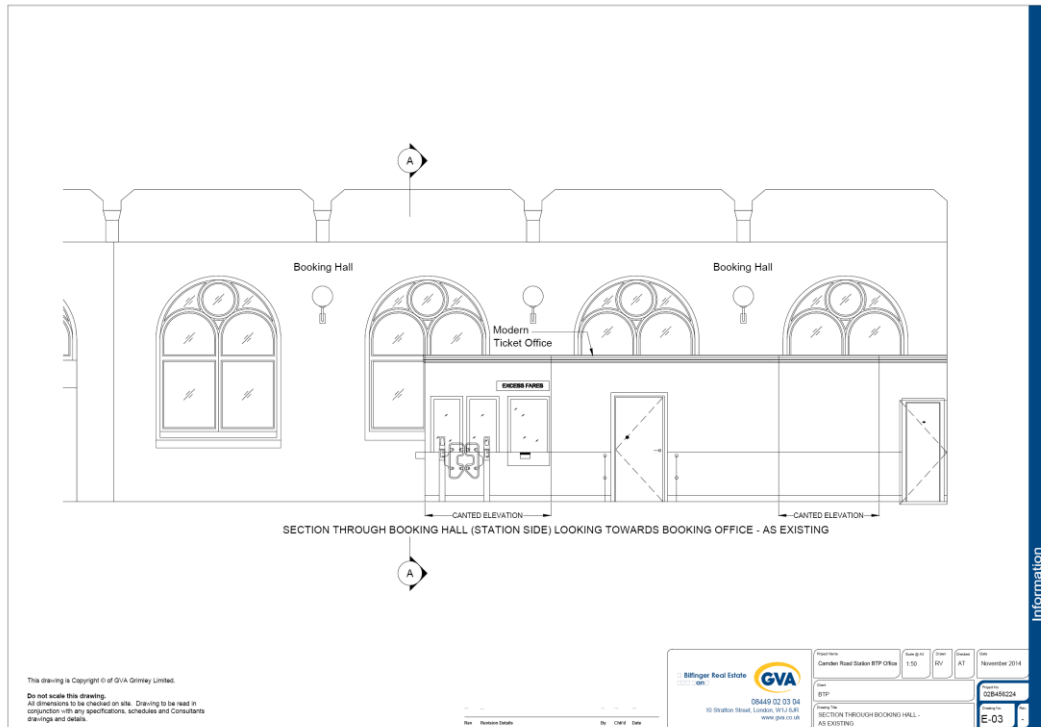
APPENDIX 2: EXISTING AND PROPOSED FLOOR PLANS



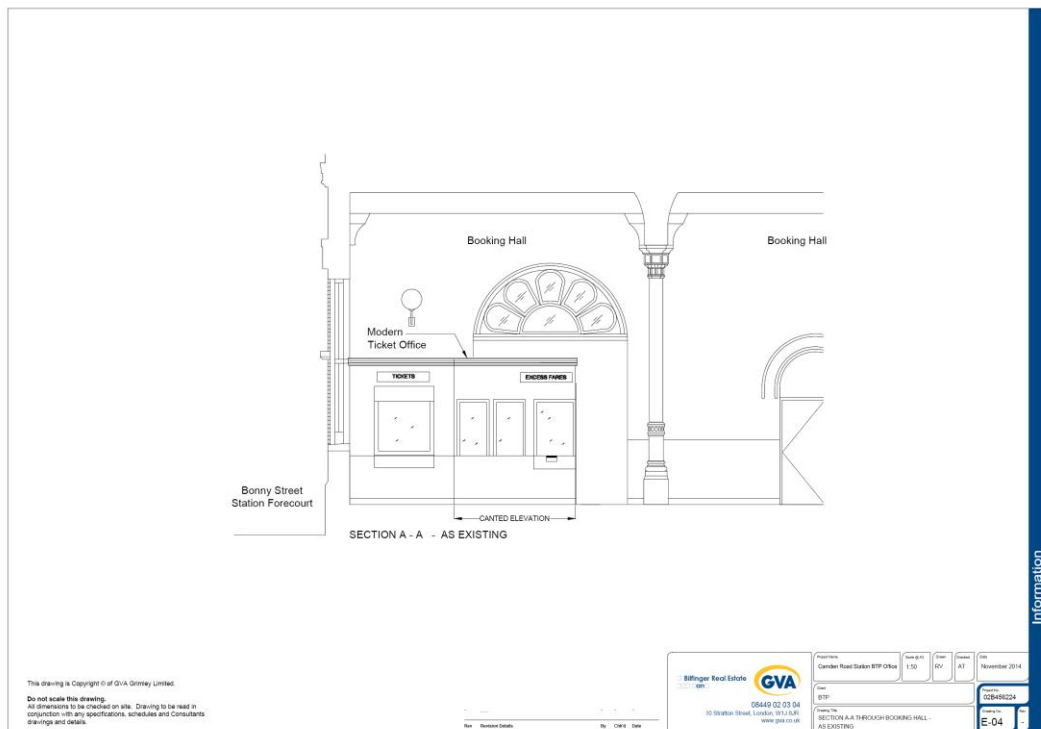
Existing Ground Floor Plan – Booking Office



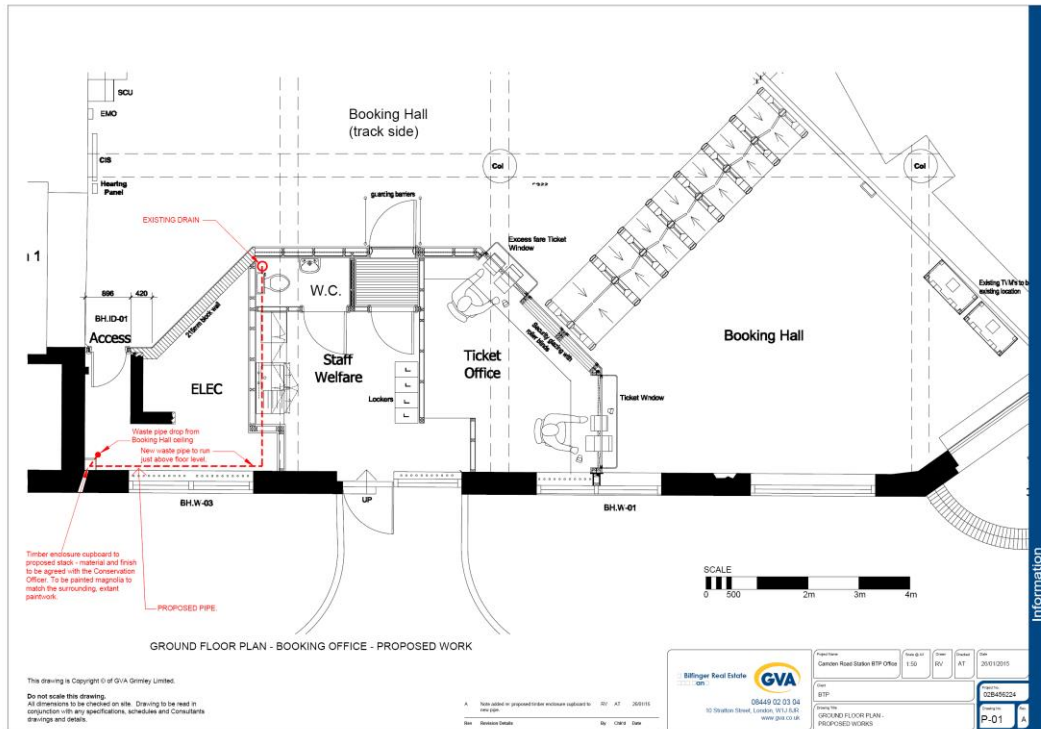
Existing Upper Floor Plan – Offices and Ancillary Accommodation



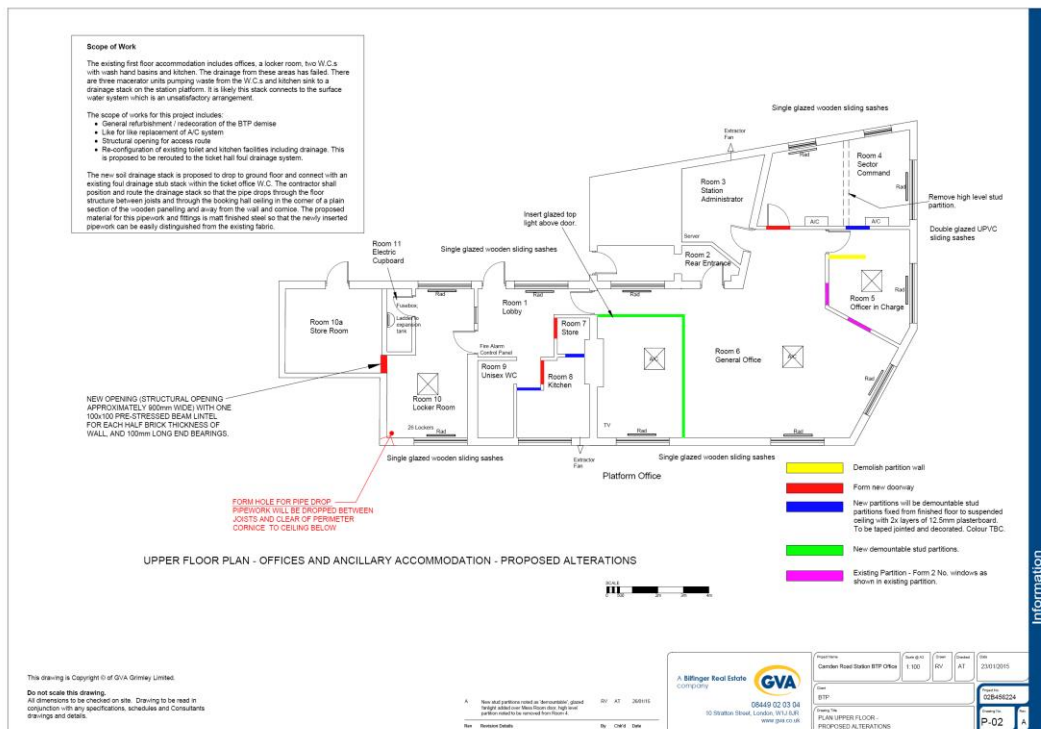
Existing Section – Booking Hall (Station side) looking towards Booking Office



Existing Section A-A

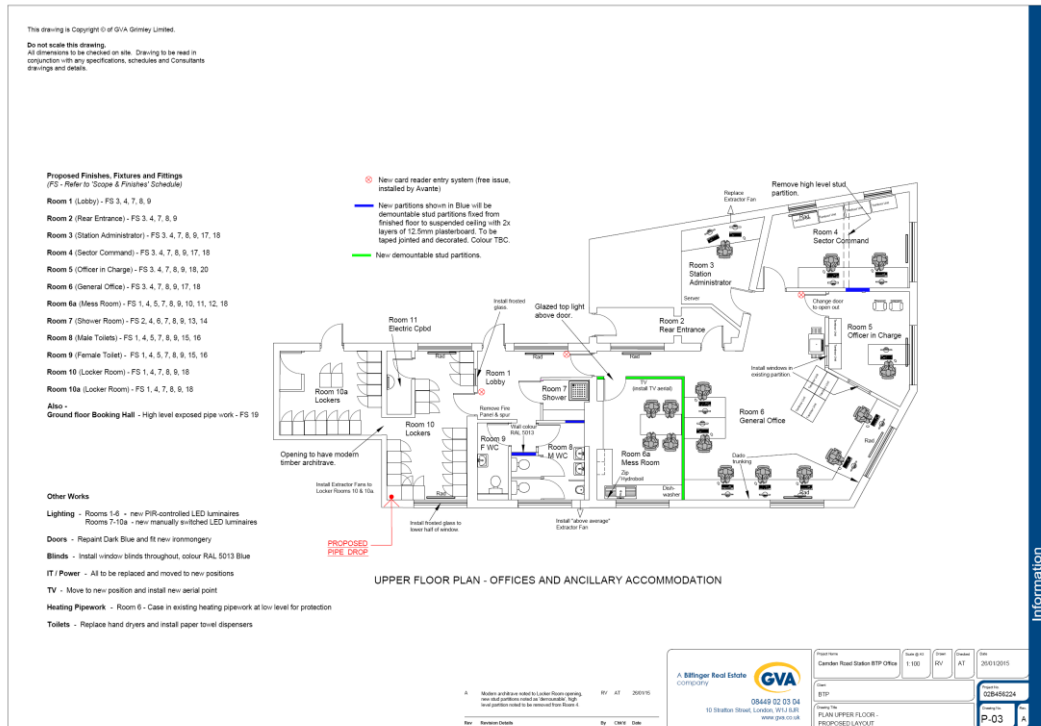


Proposed Ground Floor Plan – Booking Office

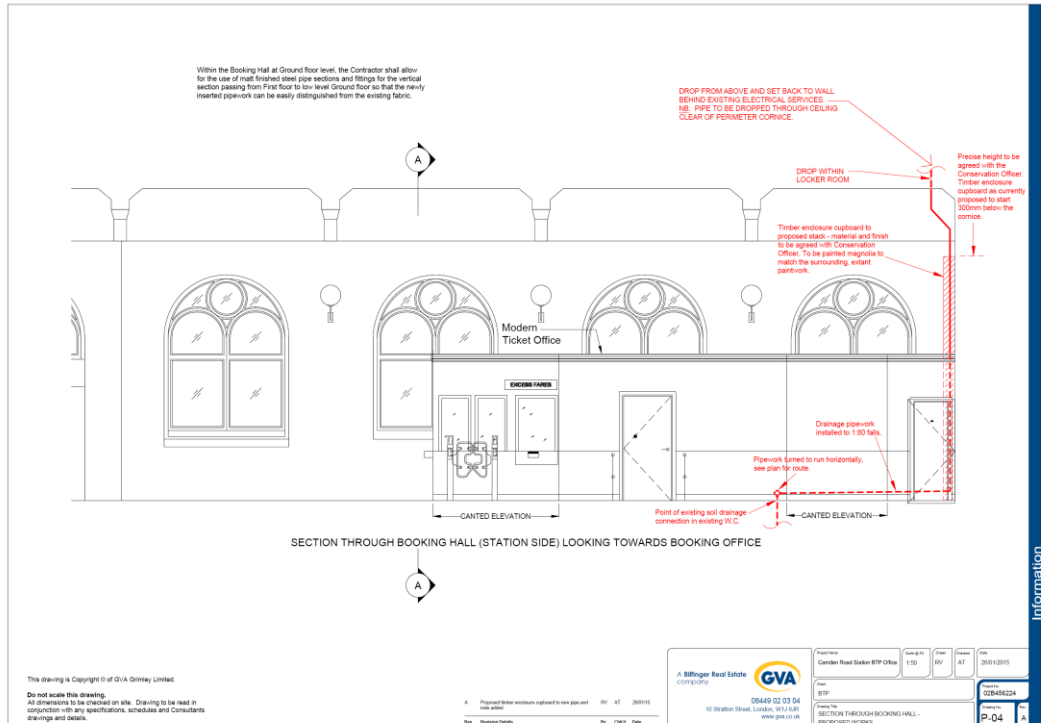


Proposed Upper Floor Plan Alterations – Offices and Ancillary Accommodation

Camden Road Overground Station, 21-23 Bonny Street, London NW1
Built Heritage and Design & Access Statement

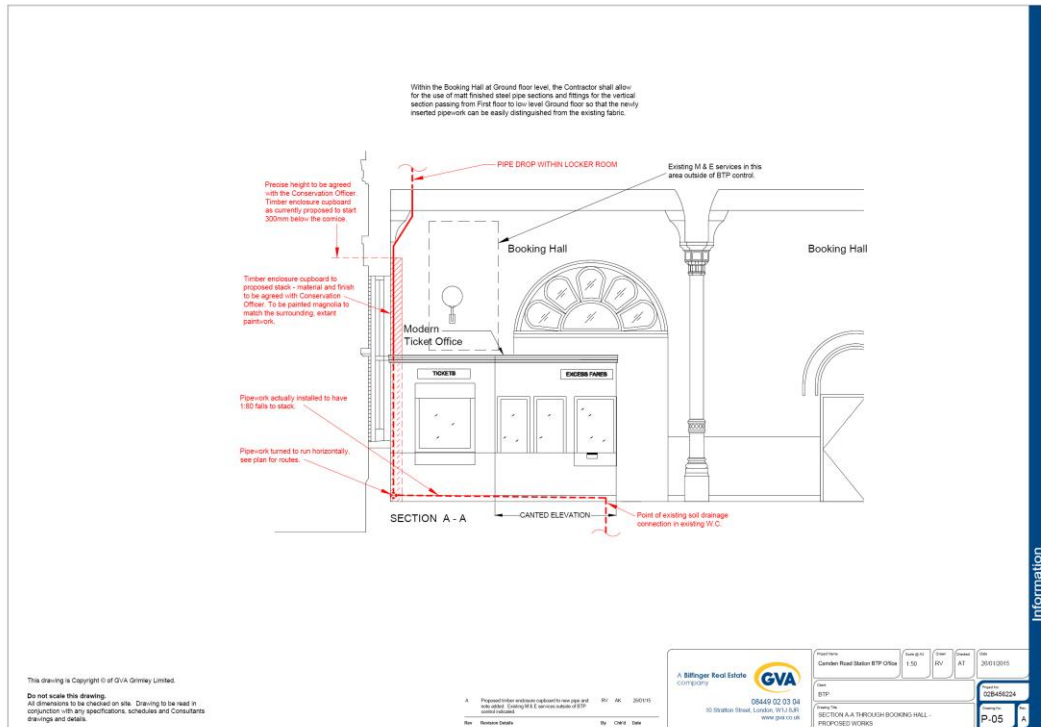


Proposed Upper Floor Plan Layout – Offices and Ancillary Accommodation



Proposed Section – Booking Hall (Station side) looking through Booking Office

Camden Road Overground Station, 21-23 Bonny Street, London NW1
Built Heritage and Design & Access Statement



Proposed Section A-A

PLATES



PLATE 1: The southern and eastern elevations of Camden Road Overground Station as seen from Camden Road.



PLATE 2: Showing the ornate existing ceiling of the Booking Hall. The modern low-level ticket office lies to the left hand side.



PLATE 3: Showing the south-western corner of the Booking Hall. The proposed downpipe location will be to the right, adjoining the corner. The existing tongue and groove timber boards forming part of each coffered ceiling section are clearly visible above.



PLATE 4: Showing the modern low-level ticket office. The wall in the centre of the photograph is the northern wall of the Electricity Room within the modern ticket office. At the point at which it meets the regular side heading east (away from the viewer) this is the location of the junction of the party wall between the Electricity Room and the Staff Welfare Room. Therefore the existing foul drainage stack is located behind this wall and is not visible from within the Booking Hall.



PLATE 5: Showing the existing fit out of First Floor WCs.

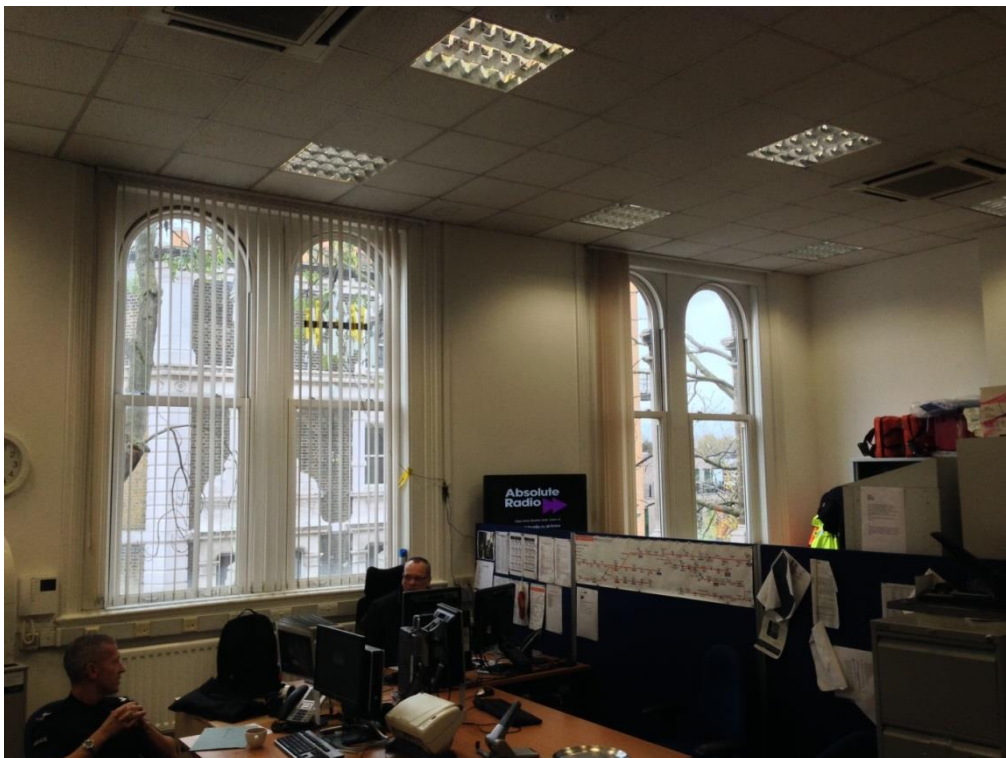


PLATE 6: Showing the typical fit out of the First Floor offices (Room 6).



PLATE 7: Showing the location of the existing store room to the north of the existing kitchen. Photograph taken from the kitchen.



PLATE 8: Taken from within Room 5 looking towards the short section of wall proposed to be removed – shown to the centre left.



PLATE 9: Showing the proposed location for new doorway in Room 4 to the centre-left of the photograph.



PLATE 10: Showing the existing kitchen fit out.



Plate 11: Showing the plastic rainwater downpipe on the northern elevation of the Premises adjoining the southern platform of the station.