**Heritage Statement**

**175 Highgate Road, NW5 1PN**

**THE CASE FOR PERMISSION**

The proposed planned works will result in some change and harm to the external appearance of the building. However, this external change will be minor and any harm caused will be less than substantial and outweighed by the benefits of creating level disabled access for the end user (a student who is a wheelchair user and needs to access his studies at this building).

In terms of the way that the vertical stanchions for the stair lift at the front of the building will be fixed, these will be fixed by base plates and directly screwed into the concrete treads of a staircase that is not original to the building. If any need arises to fix onto the wall of the stairs, fixings will only go into the mortar joints.

A detailed section drawing has been provided showing the specified fixing points and how the required uplift of the top step will be achieved. This uplift will be achieved in the most sympathetic way to the building as possible and the choice of material will be that which blends in most, fits with the character of the buildings original features (which include the doorstep) and is good for wheelchair traction.

The Detached Georgian House. Grade II listed. Date of listing: 1974. Early/ mid C19 yellow stock brick with plain stucco 1st floor sill band. Hipped slated roof with projecting bracketed eaves having bargeboards. 2 storeys and basement level. Double fronted with 3no windows. Late C19 stucco portico approached by steps. Round- arched doorway with patterned radial fanlight and double panelled doors. Gauged flat brick arches to recessed sashes.

The main entrance can be accessed via concrete steps with a level paved area butted against two sturdy wooden external doors. One of which remains closed unless otherwise required. The platform lift will be cited on the left side ascending fixed only to the steps and will be folded up when not in use.

Access from the street to the basement entrance is in the first instance accessed via a gated system’ also access the rear building and another building set further back. There is an existing standalone wall that hides the basement entrance via two sets of stairs on either side. The proposed changes will not be visible when viewed in elevation. The gate of the step lift will be transparent in nature.

The current is able to accommodate all aspects of the proposed development. The modifications allow students and teachers alike to achieve equality and will go some way to adhere of current DDA requirements.

Complied by Paul Fraser

For and on behalf of Building Adaptation Services Ltd

**Assessment of Significance and Site History**

The significance of the building is based upon the values of the asset such as Architectural, Historic, Artistic, Archaeological, emotional and/or social importance. By ensuring the cultural significance and the nature of the asset is understood, an informed decision about the works to be undertaken can be made.

The Detached building is an example of 19th century Architecture showing many characteristics of the era, internally the building has been altered at various times throughout the its life span, resulting in various changes to the original layout and sue. With the building also being located in the Dartmouth Park Conservation area, it is imperative that the external elements of the property are in keeping with the surrounding buildings and area.

There are no proposed changes to the access of the building. The client does not intend to make any changes to the landscaping and or trees.

Camden has a duty under the Planning (Listed Building and Conservation Areas) Act 1990 (section 69 and 72) to designate as conservation areas any “areas of special architectural or historic interest, the character or historic interest of which it is desirable to preserve or enhance” and pay special attention to the preserving or enhancing the character or appearance of those areas. Designation provides the basis for policies designed to preserve or enhance the special interest of such an area. Designation also, importantly, introduces greater control over the removal of trees and more stringent requirements when judging the acceptability of the demolition of unlisted buildings that contribute to the character of the area.

It is an area of housing and is a part of Camden where there is little public open space. Despite this, the area’s close proximity to heath and hills contributes a sense of greenness, with glimpses of open land beyond. What few public open spaces exist are scattered in tiny

pockets; the most notable being the long strip of green on the east, and statutory London squares on the west sides of Highgate Road. The conservation area, however, is made green by visible back and front gardens that provide long views from intersecting roads and between groups of houses, and small public and private open spaces, and attractive mature trees line many roads. The predominance of boundary hedges, trees and shrubs enhance the rural feel of the area.

Railings and other front boundary treatments, many original, are quite extensive in their variety, but the common feature is that these elements - gates, walls, fences, hedges or railings - complement the architecture. Traditional wrought and cast ironwork, brick walls and piers, stone pier-caps and copings are characteristics of this part of the conservation area as much as the buildings themselves.

The conservation area benefits from a number of interesting views, some of which are extensive, and other pleasing local vistas. Highly important are the roof-scapes, to which the original roofing materials make a significant contribution, and sightings of significant buildings. Hills form a high ridge beyond the conservation area boundary and a significant horizon to the north east. To the east the land rises to a high point forming another horizon towards Dartmouth Park Hill. In addition a number of properties follow the undulations of land contours forming attractive groups.

Dartmouth Park, a name found on early 19th century maps, lies in part of the old parish of St. Pancras that stretched from Tottenham Court Road to Highgate. The early settlement of Kentish Town around its High Street was established immediately south of the current conservation area in the 13th century or earlier. The area of Dartmouth Park had the first building development in the 17th century and was separated from Kentish Town by fields and meadows. Building initially formed ribbon development with individual properties strung out along the road to Highgate following the course of the river Fleet. The road was an important route and various inns were established to serve the many travellers going between London and the north. These stretched from where the former Castle pub (now the *Vine*) stood at the entry to Kentish Town northwards along Highgate Road to Swains Lane.

**19th Century**

Private Estate bills from 1830 allowed the granting of building leases for property development and the closing off of land previously accessible in part to commoners. As a result large parts of the private estates were sold off for speculative housing. In general, however, the area retained its essentially rural character well into the 19th century.

The arrival of suburban railway lines in the mid-19th century allowed greater accessibility to central London and increased the desirability of areas close to the lines. The Tottenham and Hampstead Junction Railway was built in 1868 and cut across the southern part of the conservation area. When it was built the line had a station called Highgate Road that was located west of Highgate Road. The railway lines effectively cut Mortimer Terrace in half.

As the Highgate Road is one of the oldest streets in the area this is reflected in the built form which features many fine 18th Century Georgian terrace houses. Development took place in an ad hoc manner and this is clearly seen in the age and styles of building that have sprung up along the road. Although differing in terms of their design the buildings are linked by many common themes such as materials and plot width which gives the street an informal character.

**Highgate Road**

The conservation area starts at low-scale College Yard, where College Lane joins Highgate Road, with granite setts crossing the pavement, just north of the point where the culverted River Fleet crosses Highgate Road. Up to No.96 the properties sit hard on the pavement. A few have front railings and some have entrances via side extensions or wings in the Italian style. The east side has a dense urban quality formed by the lack of front gardens and commercial use on some ground floors. No.60 is a red brick 19th century cottage; Nos 62 and 63 were rebuilt in 2006-07 with channelled stucco ground floors either side of a courtyard. Nos.64 - 72 are early 19th century linked houses (listed) of varying designs, three storey brick with some stucco at ground floor, 70 and 70A a pair, 72 double-fronted.

The height and projecting eaves link the group, of which the return flank, No. 57 Lady

Somerset Road, together with No.78 opposite, form bookends, an important pair-gateway to the road. No. 74 Highgate Road (adjoining No.78 Lady Somerset Road) has a shop front at ground floor level; brick infilling around the windows detracts from the appearance of the property. Nos.76 and 78 have recently been re-fronted; the mixed group continues the frontage on either side of the Vine pub forecourt with two and three storey properties with retail use on the ground floor, apart from No.96. A heavy wooden North African wooden door has been put as the shop entrance to No.78.

The *Vine* is set back from the road north of No.80 and was an 18 century coaching inn that was completely rebuilt in 1899. A mixture of wide, tall and arched casement windows punctuates the façade and sharp gables top the three-storey façade. The forecourt was a feature of the old coaching inns and the *Vine* is one of the few public houses to have retained it. A passage leads east into College Lane. To its right, facing the forecourt, is No.80a, an unusual modern brick building that has a large arch filling the front elevation, with glass infill. A lane to the north of No. 96 is paved in granite setts with York stone slab wheel tracks and runs to a yard at the rear.

Nos.98 - 108 (Fitzroy Terrace), is an elegant terrace (listed) with mansard roof, dating from the early 19th century with three storeys and semi-basement (unusual entrance-level) occupying tight plot widths. Although not visible from the road, the terrace has an unusual, attractive rear elevation. Nos.110 - 118 continue the terrace (built mid-19th century), but with an additional floor above a stucco band with smaller scale windows. There is a strong parapet line with chimneys visible from the road. Stucco at ground floor level and surrounding the sash windows. No.118A is a more recent addition.

The relationship of buildings to street changes at Nos.120 - 124 as they are set back behind long front gardens and hidden by recent tree growth, but they are of a similar age to the adjacent properties. On the west side of the road the conservation area starts north of the railway line with No.137, Southampton House, 1820, (listed), a double fronted three storey building, formerly a school as its over-door plaque states, with fine doorway and fanlight and ground-floor windows recessed in brick arches. Nos.139 (the Southampton Arms, with well-preserved Victorian façade) and 141 are three storey plain brick properties with projecting ground floor premises. Nos.143, 145 and 147 are early 19th century buildings, of one build, but with differing alterations, part of a small shopping parade on the corner of Wesleyan Place; the rest are from 1877. The group is united by its scale, blend of roof scapes and palette of materials, principally brick and stone with timber window joinery. Nos.149 - 157 are homogeneous with pitched roof and stone lintel to the windows. Some original traditional Victorian shopfront elements survive at least in part; No.145 the best preserved.

Console brackets between shops survive in several instances and some original panelling to at least one of the shops. No.157 has uncovered an earlier painted glass fascia. This is in contrast to some unsympathetic modern shopfronts in the parade that do not relate in design and scale to the properties. In particular the fascia signs and projecting signs are over large and harm the appearance of the parade. Facing the shop frontages on the east side of the road under the railway arches lies Darcars repair works with, to the north of an open space that is part of the Grove Terrace greens, a garage. Whilst this maintains the mixed use character of the road the building and its signage are unsightly and do not enhance it. On either side of the road there are several places where the pavement is crossed by granite setts marking lanes entering the road.

North of the railway bridge on the east, and from the junction with Gordon House Road on the west the character of Highgate Road changes as it opens to a wide tree-lined section with formal public gardens to the west, a wide strip of green to the east and buildings set some distance back. This expanse of grass on either side is a crucial visual feature as well as an important lung within the conservation area. The east side, Grove Terrace Green, is identified in the UDP as Green Public Open Space and protected under the London Squares

Act of 1931. Railings were removed in the Second World War when underground civil defence chambers, to which a staircase is still visible, were constructed. The open space makes a significant contribution to both the conservation area and the setting of the listed buildings of Grove Terrace. On the west side are the public gardens Highgate Road

Enclosure which are as a set of three partially wooded Public Open Spaces.

Set back behind the Gardens on the west side is Haddo House, a housing scheme built on the site of Haddo House and Gordon House, the latter an academy established in 1788. Begun in 1965, designed by Robert Bailie, it consists of a seven story block and some two storey blocks at the rear and a terrace of houses (facing Glenhurst Avenue). The block facing Highgate Road has a top floor set-back, the horizontal arrangements of panels and bands of glazing form a rhythm with the open balconies. These elements are regularly divided into pure squares around exposed curved service towers containing stairs that contrast entirely to the body of the building. The towers are finely executed with fins between slim glazing bars giving a ribbed effect. They appear to float over the base of the building being supported by single fluted columns. The recent horizontal lighting scheme has distorted the vertical design concept.

Denyer House (designed by Albert J Thomas FRIBA), set back east of College Lane immediately north of the railway line on the east side, on the site of St John’s Park House Ladies’ School, was completed in 1936. It is in brick with red brick details. The windows were originally in timber with glazing bars although some windows have lost these. On the Highgate Road side they have sash multi-lights. At the rear there are connecting external walkway balconies.

Until 1874 **Grove End**, the site north of Denyer House was occupied by an estate that latterly consisted of Grove End House, Grove End Villa and Grove End Lodge (sometime Baptist manse). When the estate was sold in 1874 Grove End Villa was given to the London

Baptist Association who built there the Highgate Road Chapel, designed by Satchell and Edwards in 1877, a 14th century Gothic design built to accommodate 800 people. The Sunday Schools behind (by Dixon, 1879) on Chetwynd Road cohere in design. Located on rising ground and framed by mature trees, the chapel forms an important focal point at the junction of Chetwynd, Gordon House and Highgate Roads. It is being converted into flats in 2006-09. Grove End Lodge and Grove End House have survived and the latter is listed

Grade II. It is a double-fronted detached house from the early 19th century in multi-coloured stock brick, now divided into flats. Immediately to the north are Cumberland and Lynton Villas, circa 1866; Dartmouth Park Road separates them from Grove Terrace.