



**STABLES MARKET  
PROVENDER STORE**

**DESIGN AND ACCESS  
AND  
HERITAGE STATEMENT**

**for new stairs, lift installation & associated builders  
work**

**August 2016**

**Prepared for  
Stanley Sidings**

**By**



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**Stables Market: Provender Store – Design and Access and Heritage Statement**

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## 1 INTRODUCTION

### Executive Summary

This Design & Access and Heritage Statement has been prepared as supporting documentation for the Planning and Listed Building Consent application for the installation of new stairs and lifts and associated builder's works, including the reinstatement of a number of windows and doors within the Provender Store building. The building is Grade II listed and located within The Stables Market, Chalk Farm Road, London NW1 8AH.

The Provender Store is in the Heritage at Risk Register, which replaced the Buildings at Risk Register on July 8th, 2008. It is 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 Ltd

### 1.1 Reference to other documentation

This document should be read in conjunction with:

Information prepared by Stephen Levrant Heritage Architecture Ltd., July 2016:

**B-LP:** Location and site block plan

**B-GA-01:** New stairs, lifts & associated builders work – Existing/strip out general arrangement plans

**B-GA-02:** New stairs, lifts & associated builders work – Proposed general arrangement plans

**B-03** – New stairs, lifts & associated builders work – Proposed staircase – plans & details

**B-04** - New stairs, lifts & associated builders work – Proposed staircase – sections AA & BB

**B-05** - New stairs, lifts & associated builders work – Proposed staircase – balustrade details

**B-06** - New stairs, lifts & associated builders work – Proposed lift – plan & section CC

**B-07** - New stairs, lifts & associated builders work – Proposed door-elevations & details

**B-08** - New stairs, lifts & associated builders work – Proposed windows-elevations & details

**B-09** - New stairs, lifts & associated builders work – Proposed door leaf & a half-elevations & details /miscellaneous works to south elevation

- Camden Development Policies 2010 – 2025, Local Development Framework
- Local Development Framework - Camden Core Strategy 2010 – 2025

## 1.2 Planning Policy Guidance and Legislation

The assessment of the proposals on the building and conservation area has been prepared taking into account the information contained in planning policy guidance and legislation:

- National Planning Policy Framework (NPPF), 27 March 2012.
- DCLG Online Planning Guidance to the NPPF (NPPG)
- Conservation principles, policies and guidance for the sustainable management of the historic environment, English Heritage (now Historic England), April 2008.
- Understanding a Place: Conservation Area Designation, Appraisal and Management, English Heritage Guidance (now Historic England), 2011.
- Historic England. Historic Environment Good Practice Advice in planning note 3 March 2015.
- Seeing the History in the View, English Heritage (now Historic England), May 2011.
- Historic England Good Practice Advice in Planning – Notes 1-3, 2015.
- BS 7913:1998 Guide to the Principles of the Conservation of Historic Buildings.

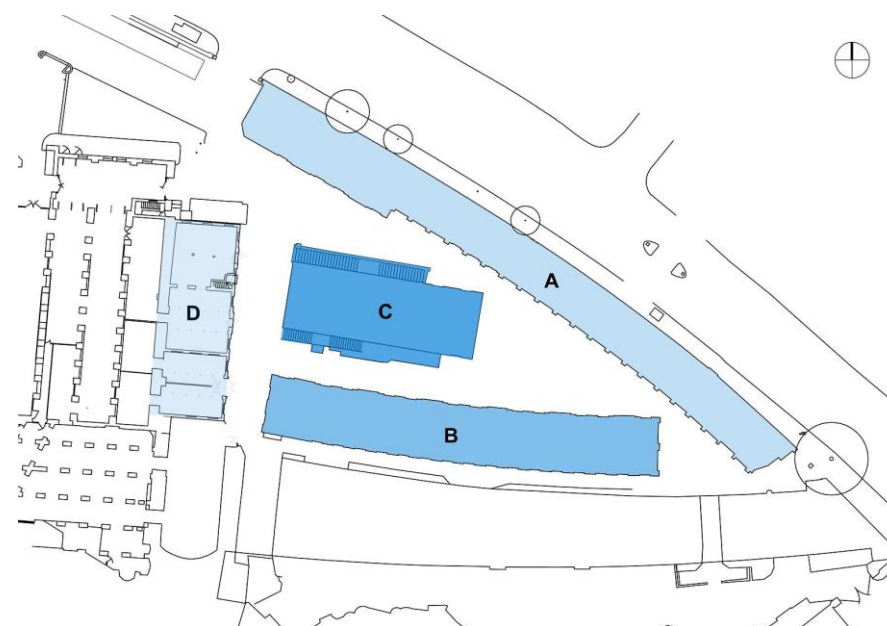


Figure 1 Stables Market - Four western ranges, subject site Building B.

## 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 Provender Store, subject of this application, was built during the first phase of stabling. These four western ranges, which also include the Tack Room, the Long Stable, and the Chalk Farm Stable, form the triangular group A-D built between 1854 and 1856 as indicated on a site plan of 1856 (The National Archives, RAIL 410/2072)..

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

### Location

The Provender Store (Building B) lies within the triangular site described above part of the internationally recognised Stables Market, in the northwest corner of Regent's Canal Conservation Area. (Fig. 1). 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. 2).

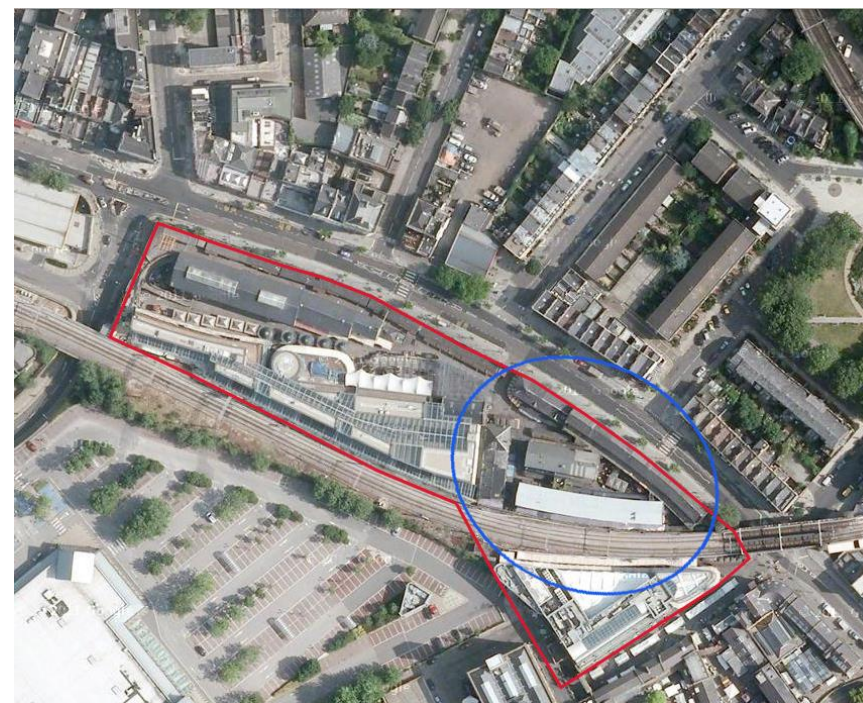


Figure 2 The Stables Market shown in red line; the stables range circled in blue.

### 2.1 Regent's Canal Conservation Area

The Regent's Canal Conservation Area was originally designated in 1974 and subsequently extended in 1981 to include the Stanley Sidings and the Stable Buildings. The conservation area was designated due to its unique character. "It is an important feature

of historic and visual interest in the wider townscape and, following the decline of traditional canal-related commercial activities, has been increasingly recognized as a valuable resource for water-based leisure activities, for its tranquil seclusion, for its ecological value and its potential for transportation and informal recreation” (Regent’s Canal Conservation Area Appraisal and Management Strategy, adopted 11 September 2008, pp.5).

Many of the industrial buildings and structures are fine examples of industrial brickwork, illustrating styles of engineering construction characteristics of the 19th and early 20th centuries and using various types of brick, some produced in London and others brought in by the railways from their respective regions. Cast iron and wrought iron are also represented on the site.

## 2.2 Setting

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

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

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

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

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

The built environment is defined on the East side by 19th century terraced buildings which have shops, café, and restaurants at the ground floor; and on the West side by predominant structures, such as the Roundhouse, the ‘Camden Wall’ and the railway bridge, which come into view on a northerly progression.

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

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

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

narrow pavement establishing a different relationship with the street.

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

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

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

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

### 2.3 Historical Background

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This complex of multi-storey stables, also known as Stanley

Sidings, was developed by the London and North Western Railway Company (LNWR) from 1854. The horses stabled here supplied much of the power for the large LNWR goods yard at Chalk Farm.

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

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

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

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

The first phase of stabling, the four western ranges forming the triangular group A-D in the modern site plan, was built between 1854 and 1856, as indicated as indicated on a site plan of 1856



(The National Archives, RAIL 410/2072). They were designed by the LNWR staff on the Stafford office and had a capacity of 148 horses. The ranges were mainly one and a half storeys, with ground floor stabling and haylofts above.

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

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

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

## 2.4 Provender Store

This long range backing onto the line of the North London Railway and shallowly curved accordingly was built in 1853-5 as a single storey stabling with hay lofts. In 1880-3 it was raised by the addition of two storeys replacing the hay lofts to provide extended provender storage (figs.5,6,7 & 8).

The range is 18 bays long, in yellow stock brick. The ground floor stabling matches that of the rest of stable on site; the round-arched bays open to their heads with semi-circular stable windows grouped as threes with central entrances.

The first floor has round-headed windows, the second floor segmental heads. There were formerly external timber staircases giving access to the pitching holes of the hay lofts.

At the east end of the north elevation there was a stepped link at first floor level joining with the cantilevered walkway of Building A. The east gable end wall has been rebuilt in blue brick. The west gable end had a bridge link to Building D at first floor level - now lost, save for a single timber beam.

Note: From Royal Commission on Historical Monuments of England, Former London & North Western Railway Stables, Report by Peter Guillery, September 1995. Crown Copyright.

The bridge was lost in the latter part of the twentieth century but has recently (2016) been reinstated with a new design which closely follows the form and appearance of the historic bridge.



**Figure 3** The Provender Store in 1975 (Front cover page and Pic. 3 & 4 by M.T.Tucker).



**Figure 4** The Provender Store in 1975.

### 3 ASSESSMENT OF SIGNIFICANCE

#### 3.1 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.

#### 3.2 Provender Store

##### 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 Provender Store and to that of the group in general.

Evidential value is therefore high.

##### Historical Value

The historical value of the Provender Store is recognised by its statutory Grade II listing, as part of a distinctive group of former stables.

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 Provender Store, as well as the other historic stable buildings, is purpose-made and utilitarian. There is no artistic 'design ethos' in these buildings; utilitarian buildings are

economical: there are no added embellishments, wasted space, nor selection of materials but those easily sourced.

Although the Provender Store is an exemplary Mid-Victorian stable building, it has little artistic or architectural merit as such.

Aesthetic value is therefore low.

### 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 former 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 building is still in use brings together past and present common uses by the community, reaffirming the communal value as high.

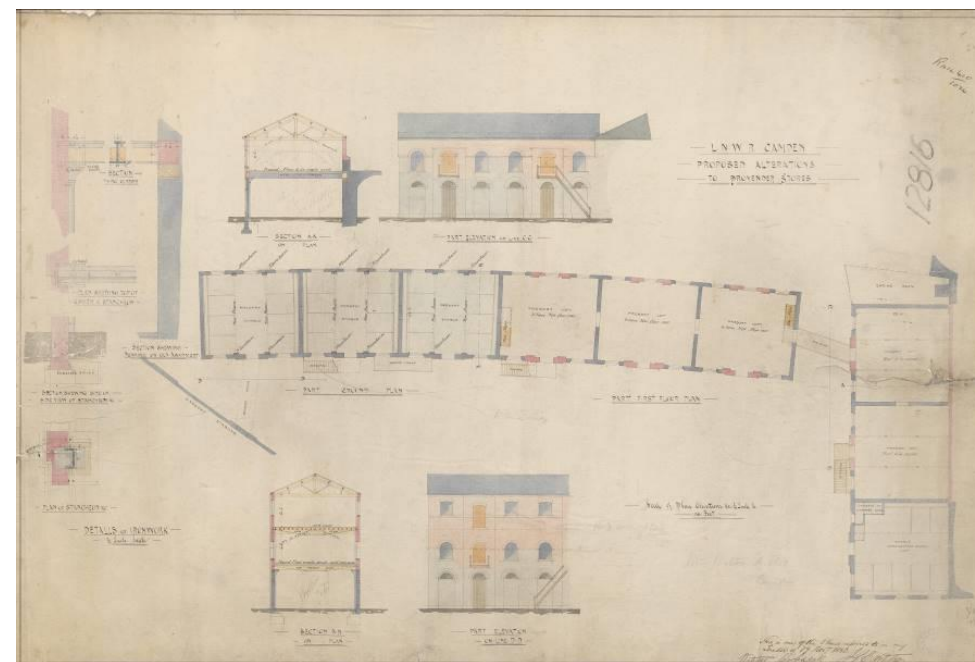


Figure 5 Drawing dated 17<sup>th</sup> November 1880 showing proposed alterations to Provender Store.

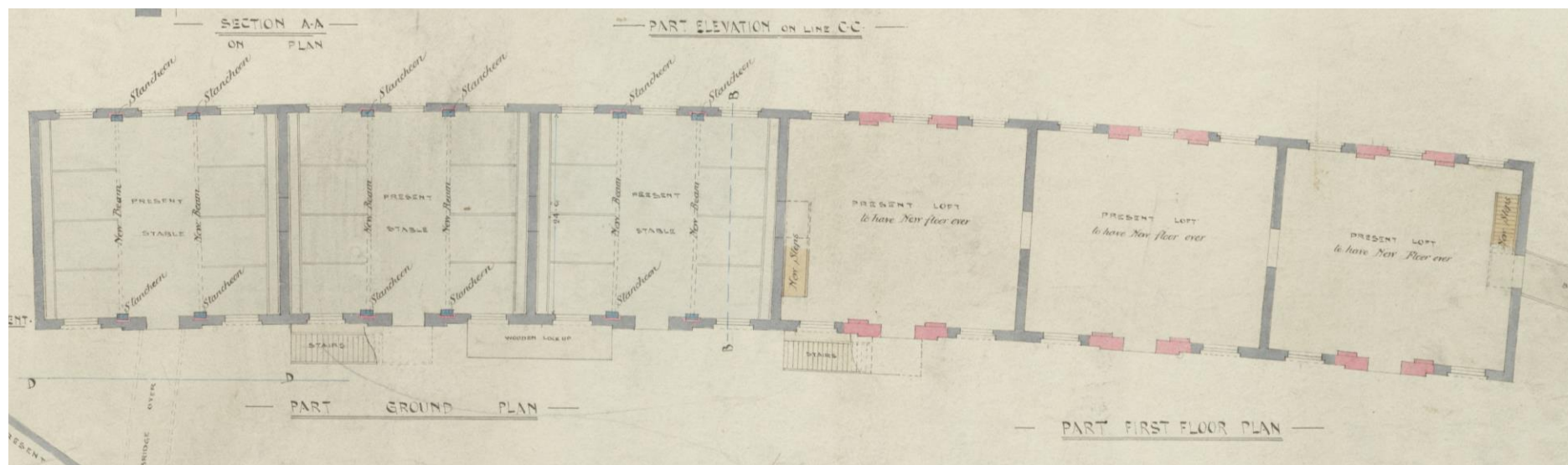
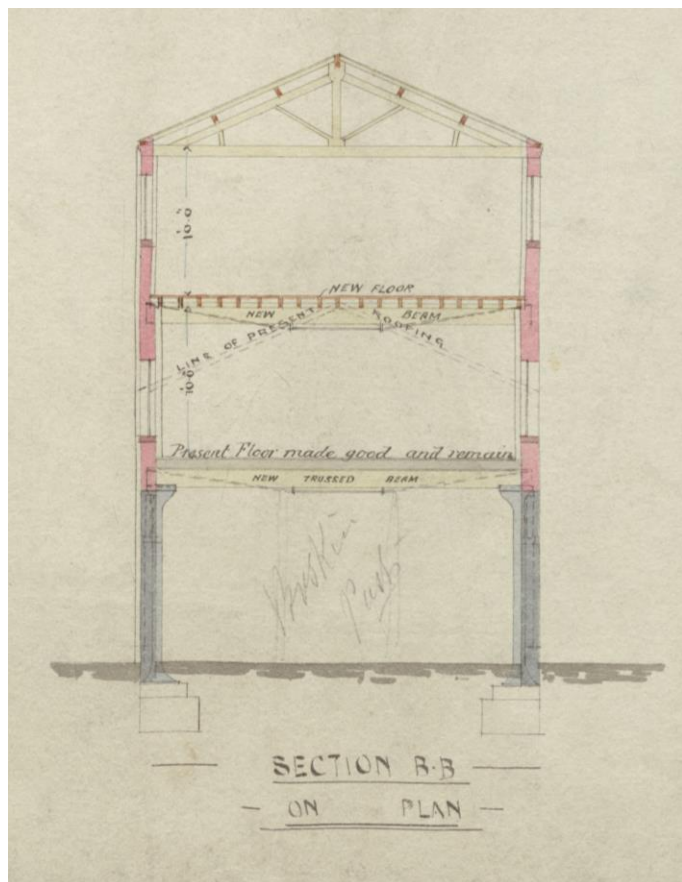


Figure 6 Drawing dated 17<sup>th</sup> November 1880 showing proposed alterations to Provender Store (Plan).



**Figure 7** Drawing dated 17<sup>th</sup> November 1880 Proposed alterations to Provender Store (Section).



**Figure 8** Drawing dated 17<sup>th</sup> November 1880 Proposed alterations to Provender Store (Elevation).

## 4 PROPOSED WORKS

### 4.1 Description

The proposals seek to rationalise and improve the building's current existing circulation routes through the installation of new lifts and staircases, in order to create circulation cores that will allow for the provision of future uses whilst improving circulation and means of escape in case of fire. In association with the new circulation cores, it is proposed to unblock a number of infilled internal openings throughout the building to previously modified historic bay cross walls and remove modern partitions. The existing ad hoc modern staircases and toilet arrangements will also be removed as part of the works (figs. 10&11), as well as the modern concrete floor to the east end bay in order to facilitate the new arrangement. Similarly, a new external door is proposed at ground level to the east elevation to improve the circulation route in association with the new eastern core (fig.12).

At the west elevation an existing door opening at ground floor level will have a new timber leaf and a half door fitted within an existing repaired historic door frame and the cast iron fanlight over will be retained and restored (fig.13).

Works proposed to the north elevation include the reinstatement of a number of lunette type windows to previously blocked and modified apertures over existing doors (fig.14). This will help improve natural light levels inside the building benefiting the amenity of future tenants in general.

Works proposed to the south elevation west end include the repair of an existing timber door and frame at first floor level and at the east end the replacement of a modern concrete lintel over a

similar door and the reinstatement of the curved brick arch lintel to match that to the west end door (fig.15).

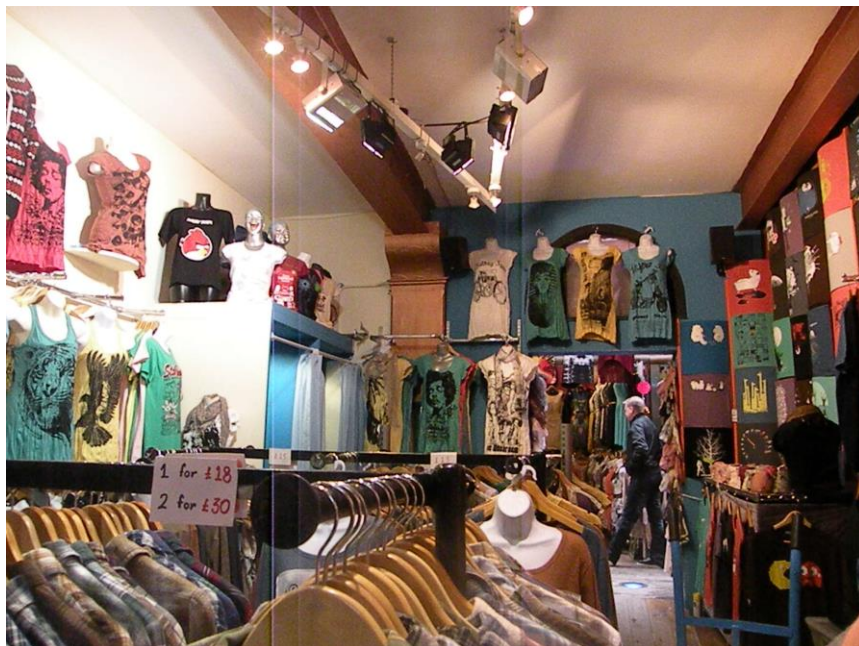
In conjunction with the above noted works, the existing first floor historic timber single door from the adjacent Tack Room building now accessing the reinstated bridge is to be retained, overhauled and fully restored.

The proposals considered together with the other previously consented works to the building - namely the repair and replacement of windows and doors and the reinstatement of the slate roof - will together comply with the recognised objectives of a sustainable future.

The new staircases and lifts are each located within bays and positioned between the existing cast iron primary beams and structural elements. The detail design is contemporary and such that the stairs and lifts will relate to the architectural and tectonic language being implemented by other works across the wider site.

The staircases have treads and risers in solid timber supported on steel flat stringers. The balustrade is formed from steel flat uprights, a timber circular handrail with either vertical steel rod or glass sheet infill.

The lifts will be DDA compliant, with the lift car set within a blockwork shaft. The height of the lift shaft at second floor level will be the minimum requirement (3.0m from finished floor level) possible. A lift pit will be required at ground floor level (the depth will be dependent on the particular lift specification chosen and typically 1m deep from finished floor level).



**Figure 9** Provender Store ground floor showing typical structural bay.



**Figure 10** Provender Store first floor showing modern showers and spiral staircase to second floor all to be removed.





**Figure 11** Provender Store ground floor showing existing modern staircase to west end to be removed.



**Figure 12** Provender Store east elevation. A new door is proposed below the right hand window which will provide access into the new internal circulation core.



**Figure 13** Provender Store west elevation. The original cast iron fanlight will be restored and a new leaf and a half timber door fitted within the repaired historic timber door frame.



**Figure 14** Provender Store north elevation. The brick infill is to be carefully removed from the blocked window aperture and the lunette type window reintroduced.



**Figure 15** Provender Store south elevation viewed from across the railway. The modern concrete lintel over the door at first floor level will be carefully removed and the curved brick arch lintel reinstated to match that to the west end of the south elevation.

## 5 IMPACT ASSESSMENT

The proposed works will require the removal of limited areas of existing timber upper and ground solid floors in order to facilitate the stairs and lift installation. The piecemeal arrangement of modern stairs, fixtures, fittings and wall linings will also be removed.

Works to the building's exterior, involve the reinstatement of a number of doors and windows and the limited modification of associated building fabric. The above noted works are considered to have a minor impact on the building's historic fabric.

It is considered that the proposals collectively constitute 'less than substantial harm' to the heritage assets and that these impacts will be outweighed by the public and heritage benefits of the proposals, particularly in regard to the rationalisation of circulation to allow a modern and safe means of escape in case of fire and the overall resultant improvement to the building's interior and exterior character and appearance; all thus having a highly positive impact overall.

There will, therefore, be public benefit accruing from the proposal not only in the greatly improved functionality and use of available internal space within the building but also in the provision of a sustainable solution for future market needs and expectations.

## 6 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".

**Paragraph 6 of the NPPF** states: "The purpose of the planning system is to contribute to the achievement of sustainable development. The policies in paragraphs 18 to 219, taken as a whole, constitute the Government's view of what sustainable development in England means in practice for the planning system." The entire Framework constitutes a definition of "sustainable development" with no one part assuming greater weight than any other.

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

This statement deals principally with Section 12 of the NPPF, "Conserving and enhancing the historic environment", however Heritage considerations and issues are prevalent throughout the framework.

**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 asset 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 Provender Store 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’.

As set out in Section 5 of this report, it is contended the proposed works to the Provender Store will enhance the listed building significance and that of the stables complex at large and provide public and heritage benefit. It is considered there is ‘less than substantial harm’ involved in the installation of the stairs, lifts and associated builders’ work.

The established market use of the former stables is not challenged by the proposals; the works will improve not only the general appearance of the building but its use and circulation thus providing a sustainable solution.

The public benefit the proposal provides is in preserving and improving not only the listed building but also the already established "optimum viable use" for the site, and therefore, the enhancement of the wider historic environment 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.

## 7 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’.

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 improvement

of circulation and use of available space throughout the Provender Store building and the associated works to windows and external doors.

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

The proposed new circulation cores have been carefully located within areas of the building to minimise potential impact and preserve primary structural elements and features of significance. It is considered that the proposal will preserve the overall character and appearance of the building and its surroundings with a sympathetic contemporary intervention comprising stairs and lifts forming new circulation cores at each end of the building.

#### **Development Policy DP25 – ‘Conserving Camden’s Heritage’.**

The works, which are both internal and external, are considered to preserve and enhance the essential character and appearance of the Provender Store building and the surrounding conservation area.

## **8 CONCLUSION**

The Provender Store building is a listed Grade II building that is included in the Heritage at Risk Register. The building is open to the public and in a continuous state of flux. The building has been subject to change and in order to remain relevant and sustainable will continue to change and evolve. The proposed scheme is driven by a need to not only conserve and enhance the building,

but also to ensure a sustainable solution that safeguards the current and future use of the market.

The proposed works will allow an internal layout that will facilitate the optimum viable use of the building, improving the circulation pattern throughout the building and providing a modern means of escape in case of fire. The historic character and architectural importance of the heritage asset will be preserved safeguarding its long term conservation.

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

The NPPF contains an express presumption in favour of sustainable development which should be taken into account when making planning decisions. Change is at the heart of sustainable development. The three dimensions of sustainability: economic, social and environmental, are not static; neither is the built environment. Buildings need to change in order to adapt to climate change and move towards a low carbon economy (NPPF Para 7).

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 local policies and national conservation principles.

## APPENDIX I LISTED BUILDING DESCRIPTION

### List entry Summary

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