



STABLES MARKET

DESIGN AND ACCESS AND HERITAGE STATEMENT

SIGNAGE

July 2015

**Prepared for
Stanley Sidings**

by



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Stables Market: Signage – Design and Access and Heritage Statement

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1 INTRODUCTION

This Design and Access Statement and Heritage Statement has been prepared as supporting documentation for the application for Listed Building Consent for the installation of new signage within The Stables Market, Chalk Farm Road, London NW1 8AH.

There are five listed buildings within the Stables Market – Horse Hospital, tack Room, Provender Stores, Chalk Farm Stable and Long Stable. All of them, besides Horse Hospital, are in the Heritage at Risk Register, which replaced the Buildings at Risk Register on July 8th, 2008. They are registered as Category C 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 C are assessed as suffering 'Slow decay; no solution agreed' (English Heritage, HAR 2014, p. XVII). The description of the site in the HAR 2014 reads: *'Important complex of industrial stabling built 1883-1895 for the Camden Goods Yard of the London and North Western Railway. The Local Planning Authority is dealing with Planning and Listed Building Consent applications for the repair and sensitive adaptation of the Tack Room, with a view to works commencing on site in summer 2014. Applications for remedial works to the Provender Store are also expected in summer 2014. The LPA is hoping to work collaboratively with the building owners to avoid serving repairs and enforcement notices'*.

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

Heritage Architects: Stephen Levrant Heritage Architecture

1.1 Reference to other documentation

This document should be read in conjunction with:

Scheme drawings prepared by Stephen Levrant Heritage Architecture Ltd., July 2015.

- SM-Signage-LP Location plan
- SM-Signage-01 Proposed signage design
- SM-Signage-A01 Proposed signage Chalk Farm building
- SM-Signage-B01 Proposed signage Provender Store
- SM-Signage-C01 Proposed signage Long Stable
- SM-Signage-D01 Proposed signage Tack Room
- SM-Signage-HH01 Proposed signage Horse Hospital

1.2 Planning Policy Guidance and Legislation

The assessments of the listed buildings and conservation area have 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 Chalk Farm Stable, subject of this application, was built during the first phase of stabling. These four western ranges, which also include the Tack Room, the Provender Store, and the Long 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

Stables Market, in the northwest corner of Regent's 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. 1)



Figure 1 The Stables Market shown in red line.

2.2 Regents Canal Conservation Area

The site falls within the 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 and 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 Listed buildings

There are five listed buildings on site. These are the Tack Building, the Long Stables, the Provender Store, the Chalk Farm Road Building, and the Horse Hospital. All of these buildings are Grade II other than the Horse Hospital which is Grade II*.

2.4 Historical Background

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.

3 SIGNAGE

3.1 Signage History

Signage began with the act of 1393 that required alehouses to post a sign so as to identify themselves for ale tasters.

This spurred signage to evolve into more creative and unusual designs to promote or advertise services and retail items.

Industrial Revolution

During the industrial revolution, technology was rapidly progressing and gas lighting and electric bulbs were invented. Subsequently, the neon tube was used for signage to grab the attention of passing pedestrians.

Methods of advertisement differed from flyers, newspaper ads and catalogues, however, as seen in figures 1 and 2, signage on buildings was still a huge part of advertising. Banners, neon lights, individual lettering and painted lettering on the external walls were all common types of signage.



Figure 2 Borough High Street- circa 1903. Souce: English Heritage

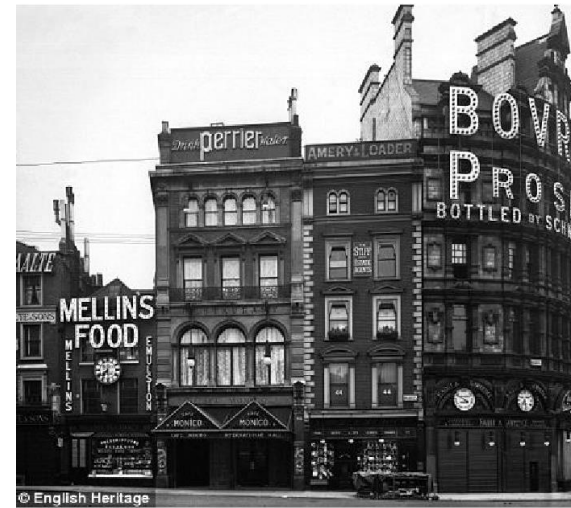


Figure 3 Regent Street in 1910. Source: English Heritage

3.2 Examples in London

These examples show different ways signage has been used in market places.

These include:

- Hanging signage (Fig.4 & 5)
- Individual lettering attached directly to masonry (Fig.4)
- Decorative lettering painted on shop fascias (Fig.6)
- Painting directly on the masonry (Fig.6)
- Fascia box signage (Fig.3)
- Banners



Figure 4 Borough Market, London



Figure 6 Outside Spitalfields Market, London



Figure 5 Spitalfields Market, London



Figure 7 Borough Market London

3.3 Traditional Signage vs New Signage

The figures below (right) shows the difference between relatively recent signage (2008) and signage from 1908.

Signage is an integral part of buildings open to the public and adds the diversity and vitality to the streetscape. The original signs, although covering more surface area of the building, are less obstructive than the hanging sign in the picture taken in 2008.



Figure 8 Neon tube light signage by Tracey Emin on the Grade II listed Droit House, Margate, Kent



Figure 9 The Flask public house c1908-2008

4 ASSESSMENT OF SIGNIFICANCE

4.1 Criteria

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 according to English Heritage's 'Conservation Principles' consists primarily of:

- 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.

Evidential Value

There are numerous surviving features providing evidence of the original function of the building, although disturbed by many alterations. The

legibility of the former use is however clear.

The extent of historic fabric preserved contributes greatly to the special interest and character of the Stable Market. **Evidential value is therefore high.**

Historical Value

The historical value of the Stable Market is recognised by the statutory Grade II and Grade II* listing of the buildings on site.

In this case the historic value is closely associated to the evidential value, providing a significant example of stables construction of their historic period beyond the numerous alterations suffered through the years.

Historical value is therefore medium to high.

Aesthetic Value

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.

The Stables are an exemplary Mid-Victorian group of buildings, and together with the listed Grade II* Horse Hospital form an utilitarian however architecturally interesting group of buildings. The **aesthetic value of the group is therefore medium.**

Communal Value

The Stables Market and its 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 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 buildings are still in use brings together past and present common uses by the community, reaffirming the communal value of the group as high.

5 EXISTING SIGNAGE

Currently, there is no unified approach towards the installation of signage within the market. There is a variety of dimensions, styles and colours used.

Furthermore, the existing signage is out of character with the historic buildings and lead to a cluttered appearance (Figure 10).

Although historically, the Chalk Farm Wall has had signage hanged on its walls (Figure 11), they are no longer there. Holes of the previous signs are easily recognisable.



Figure 10 Existing signage within the market



Figure 11 Horse Hospital, view from Chalk Farm Road, 1905

6 PROPOSED SIGNAGE

In considering design for new signage in the Stables Market, according to the NPPF, design should: “respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation;”

The intention is to equilibrate the market’s character and the historic character of the site by allowing controlled versatility for new fixtures and fittings, in order to advertise and encourage access to the historic buildings without obstructing their appreciation.

“‘Camden 250 years ago was a mud bath,’ says Simon Pitkeathley, Chief Executive of Camden Town Unlimited, a Business Improvement District former in 2006. ‘It exists today because of road, rail and water; all the horse tunnels and the Interchange Building were all about the movement of goods. The Interchange itself was a version of a market, while the original market exists because of the proposed ring road: it was built out of a dead space’. He says there are mixed views on whether the markets have helped preserve the Regent’s Canal. ‘Traditionalists want it how it was, they don’t want young people eating food, stopping them walking down the towpath, but you can’t stop change’. And as for Starbucks, ‘who else will maintain the lock-keeper’s cottage? Compromise is better than disrepair?’” From Caitlin Davies, ‘Camden Lock and the Market’, 2013.

Different methods of signage will include:

- Lettering directly attached to masonry (mortar, not bricks)
- Hanging signs

Each retail unit is proposed to have a maximum of two methods of signage, chosen from seven possible options. Each unit will have a maximum of three advertisement signs. The signs will draw attention at eye level for pedestrians in close proximity to the building and from a distance for pedestrians farther away.

All signs are traditional both in terms of material and style. The proposed hanging signs are timber with a timber frame surrounding the perimeter. The lettering and decoration will be added to the sign by each tenant according to their brands.

The hanging signs will be supported on a metal bracket with a matt black paint finish. The bracket will be carefully fixed to the joints of the external brickwork to ensure minimal damage to the façade. It is proposed to install a shaped hardwood plate, fixed into the façade along the lines of the existing mortar joints with nylon plugs and stainless steel screws. The bracket can then be fixed to the timber plate without damaging the brickwork. It will be located in a position that is sympathetic to the existing decorative brickwork.

The non-hanging timber signs, as well as the lettering will be fixed in a similar manner, using screws fixed into the joints and not the historic brickwork.

7 IMPACT ASSESSMENT

The proposed signage have been carefully designed so as to be subservient to the historic features therefore having a minimal effect on the interpretation of the heritage asset.

The wooden signs are traditionally styled, hence fitting appropriately within the historic character of the market. All signage will be fixed into joints in order to avoid damage to the historic fabric of the buildings. This would allow for the signage to be removed or replaced without detrimental damage to the brickwork itself.

It is our belief that the proposed signage will not detract from the character and appearance of the conservation area but will enhance the significance of the listed building.

It is therefore considered that the **overall impact** of the new signage will be **minor**.

8 NPPF CONSIDERATIONS

The NPPF does not contain an express presumption in favour of the conservation of designated heritage assets as PPS5 did, but the presumption in favour of sustainable development is a presumption in favour of development that meets the objectives and policies of the NPPF, which has the conservation of heritage assets as one of its 12 core principles.

The policies contained within the NPPF seek to attain the Government's aim of achieving sustainable development. Resolution 42/187 of the United Nations General Assembly defined "sustainable development" as development that meets the needs of the present without compromising the ability of future generations to meet their own needs".

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

Furthermore, **NPPF Paragraph 129** states that *'Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this assessment into account when considering the impact of a proposal on a heritage asset, to avoid or minimise conflict between the heritage asset's conservation and any aspect of the proposal'*.

As recommended in Paragraphs 128 and 129, an assessment of the significance of the heritage assets has been provided earlier in this report.

This report aims at fulfilling the National Policy requirement for provision of proportionate information which will enable the assessment of the likely impacts of proposed development on the special historic and

architectural interest of the Stable Market by the Local Planning Authority. The significance assessment was based on historic research and consultation of relevant historic records and was examined according to the criteria set out in English Heritage's 'Conservation Principles'.

The research and assessments that have been carried out are believed to be *"sufficient to understand the potential impact of the proposal on the significance of the heritage asset."*

Paragraph 131 states: *'In determining 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; and*
- *The desire of new development making a positive contribution to local character and distinctiveness'.*

'Conservation' is defined in the NPPF only for heritage policy as: *'the process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance'.*

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'.*

The proposed works will contribute towards the enhancement of the market as a whole while promoting its use and enjoyment by local and tourists alike. There is no harm involved in the proposed works to the significance of the buildings. The established market use of the former stables is not challenged by the proposals.

The public benefit that the proposal provides is in preserving not only the listed building but also the already established "optimum viable use" for

the site, as well as the enhancement to historic environment of the area in general.

The proposal will aid in safeguarding the continued use and long term preservation of the building. It is therefore concluded that the significance of the heritage asset will be preserved and enhanced in compliance with the NPPF requirements.

9 LOCAL PLANNING POLICY

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

The Camden Core Strategy 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.

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.

In designing the proposed signage we have considered the following:

- frequency of signs
- cumulative coverage of the building
- locations
- dimensions

- how many different types to allow on one elevation

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 proposal not only preserves but enhances the character of the historic environment through the installation of the new signage.

10 CONCLUSION

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.

Signage has always been part of the history of the area. Camden High Street has always been a shopping street and the end of the 19th century brought the peak of small businesses in Camden Town. A 1905 image (see fig.11) shows that signage was widely used for the Stables Market as well, making it part of the history of the area.

For the above reasons, it is considered that the proposal would be acceptable in the context of the setting of the heritage assets in the immediate surroundings and the conservation area. It is therefore concluded that the proposed works satisfy the relevant clauses of the NPPF as detailed above and is consistent with the spirit of the local policies and national conservation principles.

APPENDIX I LISTED BUILDING DESCRIPTION

Name: STANLEY SIDINGS, STABLES TO EAST OF BONDED WAREHOUSE, CHALK FARM ROAD

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.

Listing NGR: TQ2862684201

Name: HORSE HOSPITAL WITH RAMPS AND BOUNDARY WALL AT NORTH OF SITE

List entry Number: 1258100

Location: STABLES YARD, STABLES MARKET, CHALK FARM ROAD

Grade: II*

Stables. Built 1882-3 for the London and North-Western Railway. Designed by the London and North Western Railway (LNWR) Engineer's Department. Extended 1897. C20 conversion to market use.

Reasons for Designation

** Architectural interest and intactness: a fine example of a C19 industrial stabling complete with horse ramps and interior fittings, including stalls, mangers and hay racks;*

** Historic interest and group value: an important component of the Camden Goods Depot, one of the most complete groups of C19 railway buildings and associated canal structures in England.*

History

The Camden Goods Depot was originally constructed as the London terminus for goods traffic on the London and Birmingham Railway (L&BR), the capital's first inter-city main line railway and the largest civil engineering project yet attempted in the country. The site was chosen by Robert Stephenson (1803-59), the company's engineer, since it allowed interconnection for freight with the London docks via the Regent's Canal, built 1812-1820.

Work started on a 25-acre site north of the canal purchased from Lord Southampton in January 1837 and the goods depot opened to traffic in 1839. The site included the stationary winding engine house for pulling trains up the inline from Euston to Camden (listed at Grade II); a locomotive house; 18 coke ovens for making smokeless fuel for locomotives; two goods sheds and stabling for 50 horses; stores and a wagon repair shop. There were also cattle pens and offices. The sidings, the locomotive shed and No.1 Goods Shed were all constructed on brick vaults. Further goods sheds and stabling was subsequently built for the public carriers, such as Pickford & Co, who had rights to the distribution of goods on the L&BR until 1846 when the L&BR decided to carry out the carriage of goods through their own agents – the same year L&BR merged with other lines to become the London and North-Western Railway (LNWR). The Pickford goods shed was built in 1841 (enlarged in 1845) by William Cubitt (1791-1863) on the south side of the canal and linked to the goods yard by a second wooden railway bridge and was the first such rail, road and canal interchange building*

In 1846-8 due to the rapid growth in passenger and goods traffic and the increase in locomotive size, the Goods Depot was overhauled to the designs of the

Resident Engineer, Robert Dockray (1811-71). New structures were built, including two engine houses, notably that for goods engines (now the Roundhouse – listed at Grade II) to the north of the main line tracks, and one for passenger engines to the south (demolished in 1966). There was also a construction shop for repairs to the north of No. 1 Goods Shed and other structures including a new railway bridge to the former Pickford & Co warehouse.*

In 1854-6 another major upgrading of the site was undertaken following the construction of the rail link to the London docks in 1851, and further increases in goods traffic which required a larger marshalling yard. The North London Railway (NLR) lines were repositioned to the north of the site and the recently built construction shop dismantled (leaving its vaults) to make way for this. Sidings were extended to the edge of the canal either side of the interchange basin which was realigned and enlarged to its present size. As a result of these changes in layout a new stables yard was constructed between the NLR tracks and the Hampstead Road. This contained four new stable ranges with a horse tunnel (the Eastern Horse Tunnel) linking them to the marshalling yards to the south. At the same time further stables were built on the western side of the mainline tracks off Gloucester Road (now Gloucester Avenue) and linked to the goods depot by the Western Horse Tunnel.

Further changes to the site took place in the later C19 including the construction of the LNWR goods shed in 1864, then the largest in the country (enlarged in 1931 and subsequently demolished). The goods depot closed around 1980.

The surviving elements of Camden Goods Yard, along with the Roundhouse, stationary winding engine house, Primrose Hill Tunnel Eastern Portals (also listed at Grade II) and Regent's Canal represent a particularly important concentration of C19 transport and industrial buildings illustrating the development of canal and rail goods shipment.*

The stables and 'Horse Hospital' Victorian railway goods depots required large numbers of horses for the transfer of goods and shunting of wagons. At its peak, around 700-800 horses were used at the Camden Goods Depot and by the early 1900s the LNWR provided accommodation for something like 6,000 horses nationally.

Stabling for 50 horses at the original 1839 goods depot was provided in the vaults below the railway sidings. By 1849, increased goods traffic meant that 427 horses were employed on the site. As part of the 1846-7 remodelling, four stable blocks, with stalls for 168 horses, were built between the sidings and Chalk Farm Road and let to tenants, whilst other horses were stabled in vaults below the Construction Shop and the Pickford's warehouse on the east side of the canal. In 1854-6, the further remodelling of the depot resulted in the demolition of the original free-standing stable blocks and the construction of the present blocks to the south-east. The four blocks are estimated to have stabled 162 horses and Stables Yard was linked to the rest of the depot by the Eastern Horse Tunnel. The Horse Hospital, as it came to be known, was built to the north-west of the other stables in 1882-3 and extended to the south-east in 1897. The first phase accommodated 92 horses with 40 more in the second phase. Major additional stabling had also been provided in about 1855 on the southwest side of Gloucester Road and more stable ranges on the north side in 1876. Both were linked to the Western Horse Tunnel, the second group by the existing horse stairs. The first group was demolished in the 1960s (to make way for Waterside Place) and the second group in 2000. The Horse Hospital has been converted to use as shops with a music venue on the upper floor.

Details

EXTERIOR The building consists of two adjoining ranges, the larger western range dating to 1882-3 and the eastern to 1897, built on a narrow sloping site along the boundary wall to Chalk Farm Road. The building is of yellow stock brick laid in English bond and a pitched slate roof with two sets of wooden

ventilation louvers on the ridge of the western range. Details are in red brick consisting of floor bands, dentilled cornices, segmental window heads and oculi to the end gables of the western range (that to the eastern gable obscured by the later range). The two-storey southern elevation is stepped back to mark the building phases. The first phase comprises five bays and had accommodation for 92 horses using both storeys. The second phase comprises three two-storey stable bays (with the easternmost bay stepped back) and a single-storey mess with a hipped roof on the eastern end. This accommodated a further 40 horses.

The bays of the western range are divided by brick pilaster strips into panels of plain brickwork, relieved by pairs of small segmental-headed windows set high up under a red brick dentil cornice. The ground-floor bays have pairs of cast-iron pilasters with classical detailing either side of wide openings and supporting cast-iron girders. The openings were originally flanked by large multi-pane wooden windows but this arrangement survives intact only in the central bay, others having been altered to incorporate varying modern shop fronts, some retaining the original upper windows. The large openings indicate that the building was probably originally intended to be used as cart sheds rather than solely as stabling. Due to the slope of the land, the northern elevation is expressed externally as a single-storey, detailed in the same manner as the upper storey of the south elevation. Two window openings towards the centre of the elevation have been converted into doorways opening onto a modern entrance platform. The upper storey of the west gable end has a central doorway flanked by paired windows and opening onto a raised brick platform reached from the horse ramp which curves round the west end of the building. At ground floor level is a small lean-to with sloping slate roof, originally the boiler house.

The eastern range is simpler with the side elevations having a continuous run of upper storey windows of the same pattern as the west range. This arrangement was repeated, with larger windows, on the ground floor but some windows have been converted into doors including a large carriage entrance. The northern elevation has low windows on the ground floor due to the slope of the land and a large arched entrance with blue engineering brick quoins at the west end. This was originally entered via a short horse ramp from the setted roadway on the embankment running along the north of the building but has now been re-modelled as steps.

INTERIOR The 1883 range has cast-iron columns with bell capitals, supporting brick jack arching on the ground floor and timber roof trusses on the upper floor. The original brick-paved floors survive on both floors. The western section of the first floor retains twelve horse stalls with iron doorposts and timber boxes below the iron grilles and rails. Some stalls retain their mangers and hay racks and the remains of the wooden ventilation shafts. The stalls were used for the resting of tired or lame horses and their existence probably accounts for the building becoming known as the 'Horse Hospital' although it was unlikely to have been used for veterinary purposes. No stable fittings survive on the ground floor.

The interior of the 1897 range is plainer with I-section stanchions supporting the brick jack arching. No stable fittings survive in this range.

SUBSIDIARY FEATURES The high boundary wall to Chalk Farm Road, north of the Horse Hospital, was built in 1854-6 to retain the fill deposited to raise the level of the Camden Goods Depot. The wall is of multi-coloured stock brick laid in English bond with broad brick piers and stone coping. The infill between the wall and the horse hospital is topped by a sloping roadway with stone setts and kerbs of stone sleeper blocks from the early days of the railway (the modern stalls which line the northern side of the roadway are not of special interest). At the west end of the building it joins the horse ramp which curves round the western end of the Horse Hospital and gave additional access to its upper storey. The horse ramp has brick retaining walls with stone copings and a stoned setted ramp. The curve to the east is a later realignment.