

Camden Road Station

*Erection of end of platform fencing, gate, signage
and associated works*

*Design and Access Statement (Incorporating Heritage
Statement)*



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1 Introduction

- 1.1 This statement has been prepared by Network Rail in support of a Listed Building Application for the erection of end of platform timber fencing, end gate and platform improvements including the erection of signage within the curtilage of Camden Road Railway Station.
 - 1.2 Camden Road Railway Station is identified as a listed structure under the Planning Act 1990 (Listed Buildings and Conservation Areas) as amended for its special architectural or historic interest and was designated as a Grade II listed structure on 11th of January 1999.
 - 1.3 Section 7 of the Planning Act 1990 (Listed Building and Conservation Areas) provides that, subject to the provisions outlined in the Act, “no person shall execute or cause to be executed any works for the demolition of a listed building or for its alteration or extension in any manner which would affect its character as a building of special architectural or historic interest, unless the works are authorised.”
 - 1.4 This Statement seeks to obtain authorisation for the proposed works by way of analysing the significance of the history and character of the structure, the principles and justification of the proposed works and their impact on the special character of the listed structure and its setting. The level of detail required to accompany a Listed Building Consent application should be proportionate and “describe the significance of any heritage assets affected, including any contribution made by their setting” (NPPF - Paragraph 128).
 - 1.5 National guidance requires a Heritage Statement to accompany any Listed Building Consent application and should:
 - Identify the heritage asset,
 - Identify the significance of the historic, archaeological, architectural and / or artistic interest of the heritage site,
 - Assess the impact of the proposals on the significance of the heritage asset.
 - 1.6 National guidance also requires a Design and Access Statement to accompany any application for Listed Building Consent and should explain the design principles and concepts that have been applied to the development and how issues relating to access to the development have been dealt with.
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- 1.7. It has been identified that a Listed Building Consent application should be submitted to cover the elements of the works as the platforms are deemed to fall within the curtilage of the Listed Building.
- 1.8 This Statement should be read in conjunction with the following documents:
- Site Location Plan (Scale 1:2500)
 - Site Location Plan – 160441-X-00-DR-C-171
 - Camden Road Platform Plans and Section - 160441-X-00-DR-C-170 – 2
 - Station Platform Plans Sheet 1 of 3 - CMD-PAD-P-10-1-01_AB
 - Station Platform Plans Sheet 2 of 3 – CMD-PAD-10-1-02_AB
 - Station Platform Plans Sheet 3 of 3 – CMD-PAD-10-1-03_AB
 - Station Signage Platform Plans – CMD-PAD-91-1-02_AB
 - Station Signage Platform Elevations Sheet 1 of 2 – CMD-PAD-92-3-01_AB
 - Station Signage Platform Elevations Sheet 2 of 2 – CMD-PAD-92-3-02_AB
 - Picture – Platform 1 Stratford End 1
 - Picture – Platform 1 Stratford End 3
 - Picture – Platform 2 Stratford End 2
 - Picture – Platform 2 Stratford End 4
 - Picture – Willesden End (existing timber fence_no change)

2 Network Rail and Project Justification

- 2.1 Network Rail is the statutory undertaker for maintaining and operating railway infrastructure throughout the United Kingdom. As statutory undertaker, we are under license from the Department for Transport and Transport Scotland, and regulated by the Office of Rail Regulation, to maintain and enhance the operational railway and its assets to ensure the provision of a safe operational railway.
- 2.2 Network Rail is the custodian of the nation's railway and unlike most railways throughout Europe our infrastructure was not rebuilt or simplified following the completion of the war. As such, it is an accumulation of railway built upon railway which has created a number of challenges for a modern society.
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- 2.3 The network, inherited by Network Rail, has suffered from underinvestment which we are in the process of changing. We are currently half way through an unprecedented programme to replace outdated equipment and repair dated structures in an attempt to provide a more efficient and safe service for customers.

3 Design, Proposal and Heritage Statement

- 3.1 The proposed works have been designed in keeping with its surroundings and are sympathetic to the listed structure. Efforts have been made to match the existing fencing at this location so as to limit the potential negative impacts imposed on the station. Through the use of a suitable design we are of the opinion that the proposed end of platform fencing will create a safer environment for customers, is suitable to its historic setting and is more aesthetically pleasing than other fencing options available. The proposed fence has been designed in a similar style to the existing that is currently in place, is respectful to the heritage status of the station and will not direct attention towards the end of the platforms.
- 3.2 The justification behind the proposed works primarily relates to creating a safer environment for customers and to prevent any trespassing onto the operational railway tracks. An access gate has been included in the design to enable staff access to the track if required. It is also proposed to erect signage on the station platforms to better direct customers around the station and can be seen on the attached drawings as part of the application.
- 3.3 The listing detail for Camden Road Railway Station, as provided by Historic England, states:
- Station. 1870. By EH Horne. For the North London Railway. Yellow stock brick with stone dressings. Three storeys with single bay entrance front on angle between Camden Road and Bonny Street: arched opening with lunette of circular tracery within gauged arch, dentil cornices at first and second floor level, parapet. Camden Road elevation contains shopfront on ground floor set below 2 brick arches; granite drinking fountain in form of a pylon to north, below railway bridge; parapet inscribed in sunken letters CAMDEN TOWN STATION. Bonny Street*
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elevation: 4 arched windows per floor, with herringbone brick infills to first storey lunettes over stone mullions; parapet has panel inscribed in sunken letters NORTH LONDON RAILWAY. The station complex continues west along Nos 13-19 Bonny Street with offices and former waiting rooms above goods stores, all faced in the same yellow brick, with arched windows and stone mouldings. Royal College Street elevation: projecting Classical arched entrance with a pair of four-panel doors below fanlight; cornice has guttae of cut brick. INTERIOR: triangular booking hall has coffered roof with central cast-iron column. Booking office inserted 1984 replacing earlier, and of no interest. Original stairs with cast-iron rails leading up to both platforms. West-bound platform retains its projecting canopy supported on cast-iron columns with ornamental spandrels. Historical Note: this station was opened in December 1870, replacing an earlier station of 1850 on a different site. It is the only survivor of the Italianate brick station buildings erected in the 1870's along the North London Railway to replace the original wooden buildings of the line, and one of the few suburban stations of the period to survive in London. The extent of the ancillary buildings along Bonny Street suggests that this was a busy station of some prominence. Renamed Camden Road station in 1950, the station was refurbished in 1984 by British Railways and the Greater London Council. (Buck G: A Pictorial Survey of Railway Stations: London: -1992: 154-155; National Railway Museum: North London Railway. A Pictorial Record: York: -1979).

4 Access

- 4.1 The station will be accessed as normal throughout the proposed works and no disruption to train passenger services is planned. It is envisaged that these works will take place outside of peak hours in order to limit the impact on users of the station.
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5 Conclusion

- 5.1 The historical and architectural significance of Camden Road Station will not be impacted upon as a result of the proposed works. The erection of the end of platform timber fencing, gate and platform signage is in keeping with existing structures at the station and will not impose any harm to the significance of the listed structure.
 - 5.2 The proposal represents a positive step towards the improvement of safety at the station and is a welcomed development to prevent the threat of trespassing onto the operational railway.
 - 5.3 The proposed fencing, gate, signage and associated platform works have been designed in such a way as to ensure it is respectful to its environment and limit its impact on the listed station.
 - 5.4 The proposal has been prepared with reference to the relevant guidance and other material considerations. Network Rail is of the opinion that no adverse effects will be created as a result of the proposal and sees no reason to prevent the permission of these works from taking place.
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