



Stables Market, Chalk Farm Road  
**Tack Room (Building D)**

**DESIGN AND ACCESS  
AND  
HERITAGE STATEMENT**

**FOR PROPOSED FLOOR STRENGTHENING WORKS**

**DECEMBER 2016**

Prepared for  
**Stanley Sidings**

by



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**Stables Market: Tack Room for proposed floor strengthening works – Design and Access and Heritage Statement**

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Issued December 2016

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## 1 INTRODUCTION

### 1.1 Executive Summary

This Design & Access Statement and Heritage Statement has been prepared as supporting documentation for the application for the listed building consent for proposed floor strengthening works to the Tack Room (Building D). The building is Grade II listed and is located within The Stables Market, Chalk Farm Road, London NW1 8AH. It is within London Borough of Camden and the Regent’s Canal Conservation Area.

The proposed works provide an opportunity to repair the recently identified significant timber decay to areas of the existing floor structure and upgrade it to achieve a strengthened floor plate.

The Tack Room is on the Heritage at Risk Register as it is a group listing for all stables (A, B, C and D), although the listing description notes that: *“Work to the Tack Room is now complete and work on the other buildings is in progress”*. The stables are registered as Category F (Repair scheme in progress...) in the priority ranking, which is downgraded from the previous category C.

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 F are assessed as: *“Repair scheme in progress and (where applicable) end use or user identified; or functionally*

*redundant buildings with new use agreed but not yet implemented.”* (English Heritage, HAR 2016, p. XVIII).

The Design Documents have been prepared by and with the input of the Project Team who are:

Client: Stanley Sidings Limited

Conservation Architects and Heritage Consultants: Stephen Levrant Heritage Architecture Ltd

Planning Consultants: Gerald Eve

Structural Engineers: Walsh Group

### 1.2 Planning History

The proposals within this application represent the continuation of a programme of works to the Tack Room, the objective being to conserve and modernise the building in line with contemporary conservation principles and user expectations. Refer to Appendix II. In summary:

<b>TACK ROOM</b>	Bridge	15.10.2015	2015/4231/P	2015/5824/L
<b>TRIANGLE SITE</b>	Signage	11.09.2015		2015/4302/L
<b>TACK ROOM</b>	Internal staircase	14.01.2015		2015/0014/L

<b>TACK ROOM</b>	South EI, Canopies and M&E	03.02.2014	2013/7891/P	2013/8060/L
<b>TACK ROOM</b>	Windows	03.02.2014	2013/7686/P	2013/7695/L
<b>TACK ROOM</b>	Doors	03.02.2014	2013/7713/P	2013/7736/L

Unauthorised remedial works and general repair to the exterior of the Tack Room were agreed in November 2013. The works have been carried out and completed in September 2015.

### 1.3 Reference to other documentation

This document should be read in conjunction with:

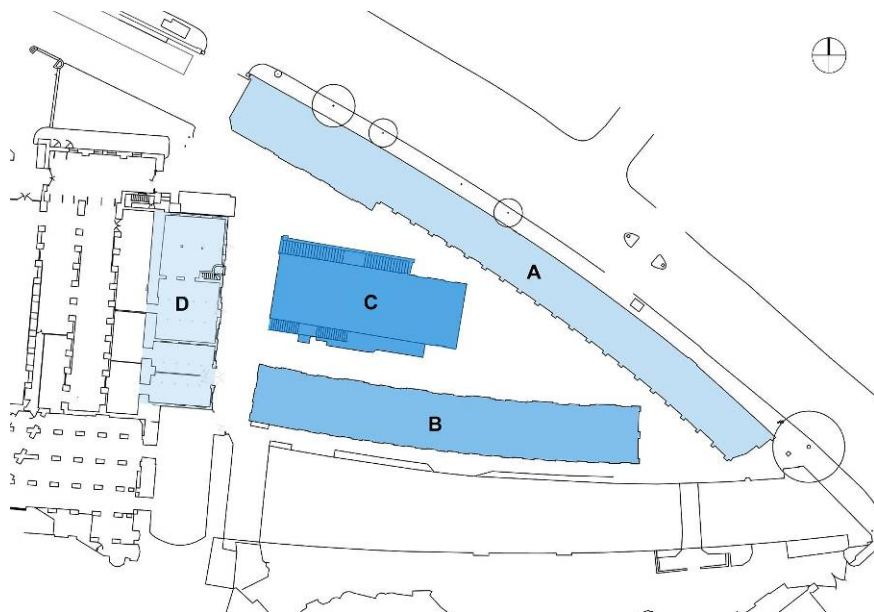
- Design drawing and the statement prepared by Walsh:
  - 3788/204/P2/Remedial Works for the Tack Room, Nov 2016;
  - Tack Room units 25/26/27 – Load Capacity and Structural Strengthening, Dec 2016;
- Schedules of Floor Opening Up, by Stanley Sidings (Appendix III)
- Hutton & Rostron: Condition survey report, October 2016.

### 1.4 Planning Policy Guidance and Legislation

The assessment of the proposals on the listed 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.
- Camden Development Policies 2010 – 2025, Local Development Framework
- Local Development Framework - Camden Core Strategy 2010 – 2025

## 2 CONTEXT



**Figure 1:** Stables Market -Listed group of buildings, subject site Building D.

Ref: A Chalk Farm Building, B Provender Store, C Long Stable and D Tack Room.

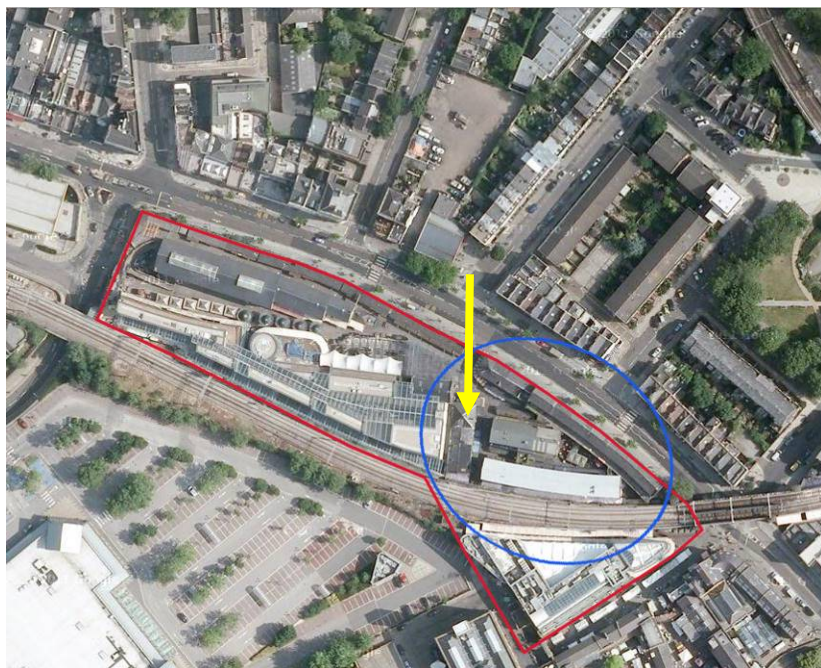
This complex of multi-storey stables was developed by the London and North Western Railway Company (LNWR) from 1854. The horses stabled here supplied much of the power for the large LNWR goods yard at Chalk Farm.

‘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-19<sup>th</sup> 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<sup>th</sup> September 2008, pp.17). The Tack Room, the subject of this application, was built during the first phase of stabling. These four western ranges, which also include the Provender Store, 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.

## 2.1 Location

The Tack Room (Building D) lies within the triangular site described above (Fig. 1) as part of the internationally recognised 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. 2).



**Figure 2** The Stables Market shown within red line; the stables range circled in blue. Location of the Tack Room marked with the yellow arrow.

## 2.2 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 19<sup>th</sup> and early 20<sup>th</sup> 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 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 it is mainly characterised by 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 19<sup>th</sup> 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 '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. The character of the space behind the Stables Market gate has significantly changed, despite the fact the original industrial stables (which are the subject of this application) are still there. 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 merely a 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 which lead 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, and contributed to Camden's iconography. 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.

Large numbers of Londoners and tourists are attracted to the Market by its general character; its unique location; and the goods sold there. The Camden Lock area is also popular for boat trips, walks along the canal, and watching the barges pass through the lock gates from the Dingwall's beer garden. Sunday trading was permitted on this private site whereas it was forbidden in many places elsewhere, and this also contributed to its success.

## 2.4 Historical Background

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.

## 2.5 The Tack Room

The following section was extracted from the Royal Commission on the Historical Monuments of England – Historic Building Report, September 1995 NGR No: 2858 8420. Crown Copyright.

### *Exterior*

*The east elevation has the same arrangement to the ground floor as the other 1854-5 stabling. Each of the three stables has three arched bays with a central projecting entrance bay and the flanking bays closed up to the round-headed windows, many of which still retain their original wooden frames. The only variation to this design is the additional door opening, for access to the first floor, to the northern stable. The three northernmost bays of the first floor were probably part of the original phase of construction (1854-5) and retain three twelve-pane sash*

*windows and chimney stacks to both the east and north sides. When built the attics to the south had two loading or loophole bays, with flat-heads projecting above the roof line, flanked by short flat-headed windows. These bays were raised to two storeys in 1881, at which time the brickwork was raised to the level of the loophole heads and the windows enlarged, with round heads and radiating glazing bars, two of which still survive. A bridge to building B (Provender Store) was built at this time, extending from the southernmost loading bay, to link the provender stores together. Its position is indicated by a wooden rail and the holes for the former beams below the raised cill of the loading door. On the evidence of the OS maps the bridge was apparently demolished within the last thirty years. The northern bay retains a simple hoist over the head of the door.*

*The north side, which has arching to the ground floor and two sash windows to the first floor, appears largely altered. The south side has apparently undergone various alterations. An engine room abutted to the south side of the building, apparently built between 1870 and 1880. By the 1970s it had been gone, and a lean-to covering for a vehicular entrance to the railway vaults was in its place; this now also disappeared. An opening on the ground floor, probably not original, has been subsequently blocked. The west side is abutted by the railway vaults and the 1880 bonded warehouse.*

### *Interior*

*The interior of the building has three bays to both floors. It was originally built of timber-framed construction, still surviving to the*

*northern stable bay. When recorded by the Greater London Industrial Archaeological Group (GLIAS) in 1975 it had timber stanchions and beams and retained a stall divider, half boarded and with a rail above, that was probably of a mid 19th century date. Drawings of 1880 show that the two southern stables had ten stalls each whereas the northern bay had only seven, as part of the space was given over to the stairs to the first floor. In 1881 the southern bays were altered and cast-iron columns and girders inserted and the wooden floor renewed.*



**Figure 3:** 1975 photograph looking towards the east elevation of the Tack Room (M.Tucker).

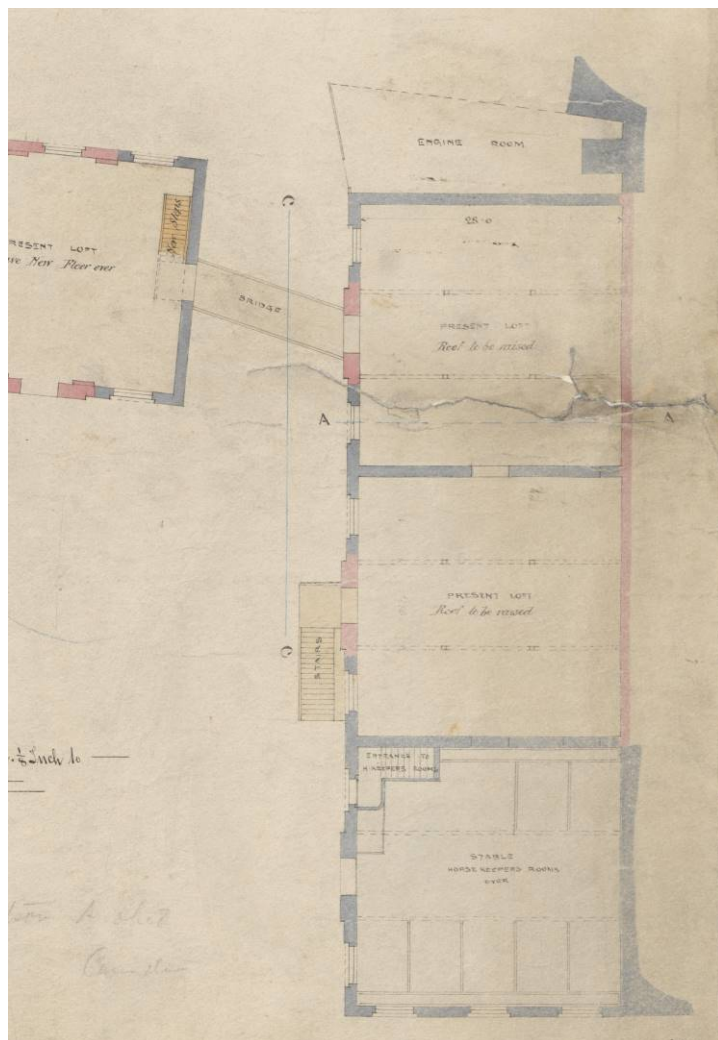


Figure 4: 1881 plan of the Tack Room showing the south end as an 'engine room'.

### 3 ASSESSMENT OF SIGNIFICANCE

As recommended by NPPF (March 2012) proposals for the alteration or redevelopment of a 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 throughout the building which provide evidence of its original function and its subsequent alteration.

The understanding, special interest and character of the Tack Room building are enhanced by the large amount of preserved historic fabric. In particular, the significant 1881 alterations can be seen in the first floor timber construction and supporting columns to the north bay, and the cast iron and timber first floor and columns to the two south bays.

Evidential value is therefore considered **medium to high**.

### **Historical Value**

The historical value of the Tack Room 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 with the evidential value, providing a significant example of stable construction of the period - beyond the numerous alterations suffered through the years.

Historical value is therefore considered **medium to high**.

### **Aesthetic Value**

The Tack Room, 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, other than those easily sourced.

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

The 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 and 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**.

#### 4 PROPOSED WORKS

The proposed floor strengthening works to the first floor of the Tack Room building follow a Structural Engineer's assessment<sup>1</sup> of the existing load capacity of the floors and a condition survey and strength grade assessment by Hutton + Rostron environmental consultants<sup>2</sup>. As a result of the findings of these investigations it is apparent that an opportunity exists to improve the potential use of the building for prospective tenants, along the necessary timber repairs, by the provision of a strengthened floor plate. This would allow the building to suit a greater number of uses - such as retail and storage - increasing its commercial versatility whilst preserving its historic fabric, character and appearance.

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<sup>1</sup> Walsh letter 'Tack Room Units 25/26/27 – Load Capacity & Structural Strengthening', dated 8.12.16.

<sup>2</sup> Hutton + Rostron 'Condition Survey & Strength Grade Assessment', October 2016.

The current determined maximum capacity of the floor is 4kn/m<sup>2</sup>, 4kn/m<sup>2</sup> and 1.55kn/m<sup>2</sup> for units 25, 26 and 27 respectively. These loadings are considered limiting by modern standards – especially the 1.55kn/m<sup>2</sup> load capacity of unit 27.

It is proposed to achieve a 5kn/m<sup>2</sup> maximum capacity for the entire floor by the introduction of new timber joists laid between the existing timber joists. Joists identified as suffering from decay<sup>3</sup> will also be repaired as part of the upgrading work.

Unit 27 will, in addition to the new timber joists laid between the existing timber joists, require additional strengthening of the two primary timber beams by means of steel plates bolted to each beam side.

Finally, the foundations within unit 27 are recommend to be strengthen with reinforced concrete pads. For more information, please see drawing 3788/204/P2 by Welsh, Nov 2016.

The strengthening works will require the careful lifting of existing first floor timber floorboards throughout the units and this will be expedited by the fact modern partitions are to be removed to provide for an improved new layout (works as submitted under planning application 2016/5915/P and listed building consent 2016/5956/L).

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<sup>3</sup> Walsh letter 'Tack Room Units 25/26/27 – Load Capacity & Structural Strengthening', dated 8.12.16.



The proposals within this application represent the continuation of a programme of works to the Tack Room, the objective being to conserve and modernise the building in line with contemporary conservation principles and user expectations.



Figure 5: Tack Room: ground floor: middle bay.



Figure 6: Tack Room: ground floor: north bay. The partitions and wall linings are modern and to be removed. The timber first floor structure and column are original.



## 5 IMPACT ASSESSMENT

The proposals will have minimal impact on the historic fabric of the building, as they essentially relate to joists decay repairs and floor structure strengthening. All the existing floor joists will be retained and repaired as necessary will be retained in their current state, as are all cast iron and timber columns and beams.

As the condition survey reported that several joists were showing several decays numerous options for resolving the structural issue have been explored with the structural engineer. This proposal is considered to have the least impact on the historic fabric and the least visual impact.

In essence the strengthening consists of the introduction of new timber joists laid between the existing timber joists, strengthening of the two primary timber beams by means of steel plates bolted to each beam side and the foundations reinforcement with concrete pads.

The proposal will not cause harm to the existing fabric and it is completely reversible if necessary. Due to the location in the floor structure, there is not direct impact on the appearance of the interior of the building, apart from the primary timber beams steel plates, which are proposed to be painted black as the other cast iron elements.

Repair works will be carried out using traditional materials and techniques to match those existing in order to maintain the integrity of the listed building's character.

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 National Planning Policy Framework (NPPF) considerations provide supplementary information which will enable the planning authority to assess the likely impact of the proposed works on the Horse Hospital.

All policies in the NPPF adopted 27th March 2012 constitute the government's view of what sustainable development means in practice. The NPPF contains an express presumption in favour of sustainable development which should be taken into account when making planning decisions.

**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', where no one part assumes 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; and 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 Tack Room 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’.*

The proposal has been driven by the need to ensure continual and sustainable solution for the listed building and to meet all current standards in a respectful manner towards the historic environment. The additional structural support is required to ensure the structural stability of the floorplate is sound. The proposed alterations will ensure continued effective use and operation of the building.

**Paragraph 132** states that: “When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification”.

**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’.

It is considered that these minor alterations to existing fabric cause no harm to the special interest of the heritage assets. There is negligible impact on historic building fabric as well as the visual impact and the proposed works enable the optimised use of the building.

The established market use of the former stables is not challenged by the proposals; the works will improve the structural stability and continued long term use of the building 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 preserves the character of the historic environment through the strengthening of the floor structure at the Tack Room building and the associated necessary repairs of the existing floor joists.

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 proposals are considered to achieve this requirement by both the proposed reinforcement and the associated fabric repairs in matching materials.

## 8 CONCLUSION

The Tack Room building is listed Grade II and is included in the Heritage at Risk Register as it is a group listing for all stables (A, B, C and D), although the listing description notes that: *“Work to the Tack Room is now complete and work on the other buildings is in progress”*.

The building is open to the public and in a continuous state of flux. It has been subject to change; and in order to remain relevant and sustainable, it 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 opportunity to repair the recently identified significant timber decay to areas of the existing floor structure and upgrade it to achieve a strengthened floor plate, which will in turn facilitate the optimum viable use of the building for future retailers, thereby safeguarding its long term conservation.

The proposal complies with policy at the heart of the NPPF in that the building itself be sustained and enhanced; but in addition the significance of the Regent’s Canal Conservation Area and the heritage assets within and in the vicinity of the site will similarly be preserved.

The NPPF contains an express presumption in favour of sustainable development, and this 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; and 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 given the listed building and the wider setting of the heritage assets in the conservation area. It is therefore concluded that the proposed works satisfy the relevant clauses of the NPPF as detailed above, and that they are consistent with the spirit of local policies and national conservation principles.

**9 APPENDIX I: LISTING DESCRIPTION**

**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

## 10 APPENDIX II: PLANNING HISTORY

		<b>Development Description</b>	<b>Date Registered</b>	<b>Planning Reference</b>	
<b>TACK ROOM</b>	Bridge	Reinstatement of bridge between Tack Room and Provender Store, replacement window to west elevation and associated works.	15.10.2015	2015/4231/P	2015/5824/L
<b>TRIANGLE SITE</b>	Signage	Installation of 5 x projecting signs at fascia level and 2 x lettering signs to upper level to east elevation (Tack Room); 5 x projecting signs at fascia level, 3 x board signs to ground floor level and 4 x lettering signs to upper level to north elevation, 5 x projecting signs at fascia level, 5 x board signs to ground floor level and 6 x lettering signs to upper level to south elevation, and 1 x board sign to ground floor level to west and east elevations (Lanverder Store); 1 x board sign to ground floor level to south and east elevations, 1 x projecting sign at fascia level and 1 x lettering sign to upper level, and 2 x board signs to ground floor level to north elevation, 1 x lettering sign to upper level, and 1 x board sign to ground floor level to west elevation (Long Stable); 10 x display boards to outer walls (Horse Hospital); 7 x projecting signs at fascia level to upper floor and 8 x board signs at ground floor level to south elevation, 1 x board sign to west elevation (Chalk Farm).	11.09.2015		2015/4302/L
<b>TACK ROOM</b>	Internal staircase	Reconfiguration of internal staircase within retail unit at the south end of the Tack Room (Block D), repositioning of new insulated masonry partition wall consented within applications 2013/7891/P and 2013/8060/L and removal of panelling and brick infill in two original arched openings in the partition wall.	14.01.2015		2015/0014/L
<b>TACK ROOM</b>	South Elevation, Canopies and M&E	Dismantling and rebuilding of the ground floor south and west elevation, including the formation of an opening at ground floor level of the south side and a smaller opening on the south section of the west elevation, and repairs to the upper level. Installation of glass canopies to the east and south elevations and new distribution of mechanical and electrical services, all to the Tack Room, Stables Market. (Revised documents submitted)	03.02.2014	2013/7891/P	2013/8060/L
<b>TACK ROOM</b>	Windows	Replacement of window with door and 3x existing windows to east elevation at first floor level.	03.02.2014	2013/7686/P	2013/7695/L
<b>TACK ROOM</b>	Doors	Installation and replacement of 4x doors to ground floor level east elevation	03.02.2014	2013/7713/P	2013/7736/L

11 APPENDIX III - SCHEDULES OF FLOOR OPENING UP



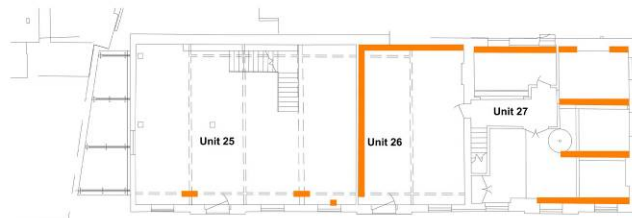
Unit 25  
Schedule of Opening-Up Works

Unit 26

Unit 27



Tack Room Units 25-27



— Trial Pit Locations  
First Floor Plan