

Heritage, Design and Access Statement

*for the installation of new front railings and gates,
and the repair of existing side railings
to the forecourt garden*

at

No 42 Mornington Terrace

Camden

NW1 7RT

Applicants: Mr G Dunn & Mr M Brigdale

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ISSUE & AMENDMENT HISTORY

Version	Date	Revision details
1	20/02/16	First issue.

INTRODUCTION

1. This heritage, design and access statement supports an application for listed building consent to install new front railings and gates, and repair the existing side railings, to the forecourt garden at No 42 Mornington Terrace, Camden, NW1 7RT.

2. The property is a Grade II listed building situated on the western extremity of the Camden Town Conservation Area. The building is situated in a terraced row of 27 properties (Nos 26 to 52), all of which are listed. See Figures 1 & 2.



Fig 1: 42 Mornington Terrace – front facade



Fig 2: Mornington Terrace – listed row – Nos 26 - 52

HERITAGE

Location & Setting

3. The Camden Town Conservation Area can be divided into two sub areas of distinctly different character, a busy commercial and retail area, and, a quieter more formal residential area.

4. Beyond the commercial interests are areas of late 18th and early 19th century residential development while to the west of the High Street narrow passage-ways link through to quiet tree lined streets forming the residential sub area. These streets of stock brick and stucco terraces date from the early to mid 19th century and are consistent in character, and are in marked contrast to the dynamic, busy commercial frontages.

5. The Conservation Area has a high proportion of 19th century buildings both listed and unlisted, which make a positive contribution to the historic character and appearance of the Conservation Area. There is an overall 19th century architectural and historic character and appearance throughout.

6. Camden Town Conservation Area was designated by the London Borough of Camden on 11th November 1986. The boundary was extended in 1997 to include the triangle behind Camden Town underground station formed by Camden High Street, Kentish Town Road and Buck Street and an area east of Camden High Street including Pratt Street (southside), Pratt Mews, Kings Terrace, Bayham Place and Bayham Street.

7. The Camden Town Conservation Area lies central to the Borough of Camden. Due north of Camden Town Conservation Area lies Kentish Town while the village of Highgate is further northward and the village of Hampstead and the Heath to the northwest. Euston Station and its approaches are to the south and Regents Park lies just to the southwest. The northern border of the Conservation Area is bounded by Parkway and Inverness Street while the western side is defined by the West Coast Main Line (WCML) railway from Euston to the North. To the southeast lie Somers Town, St. Pancras and Kings Cross.

8. The Conservation Area adjoins the Regent's Canal Conservation Area to the north and the Primrose Hill Conservation Area to the northwest, whilst to the west the Regent's Park Conservation Area is separated from the Camden Town Conservation Area by the railway lines. See Figure 3.

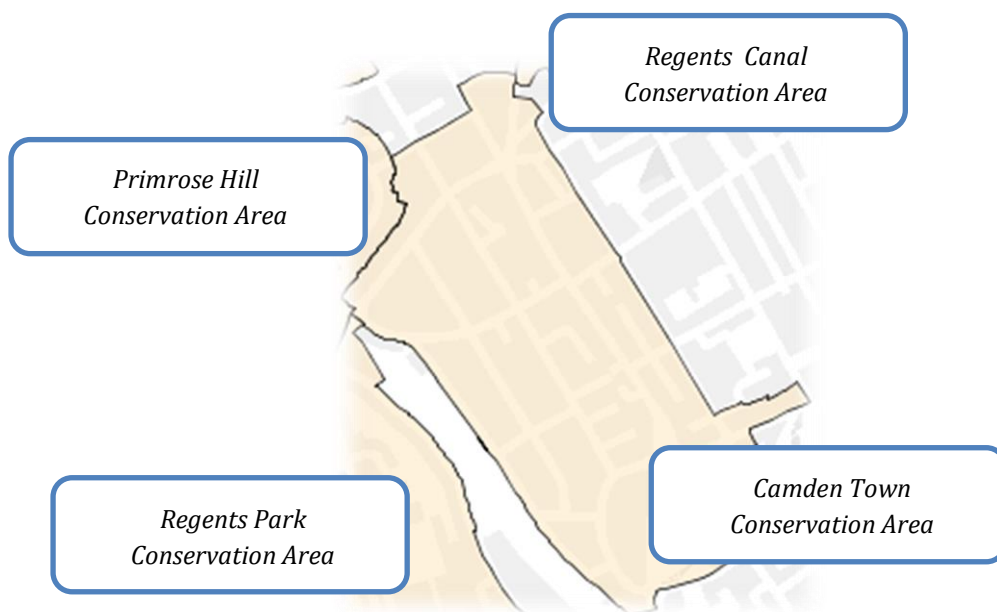


Fig 3: Relationship of Neighbouring Conservation Areas

9. The ancient north-south route, which has become Camden High Street, formed a spine along which development started about two hundred years ago. Typical of 19th century speculative development the plan form of the area evolved as a series of grid patterns - streets of terraced houses within garden plots. Around the two major junctions the plot sizes are more random particularly where larger late 19th and 20th century buildings occupy prominent focal positions and break the tight pattern.

10. The Camden Town Conservation Area lies on rising ground between the lower levels of central London and the hills of Hampstead and Highgate to the north. The trees of Hampstead Heath can be seen rising above the north eastern end of Camden High Street. To the south the taller buildings of central London are clearly visible, rising from lower ground, giving the viewer a sense of elevation. The Conservation Area also has a gentle slope from its western boundary close to Regents Park down to Camden High Street.

Historic Development

11. By the end of the 18th century the expansion of London had reached Camden Town and the open fields began to disappear as local land owners sold leases for the construction of houses. Consequently, at the time the Regent's Canal, which flows to the north of the Conservation Area opened in 1820, the development of the area was well under way. However, Arlington Road, Albert Street, Mornington Terrace and Delancey Street remained undeveloped building plots until the London and Birmingham Railway (now the WCML railway) opened in 1838 and generated increased speculative development.

12. By the late 1840's the western part of the Conservation Area had been developed as family homes for professional families and created a transition between the grand Nash properties of Regent's Park and Park Village and the more shabby industrial and commercial areas to the east.

Character of Residential sub-area

13. The residential parts of the Conservation Area are largely homogenous in scale and character, having been laid out within a period of three decades spanning the years 1820-1850. The western part of the Conservation Area comprises long residential terraces running in a north-south direction on a planned rectilinear grid (Mornington Terrace, Albert Street and Arlington Road) intersected by shorter terraces (Delancey Street and Mornington Street).

14. The area contains a large number of good examples of early/mid-19th century speculatively built terraced London houses, generally of a uniform appearance, and many statutorily listed for their special interest.

15. Buildings are set back from the street to make room for basement areas, or in more generous developments, for front gardens. Houses are generally three storeys raised on basements, sometimes with attic storeys, and may rise to four or five storeys to articulate a formal architectural composition. Terraces tend to end in a flank brick wall; and on street corners may have had windows and entrance doors inserted.

16. There is a greater sense of open space in the residential portions of the Conservation Area, in part due to the WCML railway cutting immediately to the west, but also the result of wide tree-lined streets and private front and back gardens, especially in Albert Street and Mornington Terrace. The trees and greenery of back gardens are only visible in occasional glimpses from the highway but contribute to the nature of the western part of the Conservation Area.

17. Yellow stock brick is the predominant building material, with decoration in the form of rusticated ground floors, stucco mouldings around openings, and stucco parapet cornices. Roofs are mainly covered in natural slate, windows are mainly painted timber box sashes and doors are painted timber with moulded panels. Exceptionally, properties have projecting stucco porticos and arched head windows. Terraces are adorned with various good examples of historic ironwork. Cast-iron boundary railings are a feature of most streets, and cast-iron balcony screens in a variety of patterns accentuate the principal first floors of many residential properties, sometimes bridging two or more windows.

Mornington Terrace

18. Forming the western boundary of the Conservation Area, Mornington Terrace has a spacious quality and benefits from panoramic views to the south and west. This is due to the WCML railway which runs opposite the frontage, the widening of which resulted in the demolition of a series of villas on the west side in 1902. A high brick wall with stone copings constructed at this time screens the railway cutting below.

19. The east side of the street is lined in most part by uniform terraces of brick and stucco houses erected in the 1840s. The houses tend to be taller and grander than their counterparts in streets to the east of the conservation area. The terrace at Nos 26-52 has a raised centrepiece rising to five storeys (Nos 33-39), accentuating the classical nature of the architecture. The bulbous cast-iron balconies at first floor level are continuous, a strong horizontal feature somewhat counterbalanced by the Ionic pilasters rising through the first and second floors of the properties. Front gardens are of a generous depth, often with mature planting, although front railings to a sizeable number of properties have been replaced with inappropriate boundary treatments including low brick walls and hedges. The terrace ends splendidly in a different style, with Nos 53-54, a pair of Italianate houses distinguished by heavy eaves brackets and arched windows breaking through a cornice. They are jointed to Nos 55-56 on the corner of Delancey Street, also Italianate, forming a single building with canted sides. Nos 53-56 are similar to the Italianate terraces of 1845-50 found in Gloucester Crescent to the north (in the neighbouring Primrose Hill Conservation Area).

20. The character of Mornington Terrace's predominantly 19th century appearance is further reinforced by aspects of the streetscape. York stone is the paving used outside most of the listed properties in Mornington Terrace with the original cast iron coalhole covers inset. The long brick wall on the west side of Mornington Terrace and pair of stone piers with lamp standards at the east end of Mornington Street Railway Bridge are also grade II listed.

No 42 Mornington Terrace

21. No 42 has been listed Grade II, in conjunction with the properties Nos 26 – 52 Mornington Terrace, consecutively, including the attached railings, since 14th May, 1974. It occupies the 17th ascending position in the row.

22. The listing description reads:

Terrace of 27 houses. Mid C19. Yellow stock brick with rusticated stucco ground floors. Slate mansard roof and dormers. Formerly symmetrical terrace; projecting central houses (Nos 33-38) and northern end houses (Nos 50-52), southern projection missing. 3 storeys, attics and semi-basements; central and end houses 4 storeys and semi-basements. 2 windows each. Stucco porticoes with pilaster carrying entablature; fanlights and panelled doors, some with nail head ornament. Entrance to No 52 in side portico. Ground floor sashes of Nos 26, 27, 29, 31, 32 and 40 with margin glazing. Stucco fluted Ionic pilasters mark division of houses rising through 1st and 2nd floors to carry entablature at 3rd floor level (except Nos 46 & 49), formerly with balustrade parapet. Recessed, architraved sashes to upper floors; 1st floor with console bracketed cornices and continuous cast-iron balcony.

Interiors: not inspected

Subsidiary features: attached cast-iron railings flanking steps to doorways and geometrical railing to areas.

DESIGN

Philosophy

23. Paragraph 17 noted that, within the western part of the Conservation Area ((Mornington Terrace, Albert Street, Arlington Road, Delancey Street and Mornington Street), *“cast-iron boundary railings are a feature of most streets”*. Specifically in relation to Mornington Terrace, Paragraph 19 identified that *“.....front railings to a sizeable number of properties have been replaced with inappropriate boundary treatments including low brick walls and hedges”*.

24. Figure 4, below, shows that at some unknown date No 42 lost its boundary railings in favour of a *Buxus Sempervirens* (commonly known as European Box) hedge. Figure 4 also clearly shows how this hedge contrasts most unfavourably with the neighbouring properties which have retained their railings.



Fig 4: Frontage of No 42 Mornington Terrace and adjacent properties

25. Previous applications for listed building consent relating to this property identified the owner's commitment to return its features as nearly as possible to their original condition, thereby restoring and maintaining its heritage.

26. In the context of continuing this commitment it is proposed to remove the hedge and install railings to the frontage. The side railings flanking the entrance steps to No 42 and guarding the drop to the basement flat below will be repaired, as will the side railings between Nos 42 and 43. The utilitarian type side railings between Nos 42 and 41 will be removed and replaced by one matching the existing railings between Nos 42 and 43.

27. This proposal impacts favourably on the visual aspect of the building's frontage and is considered to be an essential element in restoring and maintaining the heritage of the property and the row of listed buildings.

Side Railings between Nos 42 and 43

28. The existing railings dividing Nos 42 and 43 are substantially complete and in good condition with only a small number of missing finials. The railings will be restored to completeness by installing matching cast iron finials (Finials Type "A", see Fig 7).



Fig 5: Existing railings between Nos 42 and 43

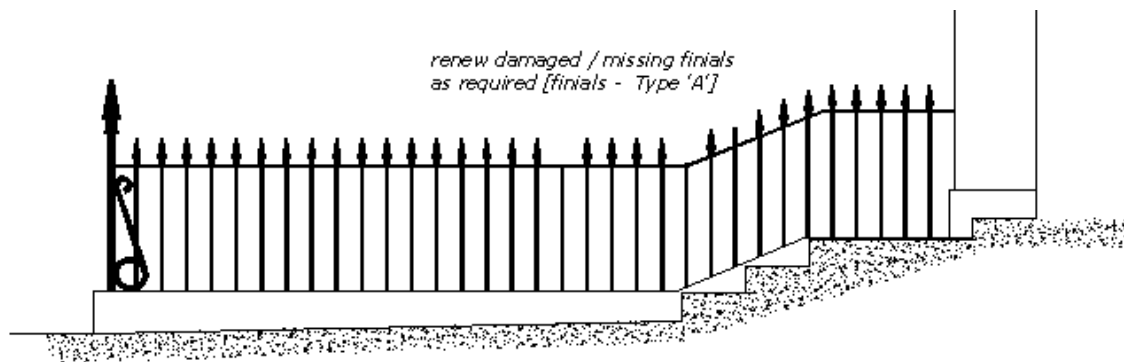


Fig 6: Existing railings between Nos 42 and 43 showing missing finials

Fig 7: Finials Type "A"

Height 140mm, design matching those existing



Railings Flanking Entrance Steps

29. In similar manner to the railings dividing Nos 42 and 43, there is need for some restorative action to these flanking railings in order to make them complete. This will be done by installing cast iron finials in the missing locations (Finials Type "A", see Fig 7).



Fig 8: Railings flanking entrance steps

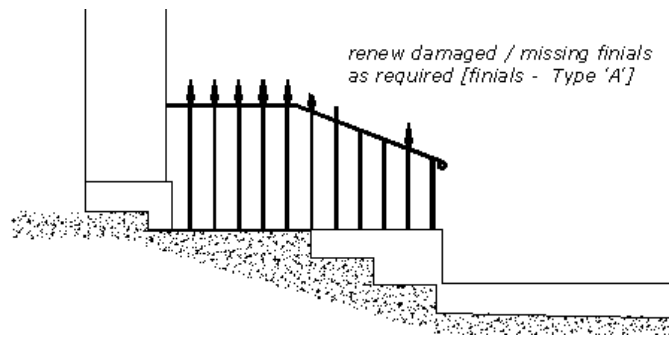


Fig 9: Railings flanking entrance steps showing missing finials

Frontage Railings

30. The frontage to the property is currently bounded by a Box hedge (see Fig 10). This has earlier been described as “*inappropriate*”. It is proposed to install new railings and gates to the entrance to Nos 42, and to 42a (the basement flat) to rectify the shortcoming and present a cohesive appearance with the neighbouring properties.



Fig 10: Existing frontage at No 42

31. Fig 11, following, shows the impression of the frontage with hedge removed and new railings and gates installed.



Fig 11: Frontage with new railings and gates replacing hedge

32. Railings specification:

Height: 1110mm to the top of the finials

Vertical Bars: Solid 30mm round steel bar.

Finials to vertical bars: Cast iron Type "B", 200mm tall to match neighbour

Top bar: 50mm x 10mm solid flat steel bar to match neighbour

Main Posts: Solid 30mm round steel bar

Finials to main posts: Cast iron Type "C", 280mm tall to match neighbour

33. Gates specification:

Height: 1310mm

Width: 860mm

Vertical Bars: Solid 30mm round steel bar

Finials to vertical bars: Cast iron Type "B", 200mm tall to match neighbour

Top bar: 40mm x 8mm solid flat steel bar.

Bottom bar: 40mm x 8mm solid flat steel bar.

Gate Posts: Solid 30mm round steel bar, with decorative backstay

Finials to gate posts: Cast iron Type "C", 280mm tall to match neighbour



Fig 12: Finials Type "B"

Height 200mm, design matching neighbouring



Fig 13: Finials Type "C"

Height 280mm, design matching neighbouring



Fig 14: Decorative backstays

Side Railings between Nos 42 and 41

34. The existing side railing is a utilitarian design which fails to enhance the heritage of these properties. The railings flanking the entrance steps to No 41 are consistent with the locality but beyond the steps are continued to the front boundary with a completely different design. Fig 15, following, shows this mismatch.



Fig 15: Mismatched railings between Nos 42 and 41

35. It is proposed to address this by removing the tubular steel railing and replacing it by railings of the same design as those flanking the entrance steps to No 41, and which are the same design as those between Nos 42 and 43. Fig 16, following, shows the installation.

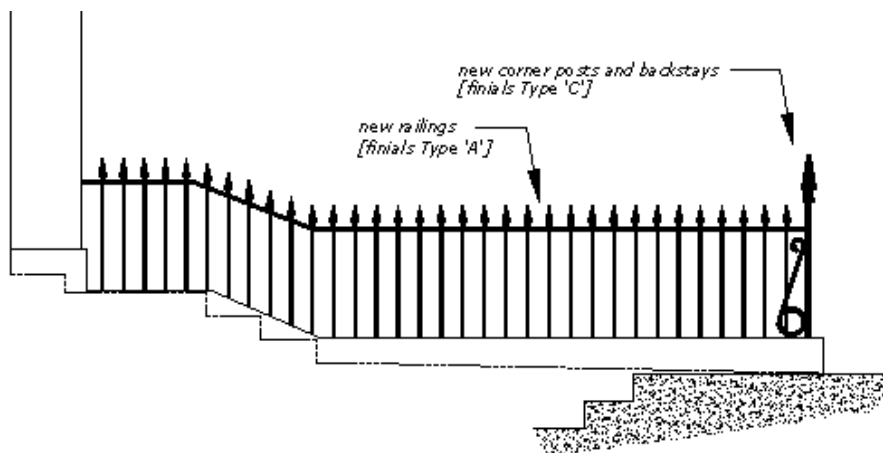


Fig 16: Replacement railings between Nos 42 and 41

ACCESS

40. Access to the property will not be impeded by these proposals. The installation will introduce gates from the street access to Nos 42 and 42a but this simply makes the property consistent with adjacent properties and is a further step in restoring the heritage of Mornington Terrace.