



Appendix 2: Statements of Significance: Listed Buildings

Within 500m of the application site

Statement of Significance	
Horse Hospital with ramps and boundary wall at north of site	
Heritage Asset	Grade II* Listed Building
Designated	30 th September 1981
Photograph	
Photograph	
List Description	<div><div>Summary of Building</div><div>Stables. Built 1882-3 for the London and North-Western Railway. Designed by the London and North Western Railway (LNWR) Engineer's Department. Extended 1897. C20 conversion to market use.</div><div>Reasons for Designation</div><div>The Horse Hospital, Stables Yard is listed at Grade II* for the following principal reasons:</div><div>* Architectural interest and intactness: a fine example of a C19 industrial stabling complete with horse ramps and interior fittings, including stalls, mangers and hay racks;</div></div>

* Historic interest and group value: an important component of the Camden Goods Depot, one of the most complete groups of C19 railway buildings and associated canal structures in England.

History

The Camden Goods Depot was originally constructed as the London terminus for goods traffic on the London and Birmingham Railway (L&BR), the capital's first inter-city main line railway and the largest civil engineering project yet attempted in the country. The site was chosen by Robert Stephenson (1803-59), the company's engineer, since it allowed interconnection for freight with the London docks via the Regent's Canal, built 1812-1820. Work started on a 25-acre site north of the canal purchased from Lord Southampton in January 1837 and the goods depot opened to traffic in 1839. The site included the stationary winding engine house for pulling trains up the inline from Euston to Camden (listed at Grade II*); a locomotive house; 18 coke ovens for making smokeless fuel for locomotives; two goods sheds and stabling for 50 horses; stores and a wagon repair shop. There were also cattle pens and offices. The sidings, the locomotive shed and No.1 Goods Shed were all constructed on brick vaults. Further goods sheds and stabling was subsequently built for the public carriers, such as Pickford & Co, who had rights to the distribution of goods on the L&BR until 1846 when the L&BR decided to carry out the carriage of goods through their own agents – the same year L&BR merged with other lines to become the London and North-Western Railway (LNWR). The Pickford goods shed was built in 1841 (enlarged in 1845) by William Cubitt (1791-1863) on the south side of the canal and linked to the goods yard by a second wooden railway bridge and was the first such rail, road and canal interchange building. In 1846-8 due to the rapid growth in passenger and goods traffic and the increase in locomotive size, the Goods Depot was overhauled to the designs of the Resident Engineer, Robert Dockray (1811-71). New structures were built, including two engine houses, notably that for goods engines (now the Roundhouse – listed at Grade II*) to the north of the main line tracks, and one for passenger engines to the south (demolished in 1966). There was also a construction shop for repairs to the north of No. 1 Goods Shed and other structures including a new railway bridge to the former Pickford & Co warehouse.

In 1854-6 another major upgrading of the site was undertaken following the construction of the rail link to the London docks in 1851, and further increases in goods traffic which required a larger marshalling yard. The North London Railway (NLR) lines were repositioned to the north of the site and the recently built construction shop dismantled (leaving its vaults) to make way for this. Sidings were extended to the edge of the canal either side of the interchange basin which was realigned and enlarged to its

present size. As a result of these changes in layout a new stables yard was constructed between the NLR tracks and the Hampstead Road. This contained four new stable ranges with a horse tunnel (the Eastern Horse Tunnel) linking them to the marshalling yards to the south. At the same time further stables were built on the western side of the mainline tracks off Gloucester Road (now Gloucester Avenue) and linked to the goods depot by the Western Horse Tunnel.

Further changes to the site took place in the later C19 including the construction of the LNWR goods shed in 1864, then the largest in the country (enlarged in 1931 and subsequently demolished). The goods depot closed around 1980. The surviving elements of Camden Goods Yard, along with the Roundhouse, stationary winding engine house, Primrose Hill Tunnel Eastern Portals (also listed at Grade II*) and Regent's Canal represent a particularly important concentration of C19 transport and industrial buildings illustrating the development of canal and rail goods shipment.

The stables and 'Horse Hospital' Victorian railway goods depots required large numbers of horses for the transfer of goods and shunting of wagons. At its peak, around 700-800 horses were used at the Camden Goods Depot and by the early 1900s the LNWR provided accommodation for something like 6,000 horses nationally. Stabling for 50 horses at the original 1839 goods depot was provided in the vaults below the railway sidings. By 1849, increased goods traffic meant that 427 horses were employed on the site. As part of the 1846-7 remodelling, four stable blocks, with stalls for 168 horses, were built between the sidings and Chalk Farm Road and let to tenants, whilst other horses were stabled in vaults below the Construction Shop and the Pickford's warehouse on the east side of the canal. In 1854-6, the further remodelling of the depot resulted in the demolition of the original free-standing stable blocks and the construction of the present blocks to the south-east. The four blocks are estimated to have stabled 162 horses and Stables Yard was linked to the rest of the depot by the Eastern Horse Tunnel. The Horse Hospital, as it came to be known, was built to the north-west of the other stables in 1882-3 and extended to the south-east in 1897. The first phase accommodated 92 horses with 40 more in the second phase. Major additional stabling had also been provided in about 1855 on the southwest side of Gloucester Road and more stable ranges on the north side in 1876. Both were linked to the Western Horse Tunnel, the second group by the existing horse stairs. The first group was demolished in the 1960s (to make way for Waterside Place) and the second group in 2000. The Horse Hospital has been converted to use as shops with a music venue on the upper floor.

Details

EXTERIOR The building consists of two adjoining ranges, the larger western range dating to 1882-3 and the eastern to 1897, built on a

narrow sloping site along the boundary wall to Chalk Farm Road. The building is of yellow stock brick laid in English bond and a pitched slate roof with two sets of wooden ventilation louvers on the ridge of the western range. Details are in red brick consisting of floor bands, dentilled cornices, segmental window heads and oculi to the end gables of the western range (that to the eastern gable obscured by the later range). The two-storey southern elevation is stepped back to mark the building phases. The first phase comprises five bays and had accommodation for 92 horses using both storeys. The second phase comprises three two-storey stable bays (with the easternmost bay stepped back) and a single-storey mess with a hipped roof on the eastern end. This accommodated a further 40 horses.

The bays of the western range are divided by brick pilaster strips into panels of plain brickwork, relieved by pairs of small segmental-headed windows set high up under a red brick dentil cornice. The ground-floor bays have pairs of cast-iron pilasters with classical detailing either side of wide openings and supporting cast-iron girders. The openings were originally flanked by large multi-pane wooden windows but this arrangement survives intact only in the central bay, others having been altered to incorporate varying modern shop fronts, some retaining the original upper windows. The large openings indicate that the building was probably originally intended to be used as cart sheds rather than solely as stabling. Due to the slope of the land, the northern elevation is expressed externally as a single-storey, detailed in the same manner as the upper storey of the south elevation. Two window openings towards the centre of the elevation have been converted into doorways opening onto a modern entrance platform. The upper storey of the west gable end has a central doorway flanked by paired windows and opening onto a raised brick platform reached from the horse ramp which curves round the west end of the building. At ground floor level is a small lean-to with sloping slate roof, originally the boiler house.

The eastern range is simpler with the side elevations having a continuous run of upper storey windows of the same pattern as the west range. This arrangement was repeated, with larger windows, on the ground floor but some windows have been converted into doors including a large carriage entrance. The northern elevation has low windows on the ground floor due to the slope of the land and a large arched entrance with blue engineering brick quoins at the west end. This was originally entered via a short horse ramp from the setted roadway on the embankment running along the north of the building but has now been re-modelled as steps. INTERIOR The 1883 range has cast-iron columns with bell capitals, supporting brick jack arching on the ground floor and timber roof trusses on the upper floor. The original brick-paved floors survive on both floors. The western section of the first floor retains twelve horse stalls with iron doorposts and timber boxes below the iron grilles and

rails. Some stalls retain their mangers and hay racks and the remains of the wooden ventilation shafts. The stalls were used for the resting of tired or lame horses and their existence probably accounts for the building becoming known as the 'Horse Hospital' although it was unlikely to have been used for veterinary purposes. No stable fittings survive on the ground floor. The interior of the 1897 range is plainer with I-section stanchions supporting the brick jack arching. No stable fittings survive in this range.

SUBSIDIARY FEATURES The high boundary wall to Chalk Farm Road, north of the Horse Hospital, was built in 1854-6 to retain the fill deposited to raise the level of the Camden Goods Depot. The wall is of multi-coloured stock brick laid in English bond with broad brick piers and stone coping. The infill between the wall and the horse hospital is topped by a sloping roadway with stone setts and kerbs of stone sleeper blocks from the early days of the railway (the modern stalls which line the northern side of the roadway are not of special interest). At the west end of the building it joins the horse ramp which curves round the western end of the Horse Hospital and gave additional access to its upper storey. The horse ramp has brick retaining walls with stone copings and a stoned setted ramp. The curve to the east is a later realignment.

Relative Significance

Architectural Interest	The former 'Horse Hospital' is of architectural interest as a fine example of late 19 th century industrial stabling, which is illustrative of the former processes associated with the railway and the importance of horses to its operation. The architectural interest of the building is also derived from its value as part of a larger group of complementary industrial buildings, albeit now much denuded from their historic extent, associated with the Camden Goods Yard, which are unified through their shared material palette, scale and character. The listed building, constructed of yellow stock brick, consists of two adjoining ranges; a larger western range dating from 1882-3 and an eastern range added in 1897, which demonstrates the growth of the goods yard and the continuing importance of horses to the operation of the railway. The architectural character of the building is enhanced by the red brick detailing consisting of floor bands, dentilled cornices, segmental window heads and oculi to the end gables of the western range, and by the survival of interior fittings and features, such as horse stalls, hay racks, wooden ventilation shafts and brick-paved floors, which contribute to the overall significance of the building as they provide an understanding of its former function. This element of special interest is amplified by the degree of completeness of the listed building. A number of modern shopfronts have been inserted to the ground floor as part of the 20 th century conversion to shops, which are not of special interest; however, they express the 'bazaar' character of Camden
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	Market.
Historic Interest	<p>The ‘Horse Hospital’, as the building came to be known, was built in the late 19th century as an expansion of the existing stabling on the site of the Camden Goods Yard, which required large numbers of horses for the transfer of goods and the shunting of wagons. The ‘Horse Hospital’ was erected to the north-west of the existing stabling, with the first phase of the building accommodating 92 horses, and the second phase an additional 40. The horse stalls were used for resting tired or lame horses, which probably accounts for the building becoming known as the ‘Horse Hospital’, as it was unlikely that it was used for veterinary purposes. The listed building is of historic interest as part of one of the most complete and interesting examples of Victorian industrial stabling in the country and is representative of the value and importance of horses within the goods and transport industries during this period, as well as their involvement in the industrial processes associated with the railway. This is represented in the scale and quality of the building. The building also derives historic interest from its illustrative value of the expansion and historic development of the wider site of which it forms a part, and provides an evocative link to the industrial past of the area. It is also representative of the rapid growth of passenger and goods traffic from the mid-19th century.</p>
Setting	
Physical Surroundings, Experience of the Asset & Associative Relationships with other Assets	<p>The listed building is situated on a narrow sloping site, which runs along the boundary wall to the south side of the busy A-road of Chalk Farm Road. A horse ramp curves around the western end of the building and adjoins a sloping roadway, which tops the infill between the boundary wall and the building and provides an evocative element of the experience of entering and leaving the building; reminiscent of its original function. To the east of the ‘Horse Hospital’ is the earlier stabling, which also formed part of the Camden Goods Yard. These buildings have now been converted for market use and as such the area has a bustling urban character with a significant flow of pedestrians. The ‘Horse Hospital’ is now an integral element of this market setting and is experienced as part of the ‘bazaar’ character of the area. Accordingly, this character now forms part of the building’s significance and, although different from its original character, this element of setting contributes positively to the significance of the listed building.</p> <p>The wider context consists of a dense, urban townscape, with buildings of varying style, quality and character. It is largely separated from the listed building due to the robust boundary wall which encloses the stabling; however, it reflects the rapid growth of the area in the 19th century, which is representative of the importance of the railway. As such, the wider townscape provides an understanding of the former function of the listed building and</p>

	therefore contributes positively towards the significance of the listed building.
	<p>The listed building is situated halfway between Camden Town and Chalk Farm Underground Stations on Chalk Farm Road, which generates a high level of activity and vehicular traffic, including buses. As a result, the listed building is experienced as part of kinetic views from its north side, albeit that the listed building and adjacent former stables are largely inward-looking when experienced from this aspect. Due to this orientation of the buildings, the close proximity of Chalk Farm Road does not detract from the significance of the ‘Horse Hospital’.</p> <p>The building has strong group value with the surviving listed buildings that formed part of the Camden Goods Yard, including the canal, purposefully sited in close proximity to their south, and also the remaining below ground elements that include a number of horse tunnels, which make an important contribution to the significance of the asset by virtue of their interrelated historic functions as part of a 19th century railway complex. These buildings form part of the functionally associated 19th century industrial townscape and are evocative of their original use, albeit now somewhat altered and incomplete, and contribute positively to the building’s significance.</p>
Contribution of the application site	
Contribution of the application site to the Significance of the Heritage Asset	<p>The application site is located in close proximity to the heritage asset, with the PFS parcel situated immediately to the west of the building, and the MS parcel located to the south.</p> <p>The Morrisons store is a large functional building, which is of a typology that is not in keeping with the surrounding urban context. As a result, this element of the application site is disruptive to the coherence and legibility of the industrial context of the listed building, albeit that the former Goods Yard is now fragmented in nature. This adverse impact is amplified by the extensive car parking and limited pedestrians uses on the application site. The store is situated on a raised site and as such, there is a lack of permeability between the application site and surrounding townscape. The variation in levels, however, serves as a vestige of the application site’s railway heritage, arising from the rising of the ground levels to facilitate the construction of the goods yard, and therefore contributes to the significance of the heritage asset in that regard. There is interposing contemporary development between the listed building and the MS parcel of the application site, which restricts any visual interconnections and emphasises the change in character following the sale of the land by British Rail in the late 20th century.</p> <p>Similarly, the petrol station is located on a ‘gap’ site to the west of</p>

the listed building and is an unattractive, incongruous building which is inconsistent with its surrounding townscape. It has also breached the former separation that defined the interface between the railway and urban context, the retaining wall, and as such, has eroded the understanding of this former relationship.

It is therefore considered that overall; the application site detracts from the significance of the heritage asset.

Summary of Significance

The ‘Horse Hospital’ was built as additional stabling for the former Camden Goods Depot and was used for resting tired or lame horses. This probably accounts for the building becoming known as the ‘Horse Hospital’, as it was unlikely that it was used for veterinary purposes. It is of architectural interest as a fine example of late 19th century industrial stabling, which is illustrative of the former industrial processes associated with the railway. The architectural interest of the building is also derived from its value as part of a larger group of buildings associated with the Camden Goods Depot, which are unified through their shared material palette, scale and character. This interest is enhanced by the survival of interior fittings and features and the intactness of the building. as part of one of the most complete and interesting examples of Victorian industrial stabling in the country and is representative of the value and importance of horses within the goods and transport industries during this period. It is also illustrative of the rapid growth of passenger and goods traffic from the mid-19th century.

The ‘Horse Hospital’ now forms an integral element of its surrounding market context, which contributes positively to its significance, and has strong group value with the surviving buildings of the 19th century industrial townscape. The wider 19th century townscape is representative of the rapid growth of the area and therefore the importance of the railway during this period. As such, it contributes positively to the significance of the listed building. The application site, as part of the setting of the heritage asset, is inconsistent with its surrounding context and disruptive to the coherence and legibility of the industrial context of which it forms a part, and therefore detracts from the significance of the listed building. The variation of levels on the application site, however, provides a link to its former association with the railway, which contributes to the asset’s significance.

Statement of Significance
Stanley Sidings, Stables to east of Bonded Warehouse

Heritage Asset	Grade II Listed Building
Designated	30 th September 1981

Photograph



Photograph



List Description

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.

Relative Significance

Architectural Interest The architectural interest of the former stable blocks is principally derived from their shared design, scale and materiality as a rare example of a group of mid-late 19th century substantial industrial stable blocks, which are illustrative of the industrial processes of the former London and North-Western Railway Company's Camden Goods Yard for which they were built. The former stabling consists of four blocks, mostly of two storeys, and is constructed of stock brick with hipped slate roofs. The architectural quality of the listed

buildings and the survival of architectural detailing and features, including round-headed windows, concrete horse troughs, original timber benching and harness hooks, further elevates their architectural interest. The buildings are now in use as workshops and warehousing.

Historic Interest The heritage asset is of historic interest as a major surviving portion of the former Camden Goods Yard complex, and forms a group with the 'Horse Hospital' to the north-west and further remnants of stabling and warehouses that survive. Built from circa 1855-1870 as part of the remodelling of the depot in 1854-6, the stable blocks replaced the original free-standing stable blocks and are estimated to have stabled 162 horses. The buildings are illustrative of the importance of horses within the transport industry at this time, and the large number of horses required for the transfer of goods. The former stables are also representative of the rapid growth of passenger and goods traffic from the mid-19th century.

Setting

Physical Surroundings, Experience of the Asset & Associative Relationships with other Assets The immediate setting of the former stables consists of the remainder of the surviving buildings that formed part of the Camden Goods Depot, including the adjacent 'Horse Hospital'. This area is now in use as a market and as such has a bustling and vibrant character with a high level of pedestrian movement. This market setting now forms an important part of the character of the former stables, and as such, contributes positively to their significance. Block B is sited immediately adjacent and to the north of the railway line. Although the functional connection with this element of the former Goods Yard is now lost, its proximity is evocative of the former historic function of the buildings and therefore contributes to the understanding and appreciation of its significance. Similarly, the canal to the south of the heritage assets forms part of the 19th century industrial townscape and as such, contributes positively to the significance of the former stables.

Block A abuts Chalk Farm Road to its north east, which has a high level of vehicular traffic. As a result, the buildings are experienced as part of kinetic views along this road, albeit that the experience is of the blank and inactive frontages of the buildings, with this inward looking character contributing positively to its significance by reflecting its orientation and function as part of the Goods Yard, rather than surrounding townscape. The wider townscape consists of buildings of varying style and character, which, as a whole, differ from the former industrial context and do not contribute to the significance of the heritage assets.

The buildings have strong associative relationships with the surviving listed buildings that formed part of the Camden Goods

Depot, including the canal to their south, and also the surviving archaeological remains that include a number of horse tunnels, which make an important contribution to the buildings significance. These buildings form part of the 19th century industrial townscape and are evocative of their original use, albeit now somewhat altered and incomplete, and contribute positively to the building's significance.

There are a number of more modern buildings within Camden Market, of a range of architectural styles and materiality, which reflect the diversity of the area and a transition to the well-known 'bazaar' character. In this regard, they do not contribute positively to the particular heritage significance of the listed buildings but emphasise the diversity of the listed building's context.

Contribution of the application site

Contribution of the application site to the Significance of the Heritage Asset

The application site is located to the north-west and south of the heritage asset; the MS parcel is separated by the elevated railway line, and the PFS parcel separated by the interposing built form of the former 'Horse Hospital'. Both elements of the application site are incongruous and not in keeping with the industrial context or wider surrounding townscape. The variation in levels, however, serves as a vestige of the application site's railway heritage, arising from the rising of the ground levels to facilitate the construction of the goods yard, and therefore contributes to the significance of the heritage asset in that regard.

Although the application site is located in close proximity to the heritage asset, the nature, scale and disposition of the listed buildings relative to the application site and the nature of the interposing context results in a degree of detachment. Overall, it is considered that the application site makes a neutral contribution to the significance of the heritage asset.

Summary of Significance

The architectural interest of the former stable blocks is principally derived from their shared design, scale and materiality as a rare example of a group of mid-late 19th century substantial industrial stable blocks, which are illustrative of the industrial processes of the former London and North-Western Railway Company's Camden Goods Yard for which they were built. The architectural interest of the listed buildings is further elevated by their architectural quality and the survival of architectural detailing and features. The four stable blocks, constructed in circa 1855-1870 as part of the remodelling of the depot, are illustrative of the importance of horses within the transport industry at this time. They are also representative of the large number of horses required for the transfer

of goods and of the rapid growth of passenger and goods traffic from the mid-19th century.

The market setting now forms an important part of the character of the former stables, and as such, contributes positively to their significance. The surviving buildings of the former Goods Depot, with which the heritage assets have strong associative relationships, also contribute positively as they are evocative of the buildings former function. The wider townscape, however, differs from this former industrial context and does not contribute to the significance of the heritage assets.

The application site is inconsistent with the industrial context and surrounding townscape. Although the application site is located in close proximity to the heritage asset, the nature, scale and disposition of the listed buildings relative to the application site and the nature of the interposing context results in a degree of detachment. Overall, it is considered that the application site makes a neutral contribution to the significance of the heritage asset.

Statement of Significance
Hampstead Road Bridge over Grand Union Canal
Regent's Canal Information Centre
Hampstead Road Lock on the Grand Union Canal
Roving Bridge over Grand Union Canal west of Hampstead Road Lock
The Interchange Canal Towpath Bridge over Private Canal Entrance
The Interchange on north side of Grand Union Canal including the Horse Tunnel and Stairs, Vaults and Canal Basin

Heritage Asset	Grade II Listed Buildings
Designated	14 th May 1974, 22 nd July 1977, 9 th January 1992 & 11 th January 1999

Photograph



Photograph



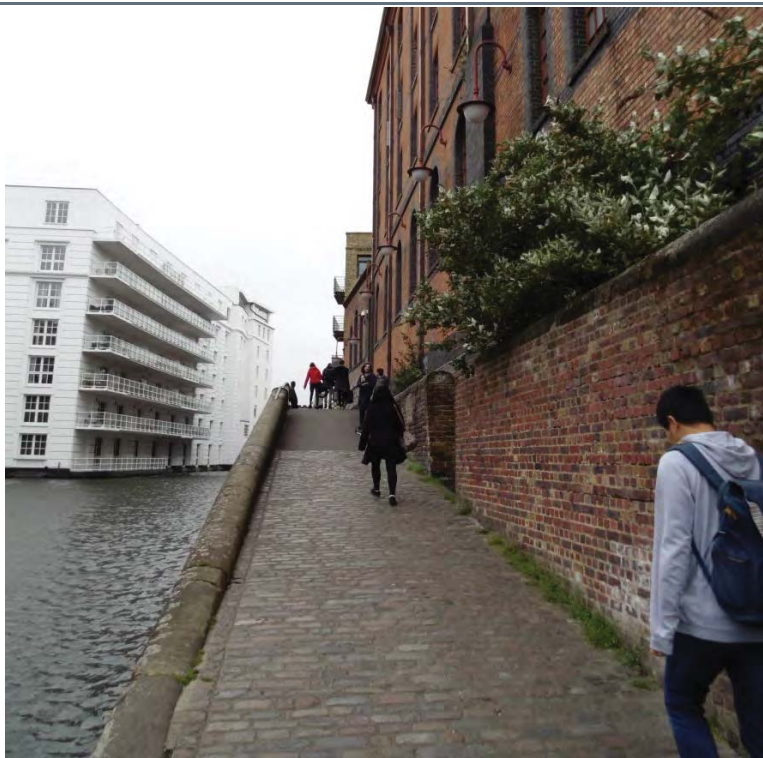
Photograph



Photograph



Photograph



Photograph



List Descriptions

Hampstead Road Bridge over Grand Union Canal GV II
Public road bridge over the Grand Union Canal and towpaths. 1876, replacing an earlier inadequate brick bridge of c1815. Provided by the St Pancras Vestry and the Metropolitan Board of Works. Slightly cambered cast-iron girder bridge. Cast-iron panelled parapets with relief moulded rectangles; similar parapets on bridge deck provide pedestrian walkways. Brick abutments with stone coping. Stone plaque in north-east abutment recording the rebuilding.

Regent's Canal Information Centre GV II
Lock keeper's cottage, now the Regent's Canal Information Centre. Early C19 with additions and alterations c1975. Stucco. 2 storeys, 1 window with single storey 3-window entrance wing. Segmental

arched doorway and panelled door facing canal; left return with similar doorway and double glazed doors. Segmental arched sashes; 1st floor in large shallow rectangular recess. Plain stucco band at cornice level. Crenellated parapet and 2 tall slab chimney-stacks. INTERIOR: not inspected. The building was extended, stuccoed and crenellated c1975.

Hampstead Road Lock on the Grand Union Canal GV II
Pair of canal locks. c1818-20 with C20 alterations. Brick chambers with stone coping. Central island platform. Each lock has 2 sets of double wooden gates with wood and steel balance beams. Ground paddle gearing at top, gate paddle gearing at bottom. Walls have steps down to lower level. Brick paved lockside surfaces. HISTORICAL NOTE: the Regent's Canal arm of the Grand Union Canal was constructed 1812-20, engineered by James Morgan, supervised by John Nash.

Roving bridge over Grand Union Canal west of Hampstead Road Lock GV II
Roving bridge. Early/mid C19, restored late C20. Cast-iron single span skew cross-over bridge originally with wrought-iron tension stays but now restored with steel tension cables; decking renewed. Approached on both sides by steep ramps with granite setts and stone parapets with many rope markings. The stone and metal approaches to the bridge are scarred by the tow ropes of barges drawn out of the lock and under the bridge which takes the towpath back onto the northern side of the canal. HISTORICAL NOTE: going down hill the horses could get back onto the towpath by crossing Hampstead Road Bridge (qv) and entering by the ramp west of the bridge opposite the lock-keeper's cottage, now the Regent's Canal Information Centre (qv).

The Interchange canal towpath bridge over private canal entrance GV II
Towpath bridge, situated between Southampton Bridge, Oval Road (not included) and Hampstead Road Lock, Camden High Street (qv), carrying path over canal inlet to a private dock within The Interchange (qv). 1848-56. Manufactured by J Deeley and Co, Newport, Monmouthshire, whose name appears on the bridge. Single span of cast-iron with stone capped abutments; granite setts on approach ramps relaid 1978. Many tow rope grooves on handrail, iron strapping and stone capping.

The Interchange on the north side of Grand Union Canal including the Horse Tunnel and Stairs, Vaults and Canal Basin

Summary of Building
Warehouse. Built 1901-5 but incorporating 1850s dock basin, vaults

and horse tunnel. Warehouse converted into offices in 1989.

Reasons for Designation

The Interchange including the associated vaults, dock basin and horse tunnel and stairs, are listed at Grade II for the following principal reasons:

* Architectural interest: a good example of a large-scale, late-Victorian warehouse with a prominent water tower, bold detailing and fire-proof construction;

* Historic interest and group value: a key component of the Camden Goods Depot, one of the most complete examples of Victorian railway buildings in the country. It is of particular interest as a link between the railway and the earlier canal system. The horse tunnel and stairs illustrate the continuing importance of horse-drawn transport within the railway system.

History

The complex of railway and canal structures in the vicinity of Camden Lock represents one of the best preserved examples of C19 transport infrastructure in England. The Camden Goods Depot was originally constructed as the London terminus for goods traffic on the London and Birmingham Railway (L&BR), the capital's first inter-city main line railway and the largest civil engineering project yet attempted in the country. The site was chosen by Robert Stephenson (1803-59), the company's engineer, since it allowed interconnection for freight with the London docks via the Regent's Canal, built between 1812 and 1820. Work started on a 25-acre site north of the canal purchased from Lord Southampton in January 1837 and the goods depot opened to traffic in 1839. The site included the stationary winding engine house for pulling trains up the incline from Euston to Camden (listed at Grade II*); a locomotive house; 18 coke ovens for making smokeless fuel for locomotives; two goods sheds and stabling for 50 horses; stores and a wagon repair shop. There were also cattle pens and offices. The sidings, the locomotive shed and No.1 Goods Shed were all constructed on brick vaults. Further goods sheds and stabling was subsequently built for the public carriers, such as Pickford & Co, who had rights to the distribution of goods on the L&BR until 1846 when the L&BR decided to carry out the carriage of goods through their own agents – the same year L&BR merged with other lines to become the London and North-Western Railway (LNWR). The Pickford goods shed was built in 1841 (enlarged in 1845) by William Cubitt (1791-1863) on the south side of the canal and linked to the goods yard by a wooden rail bridge and was the first such rail, road and canal interchange building. In 1846-8 due to the rapid growth in passenger and goods traffic and the increase in locomotive size, the Goods Depot was overhauled to

the designs of the Resident Engineer, Robert Dockray (1811-71). New buildings were constructed including two engine houses, notably that for goods engines (now the Roundhouse – listed at Grade II*) to the north of the main line tracks, and one for passenger engines to the south (demolished in 1966). There was also a construction shop for repairs to the north of No. 1 Goods Shed and other structures including a second wooden railway bridge to the former Pickford & Co warehouse. In 1854-6 another major upgrading of the site was undertaken following the addition of the tracks of the rail link to the London docks (East and West India Docks and Birmingham Junction Railway, renamed the North London Railway (NLR) in 1853) in 1851, and further increases in goods traffic which required a larger marshalling yard. The NLR lines were repositioned to the north of the site and the recently built construction shop dismantled (leaving its vaults) to make way for this. Sidings were extended to the edge of the canal either side of the interchange basin which was realigned and enlarged to its present size. As a result of these changes in layout a new stables yard was constructed between the NLR tracks and the Hampstead Road. This contained four new stable ranges with a horse tunnel (the Eastern Horse Tunnel) linking them to the marshalling yards to the south. At the same time further stables were built on the western side of the mainline tracks off Gloucester Road (now Gloucester Avenue) and linked to the goods depot by the Western Horse Tunnel. Further changes to the site took place in the later C19 including the construction of the LNWR goods shed in 1864, then the largest in the country (enlarged in 1931 and subsequently demolished). Additional stabling was built in 1876 to the north of Gloucester Road and linked to the Western Horse tunnel by the still existing horse stairs. The stables were demolished in 2000. The goods depot itself closed around 1980. The surviving elements of Camden Goods Yard, along with the Roundhouse, stationary winding engine house, Primrose Hill Tunnel Eastern Portals (also listed at Grade II*) and Regent's Canal represent a particularly important concentration of C19 transport and industrial buildings illustrating the development of canal and rail goods shipment. The Interchange Warehouse In 1845, following the construction of Pickford's interchange building on the south side of the canal in 1841, LNWR agreed to purchase the freehold of Semple's Wharf on the north side of the canal adjoining the goods yard to provide interchange facilities of their own. A towpath bridge was built over the entrance of the basin by 1846 (listed at Grade II). The sale of the freehold was completed in 1847 and the 90 ft (27m) long basin was enlarged by the addition of a 60ft (18m) long dock to the north and a rail link from the goods depot provided. On the east side of the basin was a single-storey wooden shed and two cranes with a further two on the western side.

In the 1854-6 changes to the goods depot, the basin was rebuilt to a size of 210ft (64m) long by 45ft wide (14m) and realigned, enabling it to take six barges. On the western side of the basin the land level was raised by a set of vaults in an L-plan running along the side of the basin and canal built to provide storage for Alsopp's ales and beers. This resulted in the demolition of the 1839 coke ovens. An open-sided single-storey shed in three spans was built over the basin and the vaulted area to the west. An extension of this building ran along the canal to the west which was partly replaced in 1860 by two two-storey office blocks. These were later raised to three storeys and became the main offices for the LNWR. Some of the elevations survive in the 2007 30 Oval Road development. The current Interchange Warehouse which replaced the 1860s warehouse was probably built around 1901-2 since the building is shown in a LNWR plan of 1903. The building opened in 1905, straddling the canal basin and included railway tracks and platforms on the east side of the building with access to the barges in the basin via trap doors. However, since by 1905 canal transport had greatly declined in importance, the building was mainly used for transferring goods to road transport and as a storage warehouse. The 1854-6 vaults to the west of the building were augmented by a further vaulted basement on the east side which was used from 1906 by Gilbeys, who had a gin distillery on the opposite bank of the canal, as a bottle store. Gilbeys had a long association with the Goods Depot and in 1869 had occupied the Roundhouse where they matured whisky and brandy, and had a number of other buildings in the Goods Depot including bond stores and bottle stores in Stables Yard.

The Interchange Warehouse was refurbished and converted to offices in 1989 and further restored in 2007 when many additions were removed. It is now known as The Interchange.

The Eastern Horse Tunnel The Eastern Horse Tunnel was constructed during the 1854-6 remodelling of the goods depot to enable horses to get from Stables Yard to the marshalling yards. It also connected to the vaults to the west of the interchange basin built at the same time. Between 1856 and 1866 two spurs were added to connect the earlier 1839 vaults under No.1 Goods Shed and a large goods shed constructed in 1864 to the west of the site. These spurs were probably used for moving beer barrels by barrows rather than horse-drawn vehicles.

Details

Interchange Warehouse Four-storey block built directly over the canal basin with the ground floor supported on a line of octagonal steel columns running down the centre of the basin. Built of orange stock brick laid in English bond with blue engineering brick dressings and red brick used for the dentil cornice and the heads of the window arches. The building consists of a rectangular block with the long east and west elevations of 24 window bays and with six

window bays to the north and south elevations. The east elevation has segmental arched windows with multi-light metal frames to the upper three storeys (the lower storey to both elevations has modern panelled and glazed infill inside the supports of the original steel frame). The western elevation is similar except that three of the bays have loading bays on each floor rather than windows. The south elevation fronts onto the canal and has round window arches on the ground floor and segmental arches on the upper storeys. The north elevation has a prominent water tower with blind arches and corbelling rising above the roof line of the central two bays. Either side of the building along the canal frontage are the end walls (each with three round arched windows) of single-storey blocks, originally with glazed canopies which ran the length of the building and on the east enclosed railway tracks and platforms, while the western side was used for distribution by road.

Interior: retains its brick-arched fireproof construction to the ground and first floors. The floors above are wooden, constructed of thick joists abutting each other.

Basement vaults and dock basin The below-ground elements of the Interchange Warehouse include the canal basin, the 1901-5 vaults running down the eastern side of the building, the 1854-6 vaults to the west under the present forecourt and the horse tunnel which adjoins these vaults to the north and west. The canal basin is roofed with brick jack arches supported on steel joists and the octagonal steel columns running down the centre of the basin. The basin is linked on its eastern side to the 1901-5 vaults. These have brick jack-arch vaulting on steel beams, supported on brick encased steel columns, and connected to the basin through four narrow doors which originally had self-closing iron fire doors. The surviving part of the 1854-6 vaults is approximately 55m long by 28 m wide. The main vaults run east-west and are about 3.7m wide and about 2.9m high from the floor to the crown of the vault. The segmental transverse arches in the vaults are only about 1.8m in height and vary in width from 3.4 to 4m. (The extension of the vaults west along the canal, now under 30 Oval Road, have been largely demolished and incorporated into the modern fabric of the building. They are not of special interest and are not included in the listing)

Horse tunnel and stairs The Eastern Horse Tunnel runs along the northern edge of the vaults. At the north-eastern end it is blocked but extends beyond this in a north-eastern direction to Stables Yard (where it is now incorporated into the Horse Tunnel Market). A later spur, which continues into what was originally the western part of the goods depot, is also blocked. The original tunnel turns south at this point, along the western side of the vaults, and exits via a section of horse stairs under what is now 30 Oval Road (the above-ground elements of 30 Oval Road are modern and are not included in the listing). The tunnel is of round-arched brick construction with damp-proof cavities in the walls draining to a 15cm pipe below the settled

floor. The tunnel is 3m wide and 2.7m high to the crown of the arch. Cast-iron ventilation grilles are placed about 3m apart in the roof of the tunnel and would have originally provided the only light source.

Relative Significance

Architectural Interest The architectural interest of this group of 19th century listed buildings and structures is derived from their strong group value as key elements of an evocative and interrelated industrial townscape. The listed buildings are remnants of the interconnected canal system, railway terminus and Goods Yard and arrival of road infrastructure which provides a palimpsest of the development of industrial transport infrastructure during the 19th and 20th centuries. The Interchange Building exemplifies the interconnected nature of these heritage assets and industrial functions and is a key component of the Camden Goods Depot. The heritage assets share an overall commonality of materials, with elements of surviving fabric, and are typical of their age and typology; however, the group value elevates their architectural interest. The Interchange is of particular note as a good example of a late Victorian warehouse with bold detailing and a prominent water tower, which adds a vertical emphasis to its long silhouette.

Historic Interest The heritage assets derive historic interest from their shared former functions and use and are representative of the industrial processes associated with the canal and its links with the railway system. The listed buildings and structures are also of heritage value as they illustrate the historical development of the area during the 19th century and the formative influence of industry and transport on this process of growth. This complex of canal buildings and structures, along with the railway structures and former Goods Depot, represent one of the best preserved examples of 19th century transport infrastructure in England, and are demonstrative of the development of canal and rail goods shipment and the rapid growth of passenger and goods traffic from the mid-19th century. The Interchange and its associated vaults, canal basin and horse tunnel are of particular importance in representing the link between canal and railway and of the continuing importance of horse-drawn transport.

Setting

Physical Surroundings, Experience of the Assets & Associative Relationships with other Assets The heritage assets are located along Regent’s canal, to the south of the now fragmented former Goods Yard and the railway line. The experience of these assets is complex being both kinetic and set over multiple-levels.

The Hampstead Road Bridge, which lies to the easternmost end of the group, forms part of Chalk Farm Road, which has a busy and bustling character and high level of pedestrian and vehicular traffic, increased by the one-way system. As a result, the remainder of the

group are experienced as part of elevated, kinetic views from this position, which allows an appreciation of the group as a whole. The same is also experienced in views from the roving bridge, which forms part of the heritage group.

The bustling and vibrant character is also experienced as part of Camden Lock Market to the north and east of the group, which has a significant flow of pedestrians. This character is now integral to the group and there is a sense of permeability between the market and the canal buildings and structures, due to the orientation and elevated elements of the buildings within the market. As such, this element of the group’s setting is considered to make a positive contribution to its overall significance.

The experience of the heritage assets moving along the footpath, which borders the north side of the canal, and incorporates the towpath bridge, is more sedate in comparison and tightly enclosed by development. The proximity of this element of setting allows an understanding and appreciation of the former industrial function of the group and therefore contributes positively to its significance. To the south side of the canal is large-scale development, including the late 19th century former Gilbey House, which contributes positively to the significance of the listed group through their shared association with the former Goods Depot. The modern large scale development of varied design and materiality does not contribute to the heritage assets’ significance.

A range of historic surface materials remain intact in the context of the listed buildings, in the form of stone paving and kerbs, and granite setts, iron rail tracks and ventilation for the subterranean horse tunnels. This element of setting contributes positively to the significance of the heritage assets by virtue of a shared materiality and allowing an enhanced understanding of the interrelated historic functions. These materials do not, however, remain intact being truncated in places by later 20th century development and later hard landscaping.

The heritage assets have strong group value as a remnant of the canal system, as well as strong associative relationships with the other surviving buildings of the former Goods Yard, which together form part of the 19th century industrial townscape. The group also incorporates the below ground elements of the Interchange, including the vaults, canal basin and horse tunnel, which retain the connection between the canal and railway elements of the former Goods Depot and therefore allow an appreciation of its former function.

Contribution of the application site

Contribution of the application site to the Significance of the Heritage Assets	<p>For the most part the application site has no impact on the significance of these heritage assets due to the nature of interposing development and changes in level. The exception to this is the Interchange Building, which occupies an elevated position above a dock, to facilitate the transfer of railway goods to the canal and, later, road transport. At this raised level, the Interchange building abuts the car park associated with the Morrisons Store, with this shared level reflecting their related historic functions as a positive element of setting. Although this element of the application site is situated in close proximity to this particular heritage asset, the significance of the Interchange is largely associated with its relationship with the canal and its appreciation from this aspect. The MS parcel forms part of the wider, fragmentary and truncated, former industrial context, which has denuded an understanding of the role of the railway in the historic operation of the listed building. Moreover, the interface with the food store boundary provides a poor transition between the retained historic paving materials and those associated with the car parking and associated late 20th century landscaping. In this regard, the MS parcel detracts from the special interest of the listed building.</p> <p>The PFS parcel is sited further north, to the opposite side of the railway line, and beyond the interposing built form of the now fragmentary former Goods Yard, and therefore is not considered to contribute to the heritage assets.</p>
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Summary of Significance

The architectural interest of this group of 19th century listed buildings and structures are derived from their strong group value as key elements of an evocative and interrelated industrial townscape. The listed buildings are remnants of the interconnected canal system, railway terminus and Goods Yard and arrival of road infrastructure which provides a palimpsest of the development of industrial transport infrastructure during the 19th and 20th centuries. The Interchange Building exemplifies the interconnected nature of these heritage assets and industrial functions and is a key component of the Camden Goods Depot. The Interchange is of particular note as a good example of a late Victorian warehouse with bold detailing and a prominent water tower, which adds a vertical emphasis to its long silhouette.

The heritage assets are of historic interest as they are representative of the industrial processes associated with the canal and form part of the historical development of the area during the 19th century. This listed group, along with the surviving elements of the former Goods Depot, represent one of the best preserved examples of 19th century transport infrastructure in England, and are demonstrative of the

development of canal and rail goods shipment.
<p>The assets are experienced as part of complex kinetic and spatially dynamic views, including from the Hampstead Road Bridge and the roving bridge over the canal, as well as from elevated positions within the busy and bustling Camden Lock Market to the immediate north. This vibrant character is now integral to the group and as such, this element of the group's setting is considered to make a positive contribution to its overall significance. The more sedate experience of the assets, when moving along the canal footpath allows an appreciation of the former function of the group, and therefore is also considered to make a positive contribution. The heritage assets have strong group value as a remnant of the canal system, with the below ground elements of the Interchange retaining the connection between the canal and railway elements of the former Goods Depot, and later, road transport.</p> <p>For the most part the application site has no impact on the significance of these heritage assets due to the nature of interposing development and changes in level. The exception to this is the Interchange Building, which occupies an elevated position above a dock, to facilitate the transfer of railway goods to the canal and, later, road transport. At this raised level, the Interchange building abuts the car park associated with the Morrisons Store, with this shared level reflecting their related historic functions as a positive element of setting. Although this element of the application site is situated in close proximity to this particular heritage asset, the significance of the Interchange is largely associated with its relationship with the canal and its appreciation from this aspect. The MS parcel forms part of the wider, fragmentary and truncated, former industrial context, which has denuded an understanding of the role of the railway in the historic operation of the listed building. Moreover, the interface with the food store boundary provides a poor transition between the retained historic paving materials and those associated with the car parking and associated late 20th century landscaping. In this regard, the MS parcel detracts from the special interest of the listed building.</p> <p>The PFS parcel is sited further north, to the opposite side of the railway line, and beyond the interposing built form of the now fragmentary former Goods Yard, and therefore is not considered to contribute to the heritage assets.</p>

Statement of Significance	
Camden Incline Winding Engine House	
Heritage Asset	Grade II* Listed Building
Designated	18 th June 1990
List Description	<p>Winding engine house, now railway vaults. 1837. By Robert Stephenson for the London and Birmingham Railway.</p> <p>DESCRIPTION: The engine house, built of brick to a symmetrical plan, consists of four parallel vaulted underground chambers beneath the railway track, each approximately 35m long by 4.5m wide and 7m high, with a 2m wide central passage between the two inner vaults with seven arched openings into the main chambers with groined vaulting. At the north-west end the parallel vaults connect two transverse vaults. The larger, approximately 23m long by 9m wide and 5.5m high, housed the twin 60 horse power condensing engines and 20 foot diameter drive wheel. Directly to the south-east, the smaller transverse vault originally housed parts of the winding mechanism consisting of two pulley wheels (of 20 and 12 foot diameter) with the drive rope emerging via the south-east vault and re-entering through the north-east. The engine chamber is flanked by two boiler chambers with workshops attached to the south-east and the bases of the demolished chimneys to the north-west. The boilers appear to have originally been housed in unvaulted pits (contemporary colliery boilers were often housed in the open for greater ventilation), surrounded on the surface by tall walls and either open to the sky or, possibly, with a flat roofed covering. The boiler chamber vaults probably date from the closure of the engine house and the vault to the north-eastern boiler chamber has partially collapsed.</p> <p>The two central parallel vaults housed the rope tightening mechanism; they have wells at the south-east end for the counterweights which kept the ropes taught (now filled with debris) and a line of four circular openings in the crown of each vault, possibly to provide ventilation when the vaults were sealed in 1849. The outer vaults contained chambered coal stores. These have ten cast-iron beams across the vault, approximately 3m above floor level, and cast-iron brackets of unknown purpose fixed along the walls. All machinery has been removed. The vaults were reached from track level by spiral stone stairs to the engine room, which have been damaged and infilled with rubble. These originally emerged in a small hut used by the operator who signalled for the engines to start on receipt of a pneumatic signal from Euston. There are also smaller extant spiral stairs to each boiler room. Coal was taken from the canal through a tunnel to the engine room (which was subsequently blocked off).</p> <p>HISTORY: The London and Birmingham Railway (L&BR) was the</p>

first truly long distance passenger railway in the world, following the successful experiment of the shorter Liverpool and Manchester Railway in 1830, on which locomotive traction for passenger and goods traffic was demonstrated to be feasible. Engineered by Robert Stephenson (1803-1859), the L&BR received its first Act in 1833 with a terminus at Camden station. Subsequently, a site became available in Euston Square, and the company obtained an additional Act in July 1835 to extend the railway to the New Road, with Camden Depot subsequently used for goods traffic, including livestock. The first section of railway was opened from Euston to Boxmoor, near Hemel Hempstead, on 20 July 1837 and in October that year it was operational as far as Tring. The whole line from London to Birmingham was opened on 17th September 1838, becoming the first main line trunk railway with a London terminus. Hilly terrain to the north of London posed an obstacle, and major excavations were required to bring the line through it, especially Primrose Hill tunnel and Primrose Hill cutting. Despite these works, the last mile of the line had to descend to Euston on an average gradient of 1 in 85. There is debate about the reason for the construction of the steam-powered winding engine to haul trains up the incline. It was either thought necessary over fears that it was too severe a gradient for railway's early locomotives to tackle, although they were used on similar gradients on the earlier Bolton and Leigh and Warrington and Newton railways, or alternatively it was due to opposition to locomotives from local interests. Cable haulage using fixed engines had been used as early as 1803 on the otherwise horse-drawn Preston and Walton Tramway, prior to the invention of the locomotive. Subsequently, the majority of early steam railways used fixed-engine cable haulage for steep gradients including the Stockton and Darlington (1825); Springwell Colliery Railway (Bowes Railway - 1825); Canterbury to Whitstable (1830); at Edge Hill on the Liverpool and Manchester; and the Cromford and High Peak (1831). The alternative reason for the use of rope haulage at Camden was given by Peter Lecount, an assistant L&BR engineer, in his 'History of the Railway connecting London and Birmingham' (1839) - "It is not because locomotives cannot draw a train of carriages up this incline that a fixed engine and endless rope are used, for they can and have done so, but because the Company are restricted, by their Act of Parliament, from running locomotive engines nearer London than Camden Town". The clause in the Act is thought to have been introduced by Lord Southampton, an important local landowner, who feared that smoke-belching locomotives would reduce property values. However, an accommodation was clearly soon reached as locomotives were in use on the incline from its opening in July 1837 until the winding engine came into operation in October of that year, and thereafter when the winding engine was out of action. The steam-powered winding engine apparatus, hauling an endless rope to draw trains out of Euston, was established at the top of the

incline, at Camden station, close to the Regent's Canal. The engines were placed underground in a barrel-vaulted chamber. These consisted of two 60hp engines and associated boilers and winding machinery, supplied by the firm of Maudsley's of Westminster Bridge Road. Two chimneys, over 132ft (40m) tall, stood adjacent to the engine chambers, flanking the railway on either side. The rope was 3744 yards (3423.5m) long (claimed to be the longest unspliced rope on record), of 7 inches in circumference and weighed 11.5 tons; to keep it taut it was passed round a pulley on a moveable counterweighted carriage before emerging on the surface between the rails. The engines were supplied with coal via a tunnel which ran from the vaults to a dock on the Regent's Canal. Trains of up to 12 carriages were hauled up from Euston to Camden station (at a speed of between 15 and 20 miles per hour), where locomotives waited to take the trains onwards. The construction of the London and Birmingham Railway was depicted by the artist John Cooke Bourne and published as lithographs in 1839. They include a view of the construction of the stationary engine house as it appeared in April 1837, with the walls partially completed and centering being erected for the vaults. This print has often been referred to as illustrative of the energy and large-scale enterprise of the early railway age. The winding engine operation ceased in July 1844, after a debate in 1843 between the Company and Robert Stephenson as to their continuing viability. The Company decided that savings in time and money could be made by using larger locomotives on the incline, albeit with two locomotives usually required. Stephenson argued that the savings were minimal but he lost the argument and in 1847 the winding engines were sold and removed with the chimneys being demolished in 1849. The vaulted chambers survive underneath the modern electrified railway trackbed, and were listed at Grade II in 1990.

SOURCES Camden Railway Heritage Trust, Camden Railway Heritage Trail - Primrose Hill to Camden Lock and Chalk Farm (2009) Morriss, R, The Archaeology of Railways, Tempus (2003) Simmons, J and Biddle, G, The Oxford Companion to British Railway History (2003) Smith, D, Civil Engineering Heritage: London and the Thames Valley, London (2001) Royal Commission on the Historical Monuments of England - Historic Building Report on the Camden Incline Winding Engine House (1995)

REASONS FOR DESIGNATION: The Camden Incline Winding Engine House is designated at Grade II* for the following principal reasons: * Historical and technological Interest: as a remarkable survival of international importance, of a notable engineering feature of the London and Birmingham Railway, the first of all modern main line railways to London (1833-8). The winding engine vaults represent, as one of the very last uses of rope haulage on a public

railway, a relatively brief transitional stage in the technological development of railway transportation; * Architectural interest: for the grand scale and unique design of their underground brick construction; * Group value: with the nearby and associated London to Birmingham Railway structures of Primrose Hill tunnel and the Roundhouse, both listed at high grades.

Relative Significance

Architectural Interest The former Camden Incline Winding Engine House, consisting of four parallel vaulted underground chambers beneath the railway track, is of architectural interest for its grand scale and unique and high quality design of underground brick construction to a symmetrical plan. The architectural interest is elevated by the building's group value with the nearby associated structures of Primrose Hill tunnel and the Roundhouse, which together illustrate the former industrial processes associated with the London and Birmingham Railway, and the use of the engine house to haul trains up the steep gradients of hilly terrain in this area. It is this ability to understand the historic function and operation of this particular element of 19th century railway infrastructure, and its technical interest as a transitional form of technology, that is the core of the building's architectural interest.

Historic Interest The historic interest of the engine house, built in 1837, by Robert Stephenson, is derived from its value as an important survival of a notable engineering feature of the London and Birmingham Railway, which was the first of all modern main line railways to London. The listed building is also representative of a brief transitional stage in the development of railway transportation, as one of the last uses of rope haulage on a public railway; potentially used instead of fixed-engine cable haulage because an Act of Parliament restricted locomotive engines any nearer London than Camden Town. The associations with Robert Stephenson, a leading figure in the development of 19th century railway, amplify this historic interest.

Setting

Physical Surroundings, Experience of the Asset & Associative Relationships with other Assets The vaulted chambers of the listed engine house are sited below ground, directly to the west of Gilbeys Yard, and beneath the modern electrified railway trackbed, which runs through Camden Town. The railway line divides the urban townscape of Camden Town, which lies to the east, and the Classically-influenced townscape of Primrose Hill to the west. Further north west along the railway track is the Primrose Hill tunnel, with which the heritage asset has strong associations as part of the rapid 19th century expansion of railway infrastructure. Whilst the structure is largely subterranean it does not have a strong presence in the local townscape. It is the associative relationship with the remaining elements of the Camden Goods yard and the railway line into/out of

Euston, which contributes to its significance as elements of setting due to their shared historic origins and functions as part of a cohesive railway enterprise of the London and Birmingham Railway.

Contribution of the application site

Contribution of the application site to the Significance of the Heritage Asset

The MS parcel is sited directly adjacent and to the north east of the railway line, below which the listed engine house is situated. It forms part of the urban townscape of Camden Town, however, its typology and density is not in keeping with the surrounding context. Due to the location of the engine house below ground, however, it is considered that the MS parcel does not contribute to its significance, except, insofar as it retains the legibility of the distinctive 'railway level' of the former Goods Yard. Similarly, the PFS parcel located to the north is not considered to contribute to the significance of the listed building having no historic relationship to the operation of the railway.

Summary of Significance

The former Camden Incline Winding Engine House, consisting of four parallel vaulted underground chambers beneath the railway track, is of architectural interest for its grand scale and unique design of underground brick construction. This interest is elevated by the building's group value with the nearby associated structures of Primrose Hill tunnel and the Roundhouse, which together illustrate the former industrial processes associated with the London and Birmingham Railway. The historic interest of the engine house is derived from its value as an important survival of a notable engineering feature of the London and Birmingham Railway, and as it is representative of a brief transitional stage in the development of railway transportation, as one of the last uses of rope haulage.

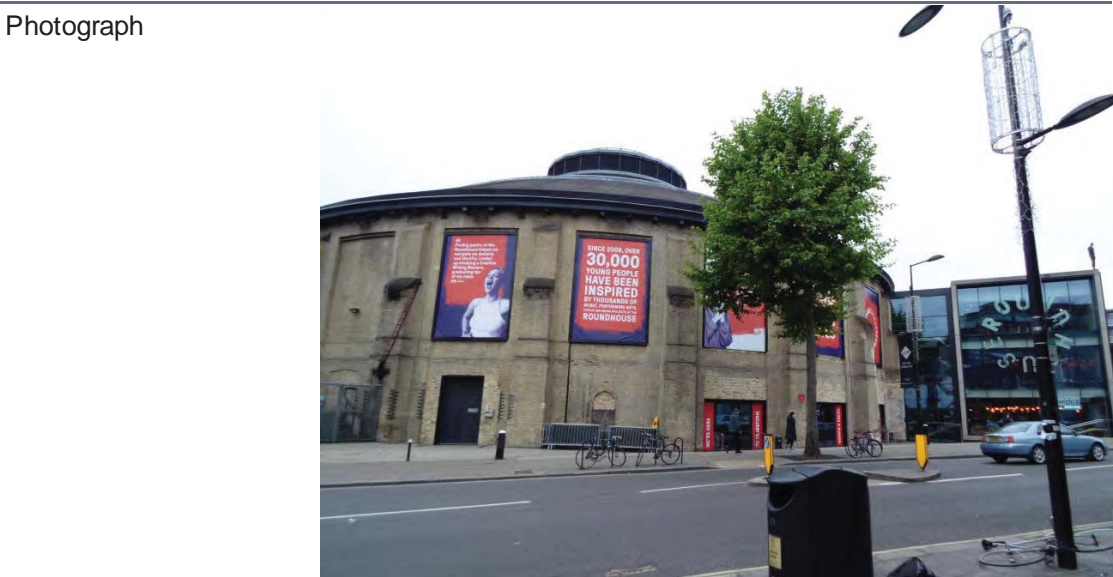
The vaulted chambers of the listed engine house are sited below ground. The railway line divides the urban townscape of Camden Town, which lies to the east, and the Classically-influenced townscape of Primrose Hill to the west. Further north west along the railway track is the Primrose Hill tunnel, with which the heritage asset has strong associations as part of the rapid 19th century expansion of railway infrastructure. Whilst the structure is largely subterranean it does not have a strong presence in the local townscape. It is the associative relationship with the remaining elements of the Camden Goods yard and the railway line into/out of Euston, which contributes to its significance as elements of setting due to their shared historic origins and functions as part of a cohesive railway enterprise of the London and Birmingham Railway.

The MS parcel car park is sited directly adjacent and to the north east of the railway line, below which the listed engine house is

situated. It forms part of the urban townscape of Camden Town, however, its typology and density is not in keeping with the surrounding context. Due to the location of the engine house below ground, however, it is considered that the MS parcel does not contribute to its significance, except, insofar as it retains the legibility of the distinctive 'railway level' of the former Goods Yard. Similarly, the PFS parcel located to the north is not considered to contribute to the significance of the listed building having no historic relationship to the operation of the railway.

Statement of Significance
The Roundhouse

Heritage Asset	Grade II* Listed Building
Designated	10 th June 1954 & 1 st July 1998



List Descriptions	The Roundhouse GV II* Formerly known as: Warehouse of W & A Gilbey Ltd CHALK FARM ROAD. Goods locomotive shed, now theatre. 1846-7. By Robert B Dockray. For the London and North Western Railway. Built by Branson & Gwyther. Converted for use as a theatre 1967 and 1985. Yellow stock brick. Low pitched conical slate roof having a central smoke louvre, now glazed, and bracketed eaves. Circular plan 48m in diameter. Buttresses with offsets mark bays each having a shallow, recessed rectangular panel. Former entrances and windows with round-arched heads. INTERIOR: roof carried on 24 cast-iron Doric columns (defining original locomotive spurs) and a framework of curved ribs. Believed to retain original flooring, turn table and fragments of early railway lines. Wooden gallery probably added by Gilbeys, late C19. HISTORICAL NOTE: the building did not last long as an engine shed; by the 1860s the engines had become too long to be turned and stored there so it was leased to W & A Gilbey Ltd as a liquor store until converted to a theatre in the 1960s. (Survey of London: Vol. XXI, Tottenham Court Road and Neighbourhood, St Pancras III: London: -1949: 114).
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Relative Significance

Architectural Interest	The architectural interest of the Roundhouse is principally invested in its distinctive circular form and robust design, as a mid-19 th century goods locomotive shed. The building is largely inward looking; reflecting its historic uses, such that its particular heritage interest is best understood internally where its original function can be interpreted from the remaining plan form. This interest is
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amplified by architectural features such as the cast-iron Doric columns, which define the original locomotive spurs, and original features that survive, which are illustrative of the building's former function and use. The building is also of value as it forms part of a group with the associated former winding engine house and Primrose Hill tunnel, which together serve as a remnant of the former industrial processes associated with the London and North Western Railway (originally London and Birmingham Railway). The late 19th century drinking fountain and cattle trough, which form a pair, as well as a group with the Roundhouse, further contribute to the architectural significance of the listed building as attractive elements of 19th century street furniture.

Historic Interest	The Roundhouse was designed by Robert B Dockray and built in 1846-7 for the London and North Western Railway. It derives historic interest from its illustrative value of the former industrial processes associated with the railway and the increase in passenger and goods traffic from the mid-19 th century. Its rapid redundancy and conversion to a warehouse also reflects the growing sophistication and scale of railway locomotives during the course of the 19 th century. Accordingly, the listed building is also of interest for its former use not only as a goods locomotive shed, but also as a liquor store when it was leased to W & A Gilbey Ltd from the 1860s. It was subsequently converted to a theatre in the 1960s. The drinking fountain and cattle trough are of historic interest as they are illustrative of the work of Metropolitan Cattle Trough and Drinking Fountain Association.
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Setting

Physical Surroundings, Experience of the Assets & Associative Relationships with other Assets	<p>The listed building and structures are situated to the south west side of the busy A-road of Chalk Farm Road, and to the south east of the busy junction of Haverstock Hill and Adelaide Road, on which Chalk Farm Underground Station is located. The heritage assets are therefore experienced as part of kinetic views along Chalk Farm Road and Haverstock Hill, which have a high level of vehicular movement and traffic and a significant flow of pedestrians. This results in the immediate setting of the heritage assets having a busy, active and noisy character. Historically, the building did not engage with the streetscape, being connected to the operation of the railway and Goods Yard, a distinct and separate entity. These townscape views are therefore not the best means to understand the buildings particular heritage significance although they do allow an appreciation of its circular form and silhouette.</p> <p>Directly to the south of the listed group is the railway line, with elevated views from the bridge spanning the tracks providing a visual appreciation of the relationship between the Roundhouse and railway infrastructure of which it once formed a part. Although the functional connection with this element of setting has been lost, it is</p>
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expressive of the original use of the Roundhouse and therefore contributes positively to its significance.

The wider context consists of the varied urban townscape of Camden Town and Chalk Farm, which is of a contrasting character to the listed building and structures and therefore does not make a contribution to their particular heritage significance.

The Roundhouse has strong associations with the surviving buildings of the former Camden Goods Depot and has group value with the associated structures of Primrose Hill tunnel and the former winding engine house, which together form part of the 19th century industrial railway townscape, albeit now fragmented. It also has associations with the former Gilbey House, located on Jamestown Road, through their shared former ownership. These elements of setting therefore contribute positively to the special interest of the listed Roundhouse.

Contribution of the application site

Contribution of the application site to the Significance of the Heritage Assets	<p>The listed buildings are located in close proximity to the PFS parcel, to its west, and, further beyond, the MS parcel, which is situated to the south east of the heritage assets.</p> <p>The petrol station is an unattractive and incongruous building located on a 'gap' site, which is not in keeping with the industrial context or surrounding wider townscape, which has also denuded the former distinction between the Goods Yard and commercial/residential context beyond. As such, it is considered that this element of the application site detracts from the significance of the listed building and structures, as it disrupts the legibility of the industrial context, albeit now fragmented in nature.</p> <p>The MS parcel of the application site has a less obvious impact on the significance of the listed building being separated by interposing townscape. Whilst of an alien form of development that has disrupted the integrity of the railway context of which it once formed a part it maintains, overall, the 'railway levels' associated with the Goods Yard. In that regard, the MS parcel can be regarded as contributing positively to the significance of the Roundhouse.</p>
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Summary of Significance

The architectural interest of the Roundhouse is principally invested in its distinctive circular form and robust industrial design, as a mid-19th century goods locomotive shed. The building is largely inward looking; reflecting its historic uses, such that its particular heritage interest is best understood internally where its original function can be interpreted from the remaining plan form. This interest is

amplified by surviving architectural features, which are illustrative of the building's former function and use. The building is also of value as it forms part of a group with the associated former winding engine house and Primrose Hill tunnel, which together serve as a remnant of the former industrial processes associated with the London and North Western Railway (originally London and Birmingham Railway). The listed building is of historic interest as it is representative of the increase in passenger and goods traffic from the mid-19th century, and for its former use not only as a goods locomotive shed, but also as a liquor store.

The heritage asset is situated to the south west side of the busy Chalk Farm Road and south east of a busy junction, and as such, are experienced as part of kinetic views along Chalk Farm Road and Haverstock Hill, which have a high level of vehicular movement and traffic and a significant flow of pedestrians. This results in the immediate setting of the heritage assets having a busy, active and noisy character. Historically, the building did not engage with the streetscape, being connected to the operation of the railway and Goods Yard, a distinct and separate entity. These townscape views are therefore not the best means to understand the buildings particular heritage significance although they do allow an appreciation of its circular form and silhouette. Elevated views of the Roundhouse across tracks providing a visual appreciation of the relationship between the Roundhouse and railway infrastructure of which it once formed a part.

The application site, which forms part of the immediate setting of the heritage assets, is incongruous and not in keeping with the heritage assets or surrounding context, and, due to its close proximity, and does not contribute positively to significance of the heritage assets. Whilst of an alien form of development that has disrupted the integrity of the railway context of which it once formed a part the MS parcel maintains, overall, the 'railway levels' associated with the Goods Yard. In that regard, the MS parcel can be regarded as contributing positively to the significance of the Roundhouse.

Statement of Significance
Chalk Farm Underground Station

Heritage Asset	Grade II Listed Building
Designated	20 th July 2011



List Description	<p>Summary of Building</p> <p>Underground railway station. Built 1906-7 by the Underground Electric Railways Co of London Ltd (UERL) under Charles Tyson Yerkes, serving the Charing Cross, Euston & Hampstead Railway (CCE&HR), later part of the Northern Line. Designed by Leslie Green.</p> <p>Reasons for Designation</p> <p>Chalk Farm Underground Station is designated for the following principal reasons:</p> <p>* Architectural interest: a good example of a station designed by Leslie Green to serve the CC&HR, later the Northern Line; situated at the acute angle of the road junction, it is externally the most impressive and distinctive of the surviving Green stations, and retains three early tiled Underground signs, now rare * Interior: while altered, features of interest survive including tiling at lower levels * Historic interest: the Yerkes group of stations designed by Leslie Green illustrate a remarkable phase in the development of the capital's transport system, with the pioneering use of a strong and consistent corporate image; the characteristic ox-blood faience façades are instantly recognisable and count among the most iconic of London building types</p> <p>History</p> <p>The CCE&HR was one of three tube lines opened 1906-7 by the UERL. The world's first deep-level tube line, the City & South London Railway (C&SLR), had opened in 1890 from the City to</p>
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Stockwell, and although a flurry of proposals for further routes ensued, progress was hampered by lack of capital until the Central London Railway Line (later the Central Line) opened in 1900. In 1901-2 the American transport entrepreneur, Charles Tyson Yerkes, acquired four dormant companies: the CCE&HR; the Brompton & Piccadilly Circus Railway and the Great Northern & Strand Railway (GN&SR), which were merged as the GNP&BR, and the Baker Street & Waterloo Railway; the three were incorporated into the UERL. Yerkes died in 1905 before the tube lines were completed. The CCE&HR, or 'Hampstead Railway' or 'Tube', opened on 22 June 1907, running from Charing Cross to Camden Town where it diverged, terminating at Highgate (now Archway) in the north, and Golders Green in the north west, with 13 intermediate stations. In 1910 the three UERL tubes were formally merged as the London Electric Railway (LER). In 1924-6, the former CCE&HR and C&SLR lines were joined, becoming the Northern Line in 1937. Leslie Green (1875-1908) was appointed Architect to the UERL in 1903 and designed 40 stations for the company in a distinctive Edwardian Baroque house style clad in ox-blood faience. They followed a standardised design and plan adapted to the site. Interiors comprised a ground-floor ticket hall with lifts, a spiral stair down to lower corridors, and further stairs down to the platforms which were usually parallel. The upper storey housed lift machinery and office space. Ticket halls featured deep-green tiling with a stylised acanthus leaf or pomegranate frieze, and ticket windows in aedicular surrounds; few of these features now survive. Stairs, corridors and platforms were faced in glazed tiles with directional signage, produced by various tile manufacturers, each station with its unique colour scheme. Green suffered ill health and his contract with UERL terminated at the end of 1907. He died the following year at the age of 33.

Details

MATERIALS: Steel frame clad in brick, faced in ox-blood red faience produced by the Leeds Fireclay Co Ltd.

EXTERIOR: The station occupies a prominent site at the convergence of Adelaide Road and Haverstock Hill, and has two elevations meeting at an acute angle with a curved apex. 2 storeys high. It originally had an opposing entrance and exit on both elevations; those on N side now blocked. S elevation in Adelaide Road is the longest of all the Green stations and consists of 8 pilastered bays arranged 3-1-1-3 with alternating half-bays, the triple bays forming a continuous arcade, terminating in a half-bay at the W. Entrance is in the penultimate bay to the W, while the former exit further E is now a shop. The curved apex is accentuated by an overhanging upper floor with a pedimented tripartite window. The ground floor was always a shop, originally an Express Dairy, which

also occupied the 3 adjacent bays on both sides of the angle; the shop front is modern. The shorter N elevation has similar treatment with 6 main bays arranged 2-1-1-2 of which the eastern single bay was an entrance. Both elevations retain original windows to some bays, while others have been infilled with faience. Upper storey has timber Diocletian windows in keyed semi-circular arches with egg-and-dart decoration and cartouches between the springers of the arcaded bays, and a modillion cornice. Each half-bay has a deeply hooded oeil-de-boeuf. Above the entrance, the former exit on the N side, and the shop front at the apex, are blue tile signs with white relief lettering reading UNDERGROUND, added in 1908. Frieze lettering has otherwise been removed. To the right of the entrance is a 1930s pole and roundel Underground sign.

INTERIOR: Ticket hall retains a number of features including moulded cornices, an early brass clock, six-panelled door with paterae, fluted timber wall banding and railings enclosing the top of the stair. Tiling has been replicated to the 1906 pattern. Some original mauve terrazzo flooring survives in the disused exit area to the rear of the lifts. Original tiling in dark red and cream survives in the spiral staircase and lower corridors; that to the platforms replicated in 2005, apart from the soffit banding and some remnants of directional signs.

Relative Significance

Architectural Interest	Chalk Farm Underground Station is of architectural interest as a good example of an early 20 th century underground station, designed by Leslie Green in a distinctive Edwardian Baroque house style, serving the Charing Cross, Euston & Hampstead Railway. The listed building is situated on a prominent corner plot, which historically would have defined an important townscape junction, and is considered the most impressive and distinctive of the surviving Green stations. The station is clad in distinctive ox-blood red faience and the corner element of the frontage provides the main focus, retaining three rare, early tiled 'Underground' signs and being topped by the recognisable pole and roundel Underground sign. The listed building also has a number of surviving features to the interior, including original tiling at the lower levels and some terrazzo flooring, which amplifies the architectural interest of the listed building, which amplify the building's architectural interest as a high-quality example of Green's work and corporate branding of 20 th century public transport in London.
Historic Interest	The historic interest of the listed building is invested in its associations with the Charing Cross, Euston & Hampstead Railway (CCE&HR) and the City & South London Railway (C&SLR), which merged in 1937 to become the Northern Line. The station,

constructed in 1906-7 by the Underground Electric Railways Co of London Ltd (UERL) under Charles Tyson Yerkes, is illustrative of a significant phase in the development of the capital's transport system, and represents the pioneering use of a strong and consistent corporate image. The historic association with Leslie Green, responsible for the distinctive design and 'brand' of these early stations, amplifies the building's heritage significance.

Setting

Physical Surroundings, Experience of the Asset & Associative Relationships with other Assets	<p>The Underground station occupies a prominent corner plot, situated at a busy junction of a number of major roads. As such, the listed building is predominantly experienced in kinetic views, as part of a bustling, noisy and busy area defining the intersection of a number of locally important views. This character is considered to contribute positively to the listed building, as part of its historic context and as it is synonymous with its function and intention to 'announce' the entrance to the station.</p> <p>The junction is addressed by a number of historic buildings and some more modern development; of varying scale and architectural quality. Directly to the north west of the heritage asset are early 20th century mansion blocks, which are considered to contribute positively to the listed building by virtue of their shared historic development. More widely, the listed building is located within the varied townscapes of Chalk Farm, Belsize Park, Kentish Town, and Camden Town to the south, which does not contribute to an understanding of the particular heritage significance of the listed building.</p>
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Contribution of the application site

Contribution of the application site to the Significance of the Heritage Asset	The application site is situated to the south east of the Underground Station, further along Chalk Farm Road from the busy junction. Due to the scale and nature of interposing built form, and the absence of any historic or functional associations, it is considered that the application site does not make a contribution to the heritage asset's significance.
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Summary of Significance

Chalk Farm Underground Station is of architectural interest as a good example of an early 20th century underground station, designed by Leslie Green in the distinctive Edwardian Baroque house style of the Charing Cross, Euston and Hampstead Railway (CCE&HR), and is considered to be the most impressive and distinctive of the surviving Green stations. This interest is amplified by the surviving external and internal features. The heritage asset derives historic interest from its associations with the CCE&HR, the

<p>City & South London Railway (C&SLR), the entrepreneur Charles Yerkes and his designer Leslie Green. It is illustrative of a significant and formative phase in the development of the capital's transport system.</p> <p>The listed building is sited on a prominent corner plot at a busy junction, and is therefore experienced as part of a bustling and noisy area, which is considered to contribute positively to the building as part of its historic context and as it is synonymous with its function of announcing the entrance to the station. The heritage asset forms part of a varied townscape, which is demonstrative of the overall development of the wider area, however, does not contribute to its particular heritage significance, with the exception of the early 20th century mansion blocks, which are of a comparable age and phase of development. The application site is situated to the south east of the station, but does not make a contribution to the significance of the listed building due to the scale and nature of the interposing built form and absence of any form of historic or functional associations.</p>

Statement of Significance	
Kent House	
Heritage Asset	Grade II Listed Building
Designated	11 th February 1993
Photograph	
List Description	<p>2 blocks of model low-cost flats and shop. 1935. By Colin Lucas with Amyas Connell and Basil Ward. For the St Pancras House Improvement Society (Northern Group). Reinforced concrete frame with external walls acting as beams carrying floors; cement skim finish. EXTERIOR: each block of 5 storeys with roof terrace. Front elevations have horizontally set metal frame casement windows: 2 bays with vertically stacked balconies, having metal grid balustrades similar to the roof terrace. Access towers to rear allow each tenant to step directly off the vertical circulation on to his own entrance balcony. Block fronting Ferdinand Street has entrance formed by 2 ground floor bays of piloti closed off by later geometrically patterned iron gates. To left, a projecting single storey shop. INTERIORS: have 2 flats per floor in each block with logically designed accommodation; no rooms open off one another. HISTORICAL NOTE: the staircase access, room layouts, generous useable balconies and total use of electricity for servicing put Kent House at the forefront of contemporary flat design with the quality of detailing expected from a private commission. The flats are a successful early example of Modern Movement commitment to social housing in this country and were Connell, Ward and Lucas's only commission of this type.</p>
Relative Significance	
Architectural Interest	<p>The listed building is of architectural interest as an early 20th century block of low-cost model flats, designed in the distinctive Modernist style. The two blocks of five storey flats are constructed of reinforced</p>

	concrete frame, and have vertically stacked balconies and roof terrace. Elements such as these generous useable balconies and the internal room layouts put Kent House at the forefront of contemporary flat design, which contributes to its architectural interest.
Historic Interest	The listed building was constructed in 1935 for the St Pancras House Improvement Society (Northern Group) and was designed by the renowned practice of Colin Lucas with Amyas Connell and Basil Ward. The heritage asset derives historic interest from its associations with Connell, Ward and Lucas as a successful early example of the commitment of the Modern Movement to social housing, as well as being Connell, Ward and Lucas's only commission of this type. The listed building is also of historic interest as it is representative of early 20 th century development in Camden and of the architectural styles applied to domestic buildings within this period.

Setting

Physical Surroundings, Experience of the Asset & Associative Relationships with other Assets	Kent House is located to the west side of Ferdinand Street, just north of its junction with the busy Chalk Farm Road, and as such, the street has a fairly high level of vehicular and pedestrian movement. Due to the style and materiality of the listed building, it has a strong presence within the streetscene, which consists of smaller scale terraced houses to the south of the heritage asset and a number of brick built mansions blocks to its north. This varied surrounding built form and the presence of street trees provide an attractive setting, however, are not considered to contribute to the particular significance of the listed building, except insofar as it could be considered to reinforce the distinctiveness of its architectural character in the locality. The wider context consists of a varied urban townscape of differing style and quality, which provides an understanding of the historic development of the area as a whole.
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Contribution of the application site

Contribution of the application site to the Significance of the Heritage Asset	The application site is situated to the south of the heritage asset, with the PFS parcel situated in close proximity; to the opposite side of Chalk Farm Road to the immediate south. Although in close proximity, all the components of the application site are separated from the listed building by interposing built form, and it is therefore considered that it does not make a contribution to the particular significance of the heritage asset. Whilst there may be roof top views of the application site this forms one small element within a highly varied urban context and does not, in this instance, have any bearing on its particular heritage significance.
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Summary of Significance

The listed building is of architectural interest as an early 20th century block of low-cost model flats, designed in the Modernist style, and considered to be at the forefront of contemporary flat design. Constructed in 1935 for the St Pancras House Improvement Society (Northern Group), the building derives historic interest from its associations with Connell, Ward and Lucas as a successful early example of the commitment of the Modern Movement to social housing, as well as being Connell, Ward and Lucas's only commission of this type.

Kent House is located on Ferdinand Street, to the north of its junction with Chalk Farm Road. Due to its style and materiality, it has a strong presence within the streetscene, which consists of terraced housing and brick built mansion blocks. Although the immediate context provides an attractive setting, it is not considered to contribute to the particular significance of the listed building, except insofar as it could be considered to reinforce the distinctiveness of its architectural character in the locality. The application site is situated to the south of the heritage asset, however, due to the interposing built form, is not considered to make a contribution to the listed building's significance. Whilst there may be roof top views of the application site this forms one small element within a highly varied urban context and does not, in this instance, have any bearing on its particular heritage significance.

Statement of Significance	
Church of the Holy Trinity with St Barnabas	
Heritage Asset	Grade II Listed Building
Designated	14 th May 1974
Photograph	
List Description	Church. 1849-50. By TH Wyatt and D Brandon, restored c1950. Kentish ragstone rubble with Bath stone dressings. Pitched slated roofs. Gothic style of C14. Nave of 4 bays, south aisle, chancel and western tower (spire removed). Tower with pointed arch main entrance, diagonal buttresses to belfry level, blind arcading and gargoyles at angles below the crenellated parapet. In right hand angle between tower and nave, a staircase turret with conical roof. South aisle porch removed and entrance blocked as is western window. Gabled east end with 5-light traceried window. INTERIOR: not inspected but noted to retain tripartite chancel arch. (Survey of London: Vol. XXIV, King's Cross Neighbourhood, Parish of St Pancras IV: London: -1952: 140).
Relative Significance	
Architectural Interest	The architectural interest of the Church of the Holy Trinity with St Barnabas is principally derived from its picturesque Gothic character and use of high-quality materials. The mid-19 th century church retains original architectural features, which amplify its architectural interest. The western tower, albeit with spire removed, creates a landmark within an otherwise domestically scaled area.
Historic Interest	The historic interest of the listed building is invested primarily in its associations with architects T H Wyatt and D Brandon; prolific architects of the period who designed a number of churches in the Gothic style. There is also a degree of interest afforded to the illustrative value of the building, as part of the 19 th century urban development of the surrounding area and revival of church

	attendance and Christianity, particularly in urban centres during the period.
Setting	
Physical Surroundings, Experience of the Asset & Associative Relationships with other Assets	The church occupies a corner plot at the junction of Hartland Road with Clarence Way, located just to the east of the raised railway line. The area is predominantly residential and, although in close proximity to the railway, has a relatively quiet and tranquil character. To the west and south west are townhouses of a broadly consistent style, height and materiality, whilst to the east and north are areas of larger scale modern flats, which are not considered to contribute to the significance of the listed building, being of a very different character, materiality and phase of development. Directly to the south is Castlehaven Open Space, with associated mature trees, which provides a green setting that provides a public vantage point to appreciate the listed building. On the other side of the road is the Holy Trinity and St Silas Primary School, designed in a complementary Gothic character and of a related historic function. Together with the wider elements of the remaining, fragmentary 19 th century terraced townscape, which provided the historic context to the church, it contributes positively to its special interest. The wider, variable townscape setting does not contribute to the special interest of the listed building.
Contribution of the application site	
Contribution of the application site to the Significance of the Heritage Asset	The application site is situated to the south west of the heritage asset. Due to the separation distances and interposing built form, the application site does not contribute to the significance of the listed building.
Summary of Significance	
	The mid-19 th century Church of the Holy Trinity with St Barnabas derives architectural interest from its picturesque Gothic appearance and use of high-quality materials, which is enhanced by surviving architectural features. The western tower, albeit with spire removed, creates a landmark within an otherwise domestically scaled area. The listed building is of historic interest for its associations with architects T H Wyatt and D Brandon; prolific architects of the period who designed a number of churches in the Gothic style.
	The surrounding context is predominantly residential and has a relatively quiet and tranquil character, which contributes to the significance of the listed building. The larger scale modern flats to the east and north are, however, not considered to contribute to the heritage asset's significance. Castlehaven Open Space and the associated trees located to the south provide a green setting that

complements the significance of the listed building. The application site is not considered to contribute to the significance of the listed building due to the separation distances and interposing built form.

Statement of Significance
1, Hawley Road

Heritage Asset	Grade II Listed Building
Designated	14 th May 1974



List Description

Detached villa. Early C19. Stucco. Slated hipped roof with projecting eaves. Double fronted with 3 windows; 2 storeys and semi-basement. Pilasters rise from ground floor at angles and from 1st floor level flanking central window to carry entablature with egg-and-dart ovolo cornice at eaves level. Central prostyle Doric portico with cornice, blocking course and cast-iron balcony to 1st floor window. Doorway with fanlight and panelled door, approached by steps with attached cast-iron railings. Recessed sashes; ground floor architraved with console bracketed cornices and cast-iron balconies. INTERIOR: not inspected.

Relative Significance

Architectural Interest	The architectural interest of the listed building is derived from its Classically derived form and design, and the symmetrical composition of the principal elevation. The building represents a typical but attractive early 19 th century stucco villa, the architectural interest of which is enhanced by the decorative features such as the Doric portico and cast-iron balcony.
Historic Interest	The heritage asset is of historic interest as a surviving element of the early 19 th century phase of expansion within this part of London and from what it illustrates about the domestic aspirations of its occupants.

Setting

Physical Surroundings, Experience of the Asset & Associative Relationships with other Assets

The listed building is located within a varied urban townscape and is situated to the south side of Hawley Road, just to the west of its junction with the busy Kentish Town Road, which has a high level of vehicular traffic. As such, the listed building is largely experienced in kinetic views along this road.

On its east side, the building adjoins a single storey modern building of contrasting style and character and on its west side, a recent brick building is currently under construction, which will further develop its varied urban context. These buildings are inconsistent with the heritage asset and have resulted in the detachment from its historic context. As such, it is considered that they do not contribute positively to the significance of the listed building.

The building has a strong associative relationship with the nearby listed buildings on Kentish Town Road, by virtue of their shared age and architectural design, which amplify and reinforce their individual significance of a reciprocal basis.

Contribution of the application site

Contribution of the application site to the Significance of the Heritage Asset

The application site does not contribute to the listed building's significance due to the nature and scale of interposing built form and separation distances.

Summary of Significance

The significance of the listed building is invested in its Classically derived form and design, symmetrical composition and decorative features, which create a typical but attractive early 19th century stucco villa. The asset also has heritage value as a surviving element of the early 19th century phase of expansion within this part of London. The significance of the building is, however, adversely impacted by its recently deteriorated condition.

The listed building is sited within a varied urban townscape and is experienced predominantly in kinetic views, due to its location in close proximity to the busy Kentish Town Road. The heritage asset is flanked by modern development of contrasting character and style, which are considered to detract from its significance. The application site is not considered to make a contribution to the listed building's significance due to the interposing built form and separation distances.

Statement of Significance

Numbers 57-63 and attached Garden Railings, Wall, Pillar and Gate 55, Kentish Town Road

Heritage Asset	Grade II Listed Buildings
Designated	14 th May 1974

Photograph



Photograph



List Descriptions

KENTISH TOWN ROAD (West side) Nos.57-63 (Odd) and attached garden railings, wall, pillar and gate GV II

2 pairs of semi-detached villas. Early C19. Stucco with slated hipped roofs and central slab chimney-stacks. 2 storeys and semi-basements. 1 window each and 1-window recessed entrance bay each side. Pilasters rise from ground floor at angles and centrally to carry an entablature with egg-and-dart ovolo cornice at eaves level. Square-headed doorways with fanlights and panelled doors; Nos 57 & 59 with floating console bracketed cornices; Nos 61 & 63 with rosette decorated architraves and console bracketed cornices. Recessed sashes; ground floors architraved with console bracketed cornices, Nos 57, 61 & 63 with cast-iron balconies. INTERIORS: not inspected. SUBSIDIARY FEATURES: No.63 with attached cast-iron garden railings on stone capped sleeper wall with stone capped pillar and cast-iron gate.

KENTISH TOWN ROAD (West side) No.55 GV II

Detached villa. Early C19, restored c1979. Yellow stock brick with slated pitched roof with pitched dormers. Double fronted with 3 windows; 2 storeys, attic and semi-basement. Stucco pilasters at angles rise from ground floor level to carry entablature with egg-and-dart ovolo cornice at eaves level. Central prostyle portico; doorway with fanlight and panelled door approached by steps with attached cast-iron railings. Recessed sashes; ground floor architraved with console bracketed cornices and cast-iron balconies. INTERIOR: not inspected.

Relative Significance

Architectural Interest The architectural interest of the listed buildings is primarily derived from their group value as early 19th century, Classically inspired

villas, which are unified by their shared architectural style, detailing, character, age and scale. Architecturally, the buildings are typical of their age and typology, however, the group value and little altered appearances elevates the architectural interest as a small cluster of high-status, late Georgian villas.

Historic Interest

The heritage assets are of historic interest as they are illustrative of the early 19th century development within this part of London and as they are representative of the styles applied to domestic architecture during this period, and from what they illustrate about the domestic aspirations of its occupants.

Setting

Physical Surroundings, Experience of the Asset & Associative Relationships with other Assets

The listed group is situated to the west side of the busy A-road of Kentish Town Road, and just north of the elevated railway line. As such, there is a high level of vehicular traffic and associated noise, which, to a limited extent, detracts from the significance of the listed buildings as high-status late Georgian villas. This impact is softened, however, by the small open green space and mature trees located to the opposite side of the road, and the trees and vegetation to the front gardens of the listed buildings, which reflect their domestic origins. The wider context comprises the varied urban townscapes of Kentish Town and Camden Town, which are demonstrative of the 19th century development of the area and therefore contribute to the significance of the heritage assets.

The heritage assets have group value and an associative relationship with the nearby listed building on Hawley Road, due to their commonality of age and architectural design, which amplifies their individual interest on a reciprocal basis.

Contribution of the application site

Contribution of the application site to the Significance of the Heritage Asset


The application site is not considered to contribute to the significance of the heritage assets as a result of the separation distances and interposing built form.

Summary of Significance

The significance of the listed buildings is primarily derived from their group value as early 19th century, Classically inspired villas, which are unified by their shared architectural style, detailing, character, age and scale. The heritage assets are illustrative of the early 19th century development within this part of London and the styles applied to domestic architecture during the period, and from what they illustrate about the domestic aspirations of its occupants

The listed group is situated in a busy location on Kentish Town

Road, the associated traffic and noise of which, to a limited extent, detracts from the significance of the listed buildings, albeit softened by the presence of nearby green space and mature trees. The heritage assets have group value and an associative relationship with the nearby listed building on Hawley Road, due to their commonality of age and architectural design, which amplifies their individual interest on a reciprocal basis. The application site is not considered to contribute to the significance of the heritage assets as a result of the separation distances and interposing built form.

Statement of Significance	
The Elephant House including Former Coopers' Building, Boundary Walls and Gatepiers	
Heritage Asset	Grade II Listed Building
Designated	17 th February 2009
Photograph	
List Description	<p>Reasons for Designation</p> <p>The Elephant House and the adjoining coopers' building, boundary walls and gate piers are designated for listing for the following principal reasons: * special architectural interest of the Elephant House's rhythmic curved elevations with giant order pilasters, good quality brickwork, and cheerful details including decorative panels of brick and terracotta; * even the elevation to the yard and the cooper's building, which lack the exuberance of the public frontages, are well crafted and detailed * the buildings were designed by the pre-eminent architect of ornamental breweries, William Bradford, who often included features which served as an advert for the brewery's products, in this case Elephant's Head Pale Ale; * increasingly rare surviving industrial complex in the inner-city and alongside London's early-C19 Regent's Canal.</p> <p>History</p> <p>Legacy Record - This information may be included in the List Entry Details.</p> <p>Details</p> <p>798-1/0/10364 HAWLEY CRESCENT 17-FEB-09 The Elephant House including former coopers' building, boundary walls and gate piers II Former bottle store, coopers' building and boundary walls. 1900-1 by William Bradford for the Camden Brewery. Minor later alterations.</p> <p>BOTTLE STORE: now called the Elephant House and the most</p>

prominent building on the site, a two storey plus basement building with two parallel ranges under a double pitched roof running east-west along the curve of Hawley Crescent. The building is constructed of red brick on an engineering brick plinth with sandstone and rubbed brick detailing and renewed slate roofs. The elevations to Hawley Crescent and to Kentish Town Road are the most decorative, as befitting their position overlooking public thoroughfares, and are well-detailed and well-crafted. They are articulated by rhythmic giant order brick pilasters, moulded brick cornices, and panels of decoration including sunflowers, a date stone (in the raised central parapet of the Hawley Street frontage) and the eponymous sandstone elephant's head (above the door to Kentish Town Road). Historic photographs show that the blank panels in the parapets once bore incised lettering announcing the name of the brewery; both parapets were formerly pedimented, with a second elephant's head relief in the Hawley Crescent parapet. The windows have rubbed brick segmental arches with sandstone keystones and metal panes in a variety of designs, some with rose-shaped bosses; there are nine bays to Hawley Crescent and three to Kentish Town Road. A short flight of steps leads up to the central door with granite surround on the Kentish Town Road elevation; the two windows to either side have rounded-headed relieving arches. The double gable end to the yard is simpler, but well-built nonetheless, with rubbed brick arches to the windows, cornices and projecting central sections with inset round-headed gauged brick window arches. There are former taking-in bays to the left and in the centre of the elevation which are much wider than the windows and have engineering brick surrounds. These, and a large iron hoist, lend the building industrial character.

INTERIOR: the concrete floors, with jack-arched vaulting to the ground floor, are supported by cast iron columns with bell capitals and concrete beams. Two original staircases, one of timber and the other of concrete with a metal balustrade, survive as do the timber roof trusses. In the Brewers Journal of 1901, the building was noted, unusually for a brewery building, as having lifts. The lift shafts survive, but the lifts themselves have been modernised.

COOPERS' BUILDING: The smaller building, facing the canalside, is a former coopers and has the same detailing to its yard-elevation as the bottle store. The canalside frontage is the most decorative and has an oculus in the gable with, like the other windows, gauged brickwork and stone keystones. There is a taking-in bay with surviving timber doors at the canal's waterline level and a second large bay leading out to the yard. The timber ladder-like stair and a cast iron spiral staircase survive inside the building, although the latter has been moved from its original position, and the timber roof trusses are also unchanged. Like the Elephant House, this first floor of this building also has jack-arched vaulting. The 1921 Goad maps

suggest that the second floor was used for storing chaff, a by-product of brewing.

BOUNDARY WALLS: run in two sections: east-west between the former bottle store and the second, smaller building; and east-west along the boundary to Hawley Crescent between the former bottle store and the MTV building. The walls have lower courses of engineering brick, upper ones of red brick, stone capping and recessed panels in the brickwork along the Hawley Street side. The gate piers are a similar design, with turning stones at their bases, and support wrought-iron gates.

HISTORY: Brewing became a major industry in the C18 and early C19 and brewery buildings from this period are often monumental in scale, though architecturally utilitarian or in a very plain, classical style. In the mid to late C19, however, a competitive trading environment and the influence of a small number of brewery architects led to the emergence of the 'ornamental brewery'. Just as brewery buildings now functioned as an advertisement for the brewery's products, so images of brewery plants featured in beer advertising from the 1890s. On this site in Camden, the contrast between the fragment of surviving mid-C19 brewery along the canalside and the Elephant House illustrates this development well. William Bradford was the leading brewery architect of the last quarter of the C19 and built or adapted over seventy buildings. He was one of the first brewers' architects to emphasise the importance of architectural detail in brewery construction in his own designs and publications such as Notes of Maltings and Breweries of 1889. The Elephant House building illustrates how Bradford used good brickwork and decorative terracotta to transform what might have been functional, industrial buildings into an advertisement for a commercial enterprise. The elephant's head which appears above the main entrance to the bottle store on Kentish Town Road was the trademark of the Camden Brewery and one of their products was Elephant Pale Ale. Bradford commonly incorporated the names or logos of breweries in his designs, which may explain his popularity with brewers. By the end of the C19 this approach had become commonplace and Bradford's obituary in the Builder in 1919 noted: 'there are few towns in which he has not left some mark of his work, most of his brewery buildings bearing to a marked degree an individuality quite his own'.

REASONS FOR DESIGNATION: The former bottle stores (now Elephant House) and the adjoining coopers' building, boundary walls and gate piers are listed Grade II for the following principal reasons: * special architectural interest of the Elephant House's rhythmic curved elevations with giant order pilasters, good quality brickwork, and cheerful details including decorative panels of brick and terracotta; * even the elevation to the yard and the cooper's building,

which lack the exuberance of the public frontages, are well-crafted and detailed; * the buildings were designed by the pre-eminent architect of ornamental breweries, William Bradford, who often included features which served as an advert for the brewery's products, in this case Elephant's Head Pale Ale; * increasingly rare surviving industrial complex in the inner-city and alongside London's early-C19 Regent's Canal.

Relative Significance

Architectural Interest The Elephant House and the adjoining former coopers' building are of architectural interest as a rare survival of an early 20th century industrial brewing complex. The Elephant House is an attractive and imposing red brick building, which displays rhythmic curved elevations with repeated architectural elements to add depth and articulation to the industrial scale of the building. The high quality brickwork and ornate decorative features, including decorative panels in brick and terracotta and the sandstone elephant's head, amplify the architectural interest of the heritage asset and emphasise the purpose of the building's design as a means of advertisement for the brewery's products. Similarly, the former coopers' building displays the same level of detailing and architectural features, which contribute to its architectural interest. This architectural quality emphasises the corporate pride of the brewery as a local industrial institution where the building itself acted as a statement of the brewery's confidence and product.

Historic Interest The listed building is of historic interest as the former bottle store for the Camden Brewery, constructed in 1900-01. The asset also derives historic interest from its associations with William Bradford, a distinguished architect of the period who was renowned for 'ornamental breweries', which emerged from the late 19th century. He commonly included the logos of breweries into his designs; in this case the Elephant's Head trademark of Camden Brewery, which contributes to the historic value of the building. As noted in the list description, the contrast between the fragment of mid-19th century brewery along the canalside and the Elephant House is demonstrative of the change in approach from functional, industrial buildings to advertisements for commercial enterprise. The listed building is also representative of the former industrial processes associated with the brewery.

Setting

Physical Surroundings, Experience of the Asset & Associative Relationships with other Assets The heritage asset is sited on a prominent corner position, at the junction of Hawley Crescent with the busy Kentish Town Road, and it has a strong presence within the streetscene, due to its scale, materiality and architectural detailing. Due to the listed building's position on a main road, and the location of a supermarket directly opposite, there is a high level of vehicular movement, and as such,

the asset is experienced predominantly in urban kinetic views.

The immediate setting of the listed building comprises a number of large scale, modern buildings, which are inconsistent with the heritage asset and therefore not considered to contribute to its significance. To the north side, the listed building addresses the Regent's Canal, which forms an attractive element of setting and part of the historic context of the listed building and as such, makes a positive contribution to significance. In that regard, the building can be considered as part of the legacy of 19th century industrial buildings and transport infrastructure lining the canal as part of the distinctive industrial townscape, albeit that it is not entirely consistent, and is subject to further change.


Contribution of the application site

Contribution of the application site to the Significance of the Heritage Asset The application site lies to the north west of the listed building and to the opposite side of Regent's Canal, however, due to the interposing built form and separation distances, it does not impact on the particular significance of the heritage asset.

Summary of Significance

The Elephant House and the adjoining former coopers' building are of architectural interest as a rare survival of an early 20th century industrial brewery complex. The high quality materials and ornate decorative features of the imposing, red brick Elephant House amplify its architectural interest and emphasise the purpose of the building's design as a means of advertisement for the brewery's products. Similarly, the former coopers' building displays the same level of detailing and features, which contribute to its architectural interest. The asset is of historic interest as the former bottle store for Camden Brewery, and is representative of the former industrial processes associated with the brewery. It also derives historic interest from its associations with William Bradford, a distinguished architect of the period who was renowned for 'ornamental breweries'.

The heritage asset is sited on a prominent corner position and is experienced predominantly in kinetic views along the busy Kentish Town Road, which enhance its particular architectural interest. The immediate setting comprises a number of large scale modern buildings, which are not considered to contribute to the listed building. The adjacent Regent's Canal, which forms part of the asset's historic context and distinctive townscape and therefore makes a positive contribution to its significance. Due to the interposing built form and separation distances, the application site is not considered to contribute to the significance of the heritage

asset.	
Statement of Significance	
Arlington House (Former Camden Town Rowton House)	
Heritage Asset	Grade II Listed Building
Designated	24 th January 2011
Photograph	
List Description	<p>Reasons for Designation</p> <p>Arlington House, formerly the Camden Town Rowton House opened in 1905, was recommended for listing at Grade II for the following principal reasons: * Architectural: an imposing landmark of a thoughtful design with richly detailed terra cotta dressings and distinctive roofscape; its scale and attention to detail reflect both its function and the idealism of its origins. * Historical: the last and largest of London's well-known Rowton Houses, built to provide accommodation for single men in the late C19 and early C20. Its origins and development through the C20 illustrate a little-recognised aspect of working-class history. * State of external preservation: the best-preserved of London's Rowton Houses, representing Measures' recognisable Rowton House design. Recent restoration work has further revealed the quality of its elevational treatment. The interior is now much altered to suit modern requirements, but the plan and character of the arched corridors survives. * Comparative quality and significance: it matches the interest of one other former men's hostel designed by Measures in Birmingham (Grade II), the two listed LCC men's hostels of the period (Carrington House and Bruce House, both Grade II) and the listed women's equivalent, Ada Lewis Women's Lodging House (Grade II).</p> <p>History</p> <p>Legacy Record - This information may be included in the List Entry</p>

Details.
Details
798-1/0/10363 ARLINGTON ROAD 24-JAN-11 Arlington House (former Camden Town Rowton House) II Men's Lodging House, opened in 1905, refurbished 1983-88 and 2008-10. Designed by Harry Bell Measures FRIBA. Refurbished 1983-8 and 2009-10 by Levitt Bernstein Architects.
<p>MATERIALS: Leicester bricks with Fletton brick and buff Ruabon terracotta dressings; roofs are steel and concrete with green slate covering; the roofs of the rear wings were transformed into 'green' roofs in the 2009-10 refurbishment. Timber sash windows, double-glazed and with horns, were all replaced in the 2009-10 refurbishment.</p> <p>PLAN: E shaped; basement with five storeys and attics; front range with corner towers, continuous basement floor above which are three rear wings terminating in towers.</p> <p>EXTERIOR: The main west elevation is symmetrical, with an additional section to the south bridging the entrance to Early Mews. The brick and terra cotta throughout this elevation was cleaned, repaired and replaced in 2009-10. On each side of a central entrance bay, built mainly in a variegated red brick, is a wide red brick bay with gable, a narrower slightly recessed bay and a tower with slightly concave pyramidal roof with finial. The division between the gabled bays is marked by octagonal ribs which rise above the line of the eaves, surmounted by cupolas in buff terracotta. In the centre of the entrance bay is a slightly projecting section two windows wide, rising to attic level, with pediment. The brickwork to the ground floor is rusticated. Fenestration is absolutely regular, with arched windows with terracotta hood moulds to the ground floor, and rows of narrow sash windows to the floors above, including in the gables and at the top of the towers. The porch is entirely of terracotta, gabled and flanked by octagonal turrets capped with cupolas. Perched on the central finial is a cherubic yet muscley boy carrying a globe on his shoulders. Within this are clear glass sliding doors with side lights and overlight, added in the 2009-10 refurbishment.</p> <p>The side elevation is very plain, with two gables breaking the roofline, and with a regular arrangement of windows similar to the front. There is access to the basement at the rear; above the basement are iron railings containing the roof terraces between the three rear wings. The wings terminate in towers, the east facing elevations of which contain semi-circular windows. The top of the towers are stepped back, and are fronted by a scrolled terracotta pediment. The inward-facing side elevations of the rear wings are very plain, relieved only by bands of red brick at sill and lintel level;</p>

they contain a regular arrangement of tall narrow windows. Where the wings meet the rear elevation of the front block, the corners have small external balconies of triangular plan to each floor, lined with glazed brick and shallow segmental arched heads.

INTERIOR: The entrance is at ground level, and leads into a modern reception area with lifts, opened up in the 2009-10 refurbishment. To the north of reception are offices, and up a half flight of stairs are the former superintendent's rooms, now largely replaced with fully-glazed modern office partitions; no original features survive. The raised ground floor contains the former reading room in the south wing, the new recreation room (formerly cubicles) and the other rooms at this level are now used as offices. The plan of the basement consists of two main corridors that give access to communal rooms and workshops, with two connecting corridors. The corridors and other areas without windows are lit from above by large sky-lights in original locations. The main corridors and stairs up to ground level formerly had chocolate and cream chequered glazed brick dados, now painted over in white. The former smoking room on the north side of the north wing is now the canteen with all modern fittings (on same footprint), and the central locker rooms and lavatory have been converted to modern toilets. Smaller rooms at the south-east end of the north corridor included the porter's room, now a workshop. The large former dining room (now partly the building trades training room) retains regular rows of half fluted columns; these are found in others of the larger rooms in the basement. The main staircases in the towers at the end of the wings are of cast iron, and the stairwells are lined with glazed bricks, now painted. The upper floors of the front range have been converted to offices. No original bedroom partitions survive and indeed the residential wings have been fully reconfigured so that the corridors run along one side of each wing, with bedrooms taking up the rest of the width. The bedrooms (some studios) now take the space of approximately three original bedrooms/cubicles. All fittings and partitions are modern and not of special interest.

SUBSIDIARY FEATURES: To the front of the building are cast iron area railings, plain stick balusters with mesh backing, interspersed with sections of decorative scrollwork.

HISTORY: Rowton Houses were the inspiration of Montagu Corry, Baron Rowton, one-time secretary to Benjamin Disraeli. The institutions titled in his name were conceived as alternatives to the shockingly inadequate and often insanitary accommodation provided by common lodging houses for working men in London in the late C19. Lord Rowton invested £30,000 of his own money in the scheme, and the first Rowton House was built in Vauxhall, London, in 1892, with room for 484 men. Five further hostels in London

followed, built between 1884 and 1905, at Kings Cross, Newington Butts, Hammersmith, Whitechapel and finally Camden Town. This hostel, now known as Arlington House, opened in 1905, and was the largest to be built, accommodating 1103 men in 985 cubicles and 118 bedrooms. The latter were an innovative feature of the Camden Town Rowton House, providing larger and better furnished rooms for those able to pay 6s. per week rather than the 3s. 6d. charged for a cubicle. The hostel was well-endowed with facilities that allowed the lodgers to keep themselves and their clothes clean and safe, with bathrooms, lavatories, a wash house and lockers; but other services were also provided, including a barber, tailor and shoemaker. All these were housed in the basement (referred to in contemporary descriptions as the ground floor), as well as the kitchens, dining room, smoking room and staff accommodation. The entrance floor contained the administrative areas, the superintendent's rooms, the special bedrooms and the reading and writing rooms, the latter occupying the whole of the south wing. The allowance of space for social interaction, and for recreation and self improvement was generous and thoughtful; the walls of the main recreational rooms hung with framed prints - and occasionally hunting trophies - at the insistence of Lord Rowton (the Whitechapel Rowton featured a series of painted panels in the reading room designed by H.F. Strachey), who also personally considered the finest detail of all other aspects of the men's accommodation. From the entrance level there was access to an 'outdoor smoking lounge' on the roof over the dining room. The remaining five floors (including the attic storey) contained sleeping cubicles. Harry Bell Measures FRIBA was the architect commissioned to design most of the Rowton Houses, although it is possible that this did not include the first at Vauxhall (the style and form are different, and it is omitted on the list of his work on his 1901 FRIBA nomination papers). Measures had already undertaken work for (and was probably recommended by) Mr R.E. Farrant of the Artisans, Labourers and General Dwelling Company. Most of his buildings which are now listed, of which there are about thirty, date to his earlier career in the 1880s and were designs for housing schemes for the builder/developer William Willett in Hove, East Sussex, and Hampstead; although his later work as Director of Barracks Construction is also represented by buildings at Sandhurst, Berkshire, and Aldershot, Surrey. He also designed a hostel in Birmingham, which opened in 1903, modelled on the Rowton Houses, but operated by a local company; this follows the same pattern as the London Rowtons, and is the only one to be listed (at Grade II, now a hotel). In 1983 Arlington House was taken over by LBC, and between 1983 and 1988 it was refurbished by Levitt Bernstein Associates. The size of the bedrooms was doubled, and the total capacity of residents more than halved; some basement rooms were altered to provide further recreational spaces, and the exterior and interior were

brightened by artwork, including murals lining a passage connecting the basement corridors, depicting scenes and details that would have had particular meaning for the residents. The recent programme of renovation reflects new social and political initiatives with regard to homelessness and housing, reducing the accommodation and including social enterprise/workspace units, training facilities and a conference centre. The only other Rowton House to retain its original purpose is the first, in Vauxhall. Of the remaining four, Whitechapel has been converted to luxury apartments and the three others have been demolished. Initially the residents of Arlington House were drawn from a wide class of men, from City clerks and artisans and labourers in regular employment, to unskilled casual labourers as well as the poor and unemployed. Famous occupants include George Orwell, who describes Rowton Houses in the early 1930s in 'Down and Out in Paris and London' as 'splendid buildings', the best of the lodging-houses, where the 'special' rooms are 'practically hotel accommodation'. The writer Brendan Behan and the poet Patrick Kavanagh both stayed here and were representative of the significant number of post-war Irish residents, for whom the Camden Rowton was the first stop in their migration to find work in England. In the 1990s Irish men constituted almost half of the hostel's population, and for many this became their permanent home. A major refurbishment, again by Levitt Bernstein Associates, for One Housing Group was completed in 2010 and involved internal alterations to accommodate 130 residents (in contrast to the original 1000). The new building, which features a building trades training centre and 13 artists' studios, was opened by London Mayor Boris Johnson and artist Tracey Emin in June 2010.

Relative Significance

Architectural Interest	Arlington House, built in the early 20 th century, was designed by architect Harry Bell Measures, and is recognisable as one of his Rowton House designs. The listed building is of architectural interest as an attractive and imposing landmark building of red brick, with a symmetrical principal elevation and a distinctive roofscape with corner towers. The architectural interest of the building is enhanced by the use of high quality materials, architectural features and richly detailed terra cotta dressings. The scale and design of the building is representative of its function and the idealism of its original design. The interior of the listed building has been significantly altered and remains in a fragmentary condition but still retains the plan and character of the arched corridors.
Historic Interest	The listed building, which was formerly known as the Camden Town Rowton House, was opened in 1905, and was built to provide accommodation for single men in the late 19 th and early 20 th centuries. Rowton Houses were the inspiration of Montagu Corry,

1st Baron Rowton, and were conceived as an alternative to the inadequate accommodation of common lodging houses. The historic interest of the building is derived from its value as the last and largest of London's Rowton Houses, built to accommodate 1103 men in 985 cubicles and 118 bedrooms, and, as noted in the list description, is the best-preserved Rowton House in London; this rarity value amplifies its heritage interest. It is also illustrative of a little-known aspect of working class history and of the social and economic history of the period. As found today, the building retains its original use as accommodation, with additional training centre and artists' studios, which also contributes to its historic interest. The continuation of a use congruent with its original function is an important element of its special interest.

Setting

Physical Surroundings, Experience of the Asset & Associative Relationships with other Assets	<p>The listed building fronts directly onto the north east side of Arlington Road, and is flanked by large-scale, glazed modern development. The remainder of the street is largely characterised by a varied built form of contrasting style, age and materiality to Arlington House, and as such, does not contribute to its particular heritage significance. Due to the range of buildings along Arlington Road, and the substantial scale, architectural quality and detailing of the heritage asset in comparison, it has an imposing and distinctive presence within the streetscene. Although in close proximity to Camden High Street, which runs parallel and to the north east of Arlington Road, the buildings' location on a secondary route means it is more detached from the bustling character and heavy footfall, which defines this nearby street and has a limited presence in views along it.</p> <p>The wider context consists of the varied urban townscape of Camden Town, with Regent's Canal to the north, and Camden Town Underground Station to the south east. The established contrasts in scale, materiality and character of the surrounding dense townscape means that this element of setting does not make a strong contribution to the building's special interest.</p>
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Contribution of the application site

Contribution of the application site to the Significance of the Heritage Asset	Arlington House is located to the south east of the application site, on the opposite side of Regent's Canal. Due to the varied interposing built form, separation distances and absence of any historic or functional connection, it is considered that the application site does not make a contribution to the significance of the listed building.
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Summary of Significance

Arlington House, built in 1905, was designed by architect Harry Bell

<p>Measures as a Rowton House, and is recognisable as one of his Rowton House designs. The heritage asset is of architectural interest as an attractive and imposing landmark building of red brick, with distinctive roofscape and corner towers. This interest is enhanced by the use of high quality materials, architectural features and richly detailed terra cotta dressings. The building derives historic interest from its value as the last and largest of London's Rowton Houses, built as accommodation for single men in the late 19th and early 20th century, and as the best-preserved example in London. It is illustrative of a little-known aspect of working class history and its scale and design is representative of the idealism of its origins. The continued use of the building also contributes to its interest.</p> <p>The setting of the listed building consists of varied and contrasting built form, which is not considered to contribute to the significance of the heritage asset. Due to the scale and quality of Arlington House, and the character of its immediate surrounding context, it has an imposing and distinctive presence within the streetscene. The application site is not considered to contribute to the significance of the listed building due to the interposing built form.</p>

Statement of Significance	
38-46, Jamestown Road, 24, 26, and 28 Oval Road	
Heritage Asset	Grade II Listed Building
Designated	6 th July 1981
Photograph	
List Description	<p>Formerly known as: Gilbey House OVAL ROAD. Includes: Nos.38-46 JAMESTOWN ROAD. Factory, store and offices. 1894 by William Hucks with addition of 1937 by Mendelsohn and Chermayeff; for wine importers and gin distillers Gilbey's. Original block to south-east: of concrete reinforced with hoop iron. Exterior rendered; channelled rustication to ground floor and channelled pilaster strips rising from 1st to 4th floor. 5 storeys plus attic and basement. 10 bays to Jamestown Road. Plain, square-headed entrances to ground floor including 2 vehicle entrances to left. Square-headed, recessed metal framed windows, most with small panes. Subsidiary cornice above 3rd floor, main cornice above 4th floor. INTERIOR: not inspected. HISTORICAL NOTE: an early example of reinforced concrete construction. 1937 block: of reinforced concrete frame filled with concrete panels; ground floor brown glazed tiles, upper floors rendered. Corner site; 7 storeys, with 6 bays to Oval Road and 7 bays to slightly concave Jamestown Road facade. International Modern idiom. Recessed main entrance to left of Oval Road facade with full height projecting square-sided bay window above with floor to ceiling glazing (emphasising the position of executive offices). Other windows form horizontal strips separated by vertical mullions. Teak 2-light window frames, plate glass. To Jamestown Road, the 6th floor rooms are recessed to incorporate a loggia with cast-iron railings. Projecting cornice above 6th floor. INTERIOR: not inspected. HISTORICAL NOTE: the building incorporates technical innovations by consulting engineer Felix Samuely, e.g. the foundations are floated on cork insulation to protect the wine from the vibration of nearby trains. Air conditioning too was incorporated.</p>

Until recent years known as Gilbey House. Gilbey's, formed in 1857, by 1914 occupied 20 acres in Camden.

Relative Significance

Architectural Interest The architectural interest of the heritage asset is principally derived from its value as an imposing late 19th century, former factory, store and office building designed in a forward looking architectural character. The architectural interest is amplified by its technical virtuosity as an early example of reinforced concrete construction. The stucco building is of a consistent and robust design, reflective of its former function, which is enhanced by the channelled rustication and pilasters, and architectural detailing such as the subsidiary cornice above third floor level. The 1937 addition to the corner of Jamestown Road and Oval Road is a seven storey building in the International Modernist style, which reflects the character and proportions of the original building. It incorporates technical innovations by engineer Felix Samuely, including foundations floated on cork foundations to protect the wine from nearby train vibrations, which contributes to its architectural interest as part of a functional building.

Historic Interest The listed building, formerly known as Gilbey House, was built in 1894 and was designed by William Hucks for Gilbey's; wine importers and gin distillers. The building is of historic interest for its associations with Gilbey's, formed in 1857, and as it is representative of the growth and importance of the firm within the local area. The firm was associated with the nearby Camden Goods Depot for around 100 years and became the major employer in the area, occupying 20 acres in Camden by 1914. The heritage asset is also of value for its association with Mendelsohn and Chermayeff, who designed the 1937 addition, and were well-known architects of the period.

Setting

Physical Surroundings, Experience of the Asset & Associative Relationships with other Assets The immediate setting of the listed building comprises the row of mid-18th century terraced houses (see later commentary in Appendix 5) and the late 19th century public house to the opposite side of Jamestown Road. These buildings are locally listed and are considered to contribute positively to the significance of the listed building as part of its historic context. To the opposite side of Oval Road is large-scale modern development, which is not considered to contribute to the heritage asset being of a later phase of development unrelated to it's the historic function of the listed building. Within the grounds of the listed building are the preserved remains of significant ice stores; whilst not visible, these structures were integral to the historic operation of the listed building and contribute positively to its significance.

The north west elevation of the building addresses Regent's Canal, which provides a link to its relationship with the former Camden Goods Depot and therefore contributes positively to the significance of the listed building. This kinetic experience from the northern footpath of the canal allows an appreciation of the scale and internal character of the listed building and forms part of the enclosing industrial buildings that create an evocative townscape character. In this regard, this element of setting contributes positively to the significance of the listed building.

The listed building has associative relationships with the surviving buildings of the former Camden Goods Yard and also the grade II* listed Roundhouse, which was leased to Gilbey's in the 1860s.

Contribution of the application site

Contribution of the application site to the Significance of the Heritage Asset The application site is located to the north east of the listed building, beyond Gilbeys Yard to the opposite side of the canal. Although the MS parcel is located in fairly close proximity to the heritage asset, the application site is separated from the listed building by the canal and the interposing built form, and therefore does not impact on the asset's significance.

Summary of Significance

The significance of the heritage asset is principally derived from its value as an imposing a high-quality late 19th century, former factory, store and office building, which is an early example of reinforced concrete construction. The listed building was designed by William Hucks for Gilbey's; wine importers and gin distillers, and is representative of the growth and importance of Gilbey's, who became a major employer in the area; they were associated with Camden Goods Depot for about 100 years. The heritage asset is also of value for its association with Mendelsohn and Chermayeff, who designed the 1937 addition in the International Modernist idiom, which incorporates a number of technical innovations that contribute to the building's significance.

The setting of the listed building comprises the adjacent mid-18th century terraced properties and late 19th century public house on Jamestown Road (see Appendix 5), which contribute positively to the heritage asset as part of its historic context of a shared phase of historic development. The adjacent Regent's Canal also makes a positive contribution as it provides a link to the building's relationship with the former Camden Goods Depot and as part of an evocative 19th century industrial townscape. The application site, whilst located in fairly close proximity to the listed building, is separated by the canal and the interposing built form, and therefore is not considered

to make a contribution to the asset’s significance.

Statement of Significance
Piano Factory Building

Heritage Asset	Grade II Listed Building
Designated	23 rd May 1989

Photograph



List Description

Piano factory, now offices. 1852. By Thomas and William Piper. For piano manufacturers Messrs Collard and Collard. English bond yellow stock brick; roof not visible. Circular plan. EXTERIOR: 5 storeys. 22 bays, each bay divided by raised pilaster continued to moulded stucco entablature and gablet projecting beyond splayed stucco cornice. Stucco pilasters flank segmental-arched 1st floor doorway. Segmental brick arches over wood and iron casements. Rectangular addition, dating from before 1868 and housing staircase to rear. INTERIOR: cast-iron columns and beams to vaulted brick ceilings; cast-iron columns, each with moulded plinth and capital, surround blocked-in central well; iron king post trusses radiate from central well; addition houses open-well staircase with simple iron balustrade and cantilevered stone treads, and has stone flag flooring. HISTORICAL NOTE: the open well was used for moving the pianos from floor to floor, with a former hoist, during the manufacturing process. The lowest floor was used for drying, the next for upright pianos, the second floor for cleaning, the third for polishing the cases and those above for "belly" manufacture and finishing off. Collard and Collard were the oldest of the well-known piano manufacturing firms of the St Pancras area, having patented a form of upright "square" piano in 1811. This building replaced a similarly shaped one which was destroyed by fire a year after it was built in 1851.

Relative Significance

Architectural Interest	The former Piano Factory derives architectural interest from its unique circular form and design; a good example of a mid-19 th century purpose built piano factory. The five storey building, constructed of yellow stock brick, displays architectural features such as the raised pilasters topped by moulded stucco entablature and gablet, which further contributes to this interest and elevates it from a functional building. The architectural interest is also strongly invested in the interior of the listed building, designed to accommodate the processes involved with piano manufacturing, such as the open well used for moving pianos from floor to floor, which is illustrative of the former functions of the building.
Historic Interest	The heritage asset is of historic interest for its associations with Collard and Collard, who were the oldest of the well-known piano manufacturing firms within the area. The listed building is also demonstrative of the historic development of the area from the early to mid-19 th century, following the completion of the Regent's Canal in 1820 and the North London Railway in 1852, and is representative of an important part of Camden's history, as the area soon became a centre of the piano industry.

Setting

Physical Surroundings, Experience of the Asset & Associative Relationships with other Assets	<p>The listed building is located to the east side of Oval Road, at the junction with Gloucester Crescent. To the immediate south east are the Classically inspired terraced houses of Gloucester Crescent, which contribute positively to the former piano factory by virtue of their shared age and architectural style and marking the gradual transition of the area from desirable high-status residential area to a more functional one defined by industry and commerce. The opposite side of Oval Road is characterised by further 19th century terraced housing, alongside some later modern development. More widely, the townscape consists of a variety of buildings of differing architectural quality and styles, although of predominantly 19th century date. As such, the surrounding context contributes to the significance of the listed building as it provides important evidential value for the evolution and development of this part of London in the 19th century.</p> <p>The listed building has strong associative relationships with the nearby Regent's Canal and remains of the Goods Yard, which would have played an important role in the industrial history and function of the building. Together, the remaining elements of the 19th century industrial heritage and transport infrastructure resonate with and contribute to the particular significance of the listed building.</p>
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Contribution of the application site

Contribution of the application site to the Significance of the Heritage Asset	The heritage asset is situated to the south east of the application site. Due to the interposing built form and Regent's Canal, the application site does not contribute to the particular significance of the listed building.
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Summary of Significance

The former Piano Factory derives architectural interest from its unique and interesting circular form and design, and as a good example of a mid-19th century purpose built piano factory. The architectural interest is also strongly invested in the interior of the building, which is illustrative of the building's former functions and processes associated with piano manufacturing. The asset is of historic interest for its associations with Collard and Collard; the oldest of the well-known piano manufacturing firms within the area. It is also demonstrative of the historic development of the area from the early to mid-19th century, and representative of an important part of Camden's history.

To the south east of the listed building are the Classically inspired terraced houses of Gloucester Crescent, which contribute positively to the former piano factory by virtue of their shared age and architectural style. The wider context also contributes to the building's significance as it provides important evidential value for the evolution and development of this part of London in the 19th century. The application site is not considered to make a contribution to the significance of this heritage asset due to the interposing built form and the physical separation of the Regent's Canal.

Statement of Significance
36-41, Gloucester Crescent
30-35, Gloucester Crescent
24-29, Gloucester Crescent
Numbers 40, 42 and 44 and attached railings
Two lamp posts opposite Numbers 43 and 40
Number 37 to 43 and attached railings
29-23, Gloucester Crescent
3 to 22, Gloucester Crescent
1 and 2, Gloucester Crescent
52-59, Gloucester Crescent
60 and 61, Gloucester Crescent
62 and 63, Gloucester Crescent
64 and 65, Gloucester Crescent
66 and 67, Gloucester Crescent
68, 69 and 70, Gloucester Crescent
Numbers 2-10 Oval Road and attached railings
Numbers 1-22 Regent's Park Road and attached railings

Heritage Asset	Grade II Listed Buildings
Designated	14 th May 1974, 23 rd March 1998 & 11 th January 1999



List Descriptions	<p>Terrace of 6 houses. Mid C19. Yellow stock brick with channelled stucco ground floors and stucco first floor bracketed window cornices, third floor cornice and main cornice. 4 storeys and basements. 2 windows each; end houses each with additional window in recessed entrance bays. Entrances have panelled doors with overlights; end houses flanked by pilasters, Nos 37 & 38 and 39 & 40 paired in prostyle porticos. Recessed ground floor sashes tripartite with bracketed mullions, except end houses which have 2 sashes with margin glazing each. All have keystones and bracketed sills. Upper floor sashes mostly with glazing bars, diminishing in height to top floor; bracketed balconies with geometrically patterned cast-iron railings to first floor sashes. INTERIORS: not inspected.</p> <p>Terrace of 6 houses. Mid C19. Yellow stock brick with channelled stucco ground floors and stucco first floor bracketed window cornices, third floor cornice and main cornice. End houses slightly projecting. 4 storeys and basements. 2 windows each; end houses each with additional window in recessed entrance bays. Entrances have panelled doors with overlights; end houses flanked by pilasters, Nos 31 & 32 and 33 & 34 paired in prostyle porticos. Recessed ground floor sashes tripartite with bracketed mullions, except end houses which have 2 sashes with margin glazing each. All have keystones and bracketed sills. Upper floor sashes mostly with glazing bars, diminishing in height to top floor; bracketed balconies with geometrically patterned cast-iron railings to first floor sashes. INTERIORS: not inspected.</p> <p>Terrace of 6 houses. Mid C19. Yellow stock brick with channelled stucco ground floors and stucco first floor bracketed window cornices, third floor cornice and main cornice. 4 storeys and basements. 2 windows each; No.29 with additional window in recessed entrance bay. No.24 has entrance in single storey</p>
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extension on return, Nos 25 & 26 and 27 & 28 paired; doorways flanked by pilasters; panelled doors with overlights. Recessed ground floor sashes tripartite with bracketed mullions, except end houses which have 2 sashes with margin glazing each. All have keystones and bracketed sills. Upper floor sashes mostly with glazing bars, diminishing in height to top floor; bracketed balconies with geometrically patterned cast-iron railings to 1st floor sashes. INTERIORS: not inspected.

Terrace of 3 houses. Mid C19. Yellow stock brick with stucco dressings and channelled stucco ground floor with 1st floor band. 3 storeys and basements. 2 windows each. Square-headed entrances with panelled doors and overlights. Architraved sashes: 1st floor with console bracketed cornices and cast-iron balconies; 2nd floor, originally with lugged sills. Cornice and blocking course. INTERIORS: not inspected. SUBSIDIARY FEATURES: attached cast-iron railings with spearhead finials to areas.

2 lamp posts. C19. Cast-iron. Pedestals depicting figure of St Pancras; bulbous foliage and flower enriched standard bases. Standards with enriched bands and swan-neck tops; C20 lanterns.

4 terraced houses forming a symmetrical composition with the return of No.23 Gloucester Crescent (qv). Mid C19. Yellow stock brick with channelled stucco ground floors and plain bands at 1st floor level; No.37 stucco with channelled ground floor. No.37: 2 storeys and basement. Single window. Recessed portico; panelled door with overlight. Ground floor tripartite sash with enriched brackets to mullions. Similar architraved 1st floor sash with console bracketed cornice and cast-iron balcony. Cornice and parapet with arcaded balustrading. Nos 39-43: 3 storeys and basements. Square-headed entrances with panelled doors and overlights. Recessed sashes; upper floors architraved, 1st floor having console bracketed cornices and cast-iron balconies, 2nd floor with lugged sills. Cornice and blocking course. INTERIORS: not inspected. SUBSIDIARY FEATURES: attached cast-iron railings with spearhead finials to areas.

House with left hand return forming a symmetrical end bay to Nos 37-43 Inverness Street (qv). Mid C19. Stucco. Slated mansard roofs behind gabled fronts with narrow bargeboards. 3 storeys and basement. 2 windows. Entrance in recessed prostyle portico to right; panelled door with overlight. Right hand ground floor window an architraved sash with console bracketed cornice; left hand a canted bay. Lugged architraves to 1st floor sashes with lugged sills. 2nd floor cornice. Round-arched architraved 2nd floor windows with sill bands. Return with channelled stucco ground floor and blocked windows; ground floor a truncated tripartite sash with enriched brackets to mullions, 1st floor a similar full size sash with console

bracketed pediment. Plain 1st floor band. Moulded cornice with parapet having arcaded balustrading. INTERIOR: not inspected.

Curved terrace of 20 houses. c1840-45. By Henry Bassett. Yellow stock brick with stucco dressings. Slated hipped roofs with enriched slab chimney-stacks and most with projecting eaves having shaped brackets. STYLE: Italianate style, different designs forming linked groups. EXTERIOR: 3 and 4 storeys, all with semi-basements. Continuous cornice runs throughout terrace at 2nd floor sill level; all with stucco architraved sashes, ground floors having console bracketed cornices. Doors panelled, some part-glazed, all with overlights. Nos 3 & 4: entrances in stucco porticoes with moulded panels and pilaster soffits having bracket capitals. No.3 has 4 storeys with blind boxes to 1st floor windows. No.4 has a 4-storey projecting tower with stucco ground floor and quoins; ground and 1st floor tripartite sashes, 2nd floor with 2 small windows flanked by large brackets to 3rd floor balcony having pierced balustrade to 2 paired round-arched sashes. Nos 5-7: round-arched entrances, in recessed bays, with stucco pilasters supporting architraved heads. No.5 has large brackets flanking 2 floor windows and continuing across entrance bay of No.4. Nos 8-11: form a symmetrical group with projecting flanking towers having 3rd floor loggias with paired shaped brackets to eaves. Doorways of Nos 8 & 11, in recessed bays, in round-arched cases. Nos 9 & 10 in central bays with stucco cases of pilasters supporting cornices; windows above doors round-arched. Nos 12-15: form a symmetrical group with a projecting bracketed cornice above 2nd floor windows and central pediment with acroterion flanked by parapet with balustraded panels. Entrances to Nos 12 & 15 in recessed flanking entrance bays; stucco pilasters cases with round arches flanked by enriched brackets supporting cornices. Nos 13 & 14 in central bays with stucco pilaster doorcases, No.14 with a pediment; round-arched windows above doorways and at 2nd floor beneath pediment. Nos 16-19: form a symmetrical group similar to Nos 8-11. No.20: round-arched doorway and round-arched window above at 2nd floor level. No.21: square-headed stucco entrance surround with round-arched window above. To right, a tripartite sash. No.22: partly rebuilt and altered with mansard roof to left hand bays. INTERIORS: not inspected. HISTORICAL NOTE: Henry Bassett's family were surveyors to the Southampton Estate; the plot was purchased by Bassett from Lord Southampton at the auction of his northern estate in 1840.

Pair of semi-detached houses at the top of a crescent. c1845. By Henry Bassett. Yellow stock brick with stucco dressings. Tiled pitched roof with central enriched slab chimney-stack and similar smaller lateral stack; projecting eaves supported on large shaped brackets with plain band. 2 storeys and semi-basements. 2 windows each and recessed 2-window 2 storey flanking entrance bays.

Entrances have stucco surrounds with pilasters supporting architraved round-arched heads; panelled doors with pilasters jambs and fanlights. Recessed sashes. Central bays, ground floor with stucco architraves and baseless pediments on shaped brackets; geometrically patterned timber balconies. 1st floor sashes architraved with bracketed sills. INTERIORS: not inspected. HISTORICAL NOTE: Bassett's family were surveyors to the Southampton Estate and bought the Gloucester Crescent plot from Lord Southampton in 1840.

4 pairs of semi-detached, linked houses. Mid C19. Yellow stock brick with stucco ground floors and dressings. Shallow hipped slated roofs with tall slab chimney-stacks and projecting bracketed eaves. No.58 has a later box dormer. EXTERIOR: 3 storeys and semi-basements. Nos 52 & 53 and 54 & 55, 1 window each. Each with a pilastered canted bay window rising from the basement and terminating with a cornice supporting an open-work balustrade to the 1st floor tripartite architraved sash with bracketed cornice. 2nd floor tripartite sashes with continuous sill bands, lugs and eaves band. Party walls defined by a narrow, round-arched, shallow recess. Single storey entrances with panelled doors, overlights and cornices on returns, except No.55 which is a recessed full height bay attached to and similar to No.56. Nos 56 & 57 and 58 & 59, 2 windows each. Each with a tripartite sash having a bracketed cornice and sill to the channelled stucco ground floors. Upper floors with stuccoed quoins have cambered stucco arches with keystones to recessed 4-panes sashes. Party walls defined by a narrow, round-arched, shallow recess terminating with a large bracket to the eaves. Entrance to No.56 in full height recessed bay with flat arched sash to 1st floor and round-arched to 2nd, both with margin glazing; doorway, flanked by pilasters, has panelled door with overlight. Nos 57-59 entrances in 2 storey recessed bays each with a segmental-arched sash at 1st floor and similar doorways. INTERIORS: not inspected.

Pair of semi-detached, linked terraced houses. Mid C19. Yellow stock brick with raised brick quoins and stucco dressings. Shallow hipped roof having a tall slab chimney-stack. 3 storeys and semi-basement. 2 windows each plus single window recessed, full height entrance bays. Each with a ground floor canted bay window rising from the semi-basement and terminating with a slated penthouse roof beneath the paired architraved 1st floor sashes with cornices, keystones, upswept aprons and floor band. 2nd floor windows similar but without cornices and having a continuous sill band with brackets. Party wall defined by a raised strip of the quoin patterning. Entrances have eared and shouldered moulded surrounds in early C18 style; panelled doors with overlights. Sashes above in C18 style surrounds with shaped aprons and tops upswept to cornices.

INTERIORS: not inspected.

Pair of semi-detached, linked terraced houses. Mid C19. Yellow stock brick with grey brick bands, window arches and continuous sill bands. Shallow hipped slated roof with tall brick banded chimney-stacks having brick dentil cornices. 3 storeys and semi-basements. 2 windows each plus 1 window recessed entrance bays. Plain entrances of panelled doors with overlights; No.63 has a porch, with a Classical dentil cornice supported by 3 gothic columns with trefoil enriched spandrels, which supports a cast and enriched wrought-iron balcony. Gauged brick flat arches to recessed 4-pane sashes, chamfered at top angles; most with cast and wrought-iron window guards. 2nd floor entrance bay window to No.63 has a blind brick balustrade with openwork crosses and dentil cornice. 1st floor windows have bracketed balconies with enriched cast and wrought-iron bowed railings. Stepped brick dentil eaves cornice. INTERIORS: not inspected.

Pair of semi-detached, linked terraced houses. Mid C19. Yellow stock brick with channelled stucco entrance surrounds. Shallow pitched slated roof with tall brick slab chimney-stack and deep moulded eaves cornice. 3 storeys and semi-basement. 2 windows each. Plain entrances with panelled doors, No.65 part-glazed, and overlights. Architraved sashes with glazing bars; ground floor have bracketed cornices and sills; 1st floor, a continuous enriched cast-iron balcony. INTERIORS: not inspected.

Pair of terraced houses. Mid C19. Yellow stock brick. 2 storeys and semi-basement. 3-window range. Symmetrical design. Doorways flanked by pilasters supporting entablatures; panelled and part-glazed doors with overlights. Architraved sashes; 1st floor with pediments and cast-iron window guards to 2 right hand windows. Timber dentil cornice. INTERIORS: not inspected.

Terrace of 3 houses. Mid C19. Yellow stock brick with channelled stucco ground floor to centre bays, stucco quoins to outer bays and 1st floor sill band. Shallow hipped roof with projecting eaves and slab chimney-stacks with brick dentil cornices. 3 storeys and basements. 6 window range plus single window recessed entrance bay to No.70. Symmetrical design with projecting end bays. Nos 68 & 69 have plain entrances with part-glazed panelled doors and overlights situated next to the projecting bays; No.70 entrance, round-arched and architraved with panelled door and fanlight situated in recessed bay. Architraved sashes: ground floor projecting bays have cornices as do 1st floor; projecting bays with pediments. Cast-iron balconies to 1st floor sashes, continuous to 4-centre windows. INTERIORS: not inspected.

	<p>Terrace of 5 houses. c1835. Yellow stock brick with rusticated stucco ground floor and plain 1st floor band. Symmetrical terrace with projecting end houses. 3 storeys and basements. 2 windows each. Plain stucco surrounds to doorways with fanlights, cornice-heads and panelled doors. Nos 2 and 10 with pilasters forming doorways and to ground floors carrying entablatures and cast-iron balconies. Nos 4-8 ground floor sashes with vermiculated keystones. Architraved sashes to upper floors; 1st floor with cornices and cast-iron window guards. End houses with stucco 2nd floor sill band continuing around the returns. Cornice and blocking course. INTERIORS: not inspected. SUBSIDIARY FEATURES: attached cast-iron railings with foliated finials to areas.</p> <p>Terrace of 22 houses. c1840-50. Yellow stock brick with rusticated stucco ground floors. Nos 1-21 form a symmetrical facade with slightly projecting end houses. 4 storeys and basements. 2 windows each. Square-headed doorways with cornice-heads, fanlights and panelled doors. Entrance to No.1 on right hand return with stucco portico having pilasters, cornice and parapet; round-arched doorway. Architraved sashes; 1st floor with cornices and continuous cast-iron balconies, 2nd floor with cornices. Plain stucco sill bands to 2nd and 3rd floors. Stucco modillion cornice and blocking course. No.22: rusticated stucco. 2 storeys and basement. 1 window. Projecting stucco portico with balustraded parapet. Cornice with balustraded parapet. INTERIORS: not inspected. SUBSIDIARY FEATURES: attached cast-iron railings with foliated finials to areas.</p>
Relative Significance	
Architectural Interest	The architectural interest of the listed buildings is principally invested in their townscape composition of crescent and formal axial route. Despite the formal planning the building stock has a degree of variety and informality in typology and character illustrating a wide cross-section of mid-19 th century domestic architectural design. The use of a shared classical language style and material palette introduces a degree of regularity and uniformity. Overall, this is a group of high quality, mid-19 th century, Classically inspired townhouses, typical of their age and typology. The stock brick properties display Georgian proportions and small variations in design, which adds visual interest to the streetscene. The group value and little altered appearance of the buildings further elevate this architectural interest.
Historic Interest	The historic interest is derived from the value of the listed buildings as a section of 19 th century residential townscape built for the professional classes, which is demonstrative of the development of Camden Town following the completion of Regent's Canal.

Setting	
Physical Surroundings, Experience of the Asset & Associative Relationships with other Assets	The heritage assets form part of the mid-19 th century residential townscape of Camden Town, situated immediately to the west of Camden High Street and linked to the High Street via Inverness Terrace. Although located in close proximity to the High Street and Camden Town underground station, with its associated noise and bustling character, the area has more of a quiet, domestic character, aided by an abundance of mature street trees and vegetation, which contributes positively to the significance of the heritage assets and reinforces the original rus-in-urbe character. Regent's Canal is situated to the north of the listed buildings, the railway line to the west, and to the south west is the open green space of Regent's Park. The wider context consists of the varied townscapes of Camden Town and Chalk Farm, which provide an understanding of the historic development and evolution of the area but aside from consistency in scale and materiality do not contribute to the particular heritage significance of the listed buildings.
Contribution of the application site	
Contribution of the application site to the Significance of the Heritage Asset	Due to the interposing built form and the form/layout of the group of listed buildings, the application site does not have an impact on their particular heritage significance.
Summary of Significance	
	<p>The significance of the listed buildings is principally invested in their townscape composition of crescent and formal axial route. Despite the formal planning the building stock has a degree of variety and informality in typology and character illustrating a wide cross-section of mid-19th century domestic architectural design. The use of a shared classical language style and material palette introduces a degree of regularity and uniformity. Overall, this is a group of high quality, mid-19th century, Classically inspired townhouses, typical of their age and typology. The group value and little altered appearance of the buildings further elevate this architectural interest. The historic interest is derived from the value of the listed buildings as a section of 19th century residential townscape built for the professional classes, which is demonstrative of the development of Camden Town following the completion of Regent's Canal.</p> <p>The heritage assets form part of the mid-19th century residential townscape of Camden Town, situated in close proximity to Camden High Street, however, their immediate setting has a quiet, sedate character, aided by an abundance of mature street trees and vegetation, which contributes positively to the significance of the heritage assets as an integral element of the original rus-in-urbe</p>

character. The listed buildings have strong group value and have associative relationships with the wider 19th century residential townscape. Due to the interposing built form and the largely contained nature of the group of listed buildings, the application site is not considered to make a contribution to their significance.

Statement of Significance
15-31, Gloucester Avenue

Heritage Asset	Grade II Listed Building
Designated	14 th May 1974



List Description	Terrace of 9 houses. c1848. Yellow stock brick with rusticated stucco ground floors and quoins. No.16 with felted mansard roof and attic dormers. Symmetrical terrace with slightly projecting end houses (Nos 17 and 31) and central houses (Nos 21 & 23). 4 storeys and basements. 2 windows each. Prostyle Doric porticoes; doorways with fanlights and half glazed doors. No.15, entrance converted to a window. Ground floor sashes tripartite. 1st floor, gauged brick flat arches to casements with continuous cast-iron balcony. 2nd and 3rd floors, gauged brick flat arches to recessed sashes. Stucco dentil cornice at 3rd floor level. Parapet above 3rd floor. INTERIORS: not inspected.
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Relative Significance

Architectural Interest	The heritage asset is principally of architectural interest as a mid-19 th , Classically-influenced palace fronted terrace of stock brick townhouses of an imposing scale with projecting end pavilions and central bay. The form and design of the listed buildings is typical of the traditional built form within the area and also of the wider development of London during this period. The symmetrical composition, architectural detailing and the largely unaltered appearance of the terrace are the basis of its architectural character. The presence of an isolated mansard roof undermines the coherence of this architectural character to the detriment of its significance.
Historic Interest	The historic interest is derived from the association of the buildings

with the development of the area in the 19th century, following the construction of the Regent's Canal in 1820 and the nearby Regent's Park as the catalyst for fashionable residential of the area. The buildings also illustrate the aspirations of residential occupants of the period. Overall, historic interest makes a secondary contribution to their particular heritage significance.

Setting

Physical Surroundings, Experience of the Asset & Associative Relationships with other Assets

The listed terrace fronts onto the south side of Gloucester Avenue, to the west of the busy junction with Oval Road, Parkway and Delancey Street, and to the south east of Regent's Canal. On the opposite side of the road are blocks of modern flats, and beyond these is the railway line. The surrounding context is predominantly residential and incorporates a number of street trees and vegetation, which contribute positively to the listed building by reflecting their origins as high-quality domestic architecture. Whilst varied, the remaining 19th century domestic development of detached houses, semi-detached villas and terraced housing amplify the heritage significance of these listed buildings by illustrating the wider pattern of contemporaneous historic development. This townscape character is not consistent with later 20th century development onwards tending to be of a very different architectural character that does not contribute positively to their significance.

Due to the asset's location close to a busy junction, there is a fairly high level of vehicular and pedestrian movement and as such, the terrace is largely experienced in kinetic views along Gloucester Avenue.

Contribution of the application site


Contribution of the application site to the Significance of the Heritage Asset

The application site does not contribute to the significance of the heritage asset due to the separation distances and interposing built form.

Summary of Significance

The heritage assets are principally of architectural interest as a mid-19th, Classically-influenced palace fronted terrace of stock brick townhouses of an imposing scale with projecting end pavilions and central bay. These buildings are illustrative of the development of the area in the 19th century, following the construction of the Regent's Canal in 1820 and Regent's Park to the south. The symmetrical composition, architectural detailing and the largely unaltered appearance is the basis of the building's architectural significance; however, the presence of an isolated mansard roof disrupts this unity to the detriment of their particular heritage significance.

The listed terrace fronts onto the south side of Gloucester Avenue, to the west of the busy junction with Oval Road, Parkway and Delancey Street, and to the south east of Regent's Canal. On the opposite side of the road are blocks of modern flats, and beyond these is the railway line. The surrounding context is predominantly residential and incorporates a number of street trees and vegetation, which contribute positively to the listed building by reflecting their origins as high-quality domestic architecture. Whilst varied, the remaining 19th century domestic development of detached houses, semi-detached villas and terraced housing amplify the heritage significance of these listed buildings by illustrating the wider pattern of contemporaneous historic development. This townscape character is not consistent with later 20th century development onwards tending to be of a very different architectural character that does not contribute positively to their significance. The application site does not contribute to the significance of the heritage assets due to the separation distances and interposing built form.

Statement of Significance 1-15, Prince Albert Road	
Heritage Asset	Grade II Listed Building
Designated	14 th May 1974
Photograph	
List Description	<p>Street of 15 related detached and semi-detached villas. Mid C19. Probably built by J Guerrier and P Pearse. Stucco. EXTERIOR:</p> <p>No.1: double fronted with 3 windows; 3 storeys and basement. Currently being converted to 2 dwellings. Tall slab chimney-stacks on return walls. No.2: double fronted with 3 windows; 3 storeys and basement. Portico with console bracketed cornice continuing around the house at 1st floor level. Doorway with fanlight and panelled door with narrow side lights. Tripartite sashes to ground floor with margin glazing. 1st floor, round-arched architraved sashes with margin glazing and keystones. 2nd floor, architraved sashes with continuous sill band. Projecting bracketed eaves. Tall slab chimney-stacks on return walls. Left hand return with canted bay windows to ground and 1st floor. No.3: similar to No.2 but porch with plain band continuing around the house. 1st floor, architraved sashes with margin glazing and cornices. Canted bay windows on right hand return. No.4: 5 windows, 3 storeys and basement; originally double fronted with 3 windows but 2-window extension on east side, of studio with bedrooms over, designed by Sir Edward Maufe in 1913 for the artist AE Maude. Asymmetrically placed Doric portico; entablature continuing around the house at 1st floor level supported by Doric pilasters. Doorway with fanlight and panelled door. Tripartite sashes with margin glazing flanking the porch; to right, paired transom and mullion windows with margin lights. 1st floor, round-arched architraved sashes with bands and keystones and margin glazing. 3rd floor, recessed sashes with guttae sill string. Slated hipped roof with projecting bracketed eaves and tall slab chimney-stacks on return walls. Canted bay windows on left hand</p>

<p>return. No.5: double fronted with 3 windows; 3 storeys, attic and basement. Ionic portico in antis, the entablature continuing around the house at 1st floor level. Ground floor sashes architraved and tripartite with margin glazing. 1st floor architraved sashes with cornices (that above the porch with floating cornice) and margin glazing. Architraved sashes to 2nd floor. Projecting eaves with dentil cornice; above, central rectangular dormer with architraved Diocletian window. Tall slab chimney-stack on right hand return; canted bay windows on left hand. Nos 6 & 7: semi-detached pair. Irregular facade of 3 storeys and attics, 4 windows plus later C19 2-window recessed entrance extension to west end. No.6 with projecting right hand entrance bay; round-arched entrance with fanlight and panelled door. Recessed sashes, 2nd floor in shallow rectangular recesses. 1st floor casements with cast-iron balconies. Projecting cornice continuing around the house. Entrance bay with small pedimented attic having an oculus. No.7 with projecting right hand bay having canted bay window with margin glazing to ground floor, upper floors with tripartite sashes; pediment with Diocletian attic window in tympanum. Tall slab chimney-stacks. Nos 8 & 9: semi-detached pair, No.9 rebuilt in facsimile following war damage and included for group value. 3 storeys and attics. Symmetrical facade of 4 windows plus 2 storey single window extension to No.9. Attic dormers in slated mansard roofs. Outer entrance bays slightly projecting with segmental-arched porticoes with keystones and parapet. Square-headed doorways with fanlights and panelled doors. Corinthian pilasters rising through 1st and 2nd floors flanking recessed sashes with margin glazing. Houses divided by paired Corinthian pilasters to either side of which tripartite sashes; 1st floor with floating cornices; 2nd floor with sill band continuing across the front of the houses. Simplified entablature. Extension with 2-light windows having margin glazing. Nos 10 & 11: semi-detached pair. Symmetrical facade of 3 storeys and attics, 2 windows each. Attic dormers in slated mansard roofs. Entrances in central bays, recessed to 2nd floor level and separated by paired Ionic columns in antis supporting a simplified entablature with continues around the building. No.10, round-arched doorway, No.11, square-headed; both with patterned fanlights and panelled doors. Recessed sashes with margin glazing above. Slightly projecting outer bays with pilasters at angles rising to support entablature. Tripartite sashes; ground floors with pilasters supporting pediments, upper floors with consoles on mullions. Attic storey with recessed sashes having margin glazing and pilasters supporting cornice and parapet. Tall slab chimney-stacks. Nos 12 & 13: semi-detached pair. Symmetrical facade of 3 storeys and attics, 2 windows each, plus later single storey single window extension to No.13. Slightly projecting central entrance bay with double portico having square-headed doorways with fanlights and panelled doors. Tripartite sashes with margin glazing to ground floors. Corinthian pilasters marking bays rise through 1st and 2nd floors to support simplified entablature with pediment over central</p>
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bay and blocking course over outer bays. Central bay with recessed sashes having margin glazing to upper floors; outer bays, tripartite sashes, 1st floor with floating cornices. Tall slab chimney-stacks. Nos 14 & 15: semi-detached pair. Irregular facade of 3 storeys and attics, 5 windows, plus late C20 single storey single window extension to No.14. No.14 with Doric portico (originally with Ionic portico on return) above which recessed sashes with margin glazing. Projecting pedimented left hand bay with canted bay window to ground floor having cast-iron veranda; upper floors with tripartite windows, 1st floor with cornice and cast-iron balcony extending to entrance bay, 2nd floor with sill string. Pediment with Diocletian attic window in tympanum. No.15, projecting left hand entrance bay carried up an extra storey as a tower. Round-arched entrance with fanlight and panelled door. Ground and 2nd floor recessed sashes with margin glazing; 1st floor, casements with cast-iron balconies. Projecting cornice. Additional tower storey with paired pilasters at angles and arcaded 2-light window; simplified entablature and blocking course. Tall slab chimney-stacks. INTERIORS: not inspected.

Relative Significance

Architectural Interest The architectural interest of the listed buildings is the basis of their heritage significance. They are an attractive, informal group of Italianate villas dating from the mid-19th century, illustrating the growing adaptability of Classical design applied to domestic architecture. The picturesque grouping along a curving road, informal composition of individual buildings and their siting within generous gardens emphasises the rus-in-urbe character, established by the earlier phases of residential development enclosing Regent's Park.

Historic Interest The historic interest is primarily derived from the illustrative value of the buildings as part of the development of the area during the 19th century, following the completion of the Regent's Canal. The heritage assets are also of historic interest for their likely association with architects J Guerrier and P Pearse, and with artist A E Maude who lived at No.4, which has an extension designed by Sir Edward Maufe in 1913. The historic interest of the listed buildings relates to their role as part of a group of villas fronting the contemporaneous Regent's Park, thereby illustrating the development of this part of London in the early-mid 19th century. Whilst the property (and group of which it forms a part) are broadly consistent with the aspirations of Nash's masterplan it does not form part of it.

Setting

Physical Surroundings, Experience of the Asset The setting of the listed buildings is varied. At the local level, it can be considered to consist of the associated garden/grounds, whilst at

& Associative Relationships with other Assets the wider level, this would include the townscape qualities of the Primrose Hill Conservation Area.

As noted, the properties are set within mature gardens, which incorporate trees that could conceivably form part of the historic layout/development. The presence of mature landscaping reinforces the rus-in-urbe character of this part of Primrose Hill and the interrelationship with the designed landscape of Regent's Park to the south (laid out in another interpretation of the picturesque, rus-in-urbe). This aspect of setting contributes positively to the significance of the listed building.

The grounds of the listed buildings are, generally, enclosed, to the front, by a substantial brick boundary wall that provides a clear distinction between the public and private realms. This reinforces the private and domestic character of the grounds and is likely to be reflective of the aspirations of the original owners for a degree of exclusivity associated with the earlier phases of development surrounding Regent's Park. This aspect of setting contributes positively to the significance of the listed building.

To the south east, and adjacent to the eastern end of the listed group, is the busy junction of Prince Albert Road with Parkway and Gloucester Gate Bridge, which has a high level of vehicular traffic and associated noise. This impact is alleviated, to a degree, by the abundance of street trees and vegetation. The character of the area towards the western end of the listed group has an overall quieter and more suburban feel, due to the attractive and picturesque setting of the canal.

The surrounding built form within this area largely consists of residential stucco properties, which creates a cohesive and high quality townscape that contributes positively to the listed buildings by virtue of the shared materials palette, historic origins and domestic scale.

Contribution of the application site

Contribution of the application site to the Significance of the Heritage Asset The application site is located to the north of the listed buildings, however it is not considered to make a contribution to their significance due to the nature of interposing development and separation distances.

Summary of Significance

The architectural interest of the listed buildings is the basis of their heritage significance. They are an attractive, informal group of Italianate villas dating from the mid-19th century, illustrating the growing adaptability of Classical design applied to domestic

architecture. The picturesque grouping along a curving road, informal composition of individual buildings and their siting within generous gardens emphasises the rus-in-urbe character, established by the earlier phases of residential development enclosing Regent's Park. The buildings are also illustrative of the development of the area during the 19th century and are of value for their associations with artist A E Maude and architect Sir Edward Maufe, and likely association with architects J Guerrier and P Pearse.

The listed buildings address the north side of Prince Albert Road. The private gardens, mature landscaping and orientation towards the designed landscape of Regent's Park contribute to a rus-in-urbe character, which is complementary to the buildings' architectural interest and continues Nash's intention to enclose the park. The eastern end of the group lies adjacent to a busy junction, which has a high level of vehicular traffic and noise, albeit somewhat alleviated by an abundance of trees and vegetation. Towards the western end, however, the overall character is quieter and more suburban, due to the attractive and picturesque setting of the canal located opposite. Due to the separation distances and nature of interposing development, there is no relationship between the application site and the heritage assets. Accordingly, the application site does not contribute to their particular heritage significance.

Statement of Significance
Cecil Sharp House

Heritage Asset	Grade II Listed Building
Designated	22 nd December 1987



List Description	Headquarters of the English Folk Dance and Song Society. 1929-30. By HM Fletcher. For the English Folk Dance Society. Partly rebuilt 1949-51 after war damage. Brown brick and tiled, hipped roof. Neo-Georgian style. Rectangular plan on a triangular corner site. EXTERIOR: 1 to 2 storeys plus basement. Front facade of 1 tall storey, 5 bays. Square-headed stone-architraved doorways with wooden panelled doors to end bays; approached by steps with cast-iron railings. Gauged brick flat arches to tall metal framed windows with margin glazing and small panes articulating the double height dance hall. Pilaster strips at angles continue through parapet with brick band to terminate with stone ball finials. INTERIOR: following the post-war rebuilding a former musicians' gallery in the dance hall was replaced by a large specially commissioned (approx 20m long) mural painting by Ivon Hitchens which is of historic and artistic interest. Other walls of hall wooden panelled to window height. HISTORICAL NOTE: Cecil Sharp collected, edited, performed and wrote about English folk-songs and dances; he was the leader of the modern English folk-music revival. He joined the Committee of the Folk Song Society in 1904 and founded the English Folk Dance Society in 1911; the societies amalgamated in 1932. The building houses Sharp's library which he bequeathed on his death in 1924.
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Relative Significance

Architectural Interest	Cecil Sharp House is of architectural interest as a good, albeit comparatively plain, example of an early 20 th century, Neo-Georgian building, designed by H M Fletcher for the English Folk Dance and Song Society. The building, constructed of brown brick, displays a
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simple, uniform façade with repeated design elements. The siting of the building amplifies its prominence; however, the principal element of aesthetic interest is associated with its interior.

Historic Interest The historic interest of the heritage asset is principally derived from its associations with Cecil Sharp, the leader of the modern English folk-music revival, who founded the English Folk Dance Society in 1911. His library has been housed at the building since his death in 1924, which also contributes to the asset's historic interest and as an irreplaceable resource, inextricably linked to the building's raison d'être contributes to the particular significance of the listed building. The interior of the building has a mural painting by Ivon Hitchens, commissioned following a post-war rebuilding, which, as noted within the list description, is of historic and artistic interest. The buildings continued use by the English Folk Dance and Song Society also contributes to its significance.

Setting

Physical Surroundings, Experience of the Asset & Associative Relationships with other Assets Given the particular significance of the listed building, setting makes a comparatively minor contribution to its significance. In that context, it is noted that the listed building is located on a triangular corner site at the junction of Gloucester Avenue with Regent's Park Road. The asset is set back from the road behind a boundary wall and mature trees and vegetation, which provides an attractive setting and screening from the road and therefore contributes positively to the listed building by softening an otherwise austere architectural character. The building is experienced as a detached building within a predominantly residential area of mid-19th century buildings. More widely, the context consists of a varied townscape of buildings of differing age and styles. As such, the immediate surrounding built form and wider townscape does not contribute to the particular significance of the listed building.

Contribution of the application site

Contribution of the application site to the Significance of the Heritage Asset The application site is situated to the north of the heritage asset. Due to the separation distances, nature of interposing development and absence of any historical or functional links it does not contribute to the particular heritage significance of the listed building.

Summary of Significance

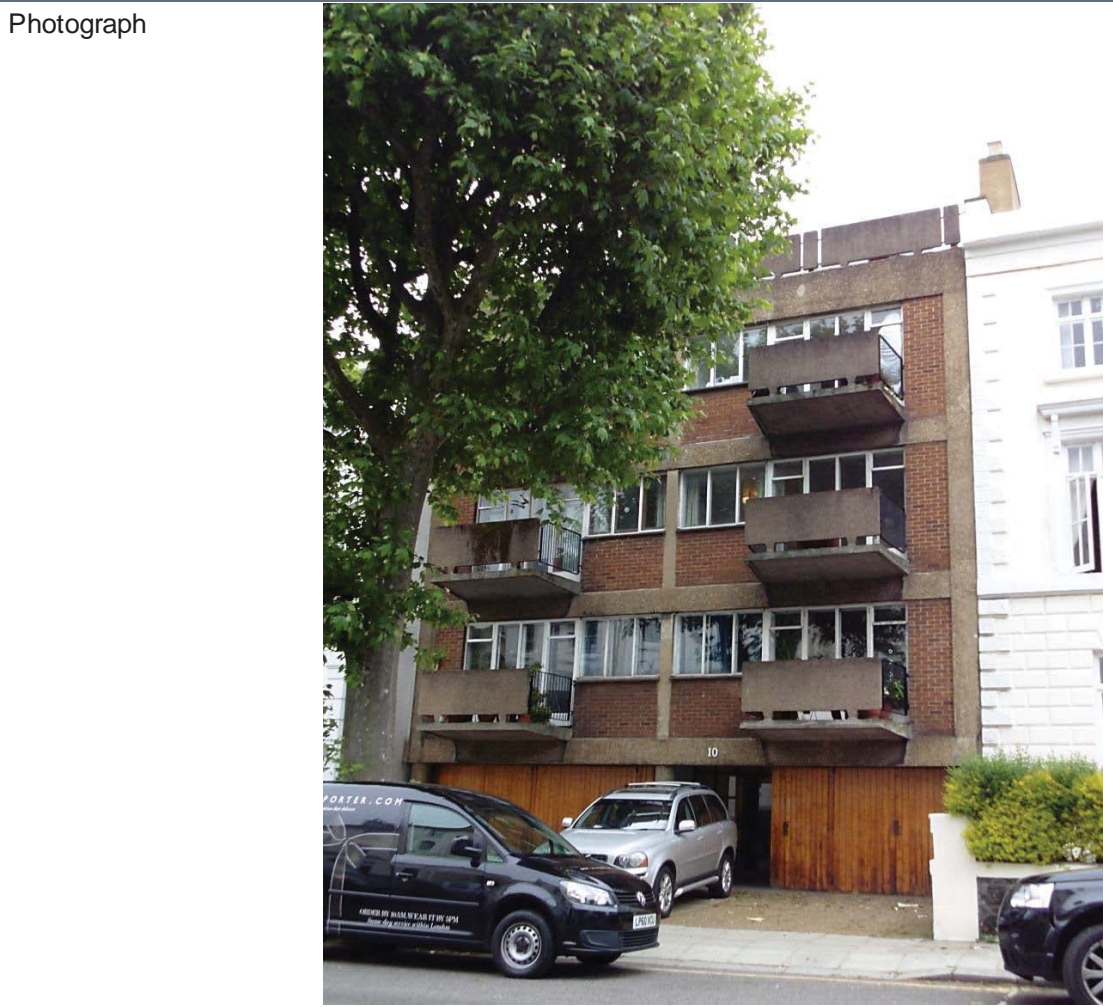
Cecil Sharp House is of architectural interest as a good, albeit comparatively plain, example of an early 20th century, Neo-Georgian building, designed by H M Fletcher for the English Folk Dance and Song Society. The listed building derives historic interest from its associations with Cecil Sharp, the leader of the modern English folk-music revival, and whose library is housed within the building. The

continued use of the building by the English Folk Dance and Song Society also contributes to its significance.

Given the particular significance of the listed building, setting makes a comparatively minor contribution to its significance. In that context, it is noted that the listed building is located on a triangular corner site at the junction of Gloucester Avenue with Regent's Park Road. The asset is set back from the road behind a boundary wall and mature trees and vegetation, which provides an attractive setting and screening from the road and therefore contributes positively to the listed building by softening an otherwise austere architectural character. More widely, the context consists of a varied townscape of buildings of differing age and styles. As such, the immediate surrounding built form and wider townscape does not contribute to the particular significance of the listed building. The application site is situated to the north of the heritage asset. Due to the separation distances, nature of interposing development and absence of any historical or functional links the application site does not contribute to the particular heritage significance of the listed building.

Statement of Significance
10, Regent's Park Road

Heritage Asset	Grade II Listed Building
Designated	22 nd December 1998



List Description

Block of flats and studios. 1954-6 by Erno Goldfinger, assisted by Miss BA James, for the Regent's Park Housing Society Ltd. Reinforced concrete construction with three parallel load-bearing walls (at the rear and to either side of the stairs) with a beam and column construction at the front. The columns exposed and board-marked. In-situ concrete slab floors, externally expressed and wire-brushed to expose aggregate. The deep cornice similarly treated. Red brick infill. Cantilevered concrete balconies with precast panel fronts; precast balustrade to roof terrace. EXTERIOR: 4 storeys and attic, each originally with two flats per floor; those to ground floor and attic are studios, set behind garages and roof terrace respectively. Flats C and D are now combined. Basement laundry, garden room and storage areas. The principal elevation is a symmetrical composition above the ground floor, which has entrance offset by double garage to left. These and garage to right have varnished timber doors. Door and surrounds glazed with Georgian wired glass.

Flats have continuous metal casement windows. Balconies are angled, with metal balustrades to side contrasting with precast panels to front. The whole facade a careful composition of contrasting materials and finishes. Rear facade simple, but ground-floor studios with similar balconies to those on front. Ten letter boxes arranged in two rows. INTERIOR: is also of interest. Entrance hall with quarry tile floor leads to staircase set in central structural well. Cantilevered staircase without risers, the slender steel balustrades springing from the side of the treads in a manner comparable to that found in the spiral stair of Goldfinger's demolished Player House. The first floor with two 2-bedroom flats, the second and third floors each with one 1-bedroom and one 3-bedroom flat, all originally with folding screens between living room, dining area and kitchen with fitted cupboards, and with mahogany veneered fitted bedroom cupboards. Goldfinger originally provided tiled bathrooms, and specified bathroom fittings and suggested colour schemes. Living rooms and studios originally with thermoplastic acotiles tiled floors similar to those in Goldfinger's own Willow Road. These features may be of interest where they survive. HISTORICAL NOTE: in 1952 a group of people formed themselves into a co-operative to build themselves homes under the 1936 Housing Act, which allowed Housing Societies or Associations to raise a loan or mortgage through local authorities. The flats were collectively owned by the Society, which elected officers to represent them in dealing with the architect, builder and St Pancras council, through whom they obtained the 90% mortgage. Few such societies were formed because of potential legal difficulties, though they were the most common way of building in eg. Scandinavia at the time, and the venture attracted considerable interest. The design and fittings, though simple, were of high quality at a time when building licences were still restricted for private building. The planning is compact but skillful. No.10 Regent's Park Road is a single gap caused by bomb damage set into a long mid-C19 terrace. Goldfinger linked his cornice through with those of the adjoining stuccoed houses. As these adjoining houses were parallel but not level with each other, the face of the new block was built to line up with the face of the house on the right, with the balconies projecting to line up with the house on the left. No.10 Regent's Park Road is one of Goldfinger's first post-war works. It marks the first stage of his progression from the restrained modern classicism of his Willow Road terrace (here as there brick is still the dominant material), towards the tougher, exposed grid - which is first seen here - and which was to go on to dominate his late, great projects. The bold expression of the balconies, with their mannered, pre-cast panels, is seen particularly as a foretaste both of Goldfinger's later works and the general development of a tougher architectural idiom in brick and concrete by younger architects from 1958 onwards. The contrast of red brick and concrete with the neighbouring stuccoed terraces is remarkable. The flats are also important in their own right as one of Goldfinger's

most successful and least altered domestic works, and as a most interesting example of how ten flats could be provided on a tiny gap site. (Architectural Design: April 1954: 105; House and Garden: August 1956: 30-33; Architectural Design: September 1956: 280-282; Architectural Design: June 1961: 262; Dunnett J and Stamp G: Erno Goldfinger: Architectural Association: 1983-: 77, 93; Elwall R: Erno Goldfinger: London: 1996-: 72).

Relative Significance

Architectural Interest The architectural interest of the listed building is invested in its well-considered design, as a mid-20th century Modernist building, constructed to fill a narrow gap site resulting from bomb damage. The interest is amplified by the considered approach towards construction, with the building line and projecting balconies designed to line up with the adjoining buildings to either side to integrate with the established context. The materiality and exposed grid illustrate a move by Goldfinger towards a more robust and tougher form of architecture. The carefully composed symmetrical façade of contrasting materials, design elements such as the bold balconies, and interior features such as the cantilevered staircase, also contribute to the building's architectural interest as a high-quality example of affordable social housing.

Historic Interest The heritage asset derives historic interest from its association with Erno Goldfinger, a prolific and well-known architect of the Modernist architectural movement, and as his most successful and least altered domestic works. It can therefore be regarded as an indicator of his evolving personal approach to architecture during the mid-20th century. The building also derives a degree of historic interest from its association with the Regent's Park Housing Society, for whom the building was constructed.

Setting

Physical Surroundings, Experience of the Asset & Associative Relationships with other Assets The listed building is located to the north side of Regent's Park Road and forms part of a terrace of 19th century stucco houses of uniform architectural style, scale and materiality. As such, the contrasting style and materiality of the listed building means that it is unique within the streetscene and has a strong visual presence. Although situated on a fairly busy road, the presence of street trees and planting to front gardens enhances the residential character of the street. Overall, the immediate setting and also wider context is not considered to contribute to the particular significance of the listed building, however, the terrace, of which the listed building forms part provides an understanding of the evolution of the site.


Contribution of the application site

Contribution of the application site to the Significance of the Heritage Asset The application site does not contribute to the particular significance of the heritage asset due to the separation distances and nature of interposing development and in the absence of any historic/functional associations.


Summary of Significance

The architectural interest of the listed building is invested in its well-considered design, as a mid-20th century Modernist building, constructed to fill a narrow gap site resulting from bomb damage. The interest is amplified by the considered approach towards construction, with the building line and projecting balconies designed to line up with the adjoining buildings to either side to integrate with the established context. The materiality and exposed grid illustrate a move by Goldfinger towards a more robust and tougher form of architecture. The carefully composed symmetrical façade of contrasting materials, design elements such as the bold balconies, and interior features such as the cantilevered staircase, also contribute to the building's architectural interest as a high-quality example of affordable social housing. The heritage asset derives historic interest from its association with Erno Goldfinger, a well-known architect of the Modernist architectural movement, and as his most successful and least altered domestic works.

The listed building is located to the north side of Regent's Park Road and forms part of a terrace of 19th century stucco houses of uniform architectural style, scale and materiality. As such, the contrasting style and materiality of the listed building means that it is unique within the streetscene and has a strong visual presence. Although situated on a fairly busy road, the presence of street trees and planting to front gardens enhances the residential character of the street. Overall, the immediate setting, and also wider context, is not considered to contribute to the particular significance of the listed building. The terrace, of which the listed building forms part, provides an understanding of the evolution of the site. The application site does not contribute to the particular significance of the heritage asset due to the separation distances and nature of interposing development and in the absence of any historic/functional associations.

Statement of Significance	
Grafton Bridge over the Grand Union Canal	
Heritage Asset	Grade II Listed
Designated	11 th January 1999
Photograph	
List Description	Public road bridge over the Grand Union Canal. c1812-16, strengthened 1969. Brick and stone. Single elliptical arch with cast-iron rope fenders to towpath. Brick band and solid parapet and piers, with stone coping. Concrete towpath retaining wall.
Relative Significance	
Architectural Interest	The heritage asset is of architectural interest as an early 19 th century public road bridge constructed of brick and stone. Its single elliptical arch form creates an elegant piece of late Georgian engineering with features such as the cast iron rope fenders to the towpath amplifying its significance by illustrating its historic function.
Historic Interest	The bridge derives historic interest from its strong associations with the construction of Regent's Canal and the industrial history of the area for which it was a catalyst. It is also representative of the early 19 th century development of Camden Town and the inception of the Regent's Canal, completed in 1820.
Setting	
Physical Surroundings, Experience of the Asset & Associative Relationships with other Assets	The most important element of the bridge's setting is the canal, which it spans, being an integral element of the structure and form of the 19 th century infrastructure. The towpath beneath allows views of the underside of the bridge and understand its construction and to appreciate its form. Elevated views from the bridge provide an excellent vantage point to understand the form and scale of the

	Regent's Canal and the verdant character of its banks and its tranquil character. This reciprocal relationship between bridge and canal is the basis of the asset's heritage significance. In addition, the surrounding 19 th century residential townscape is also considered to contribute positively to the asset's significance by virtue of its shared historic development and what it illustrates about the arrival of the canal as the catalyst for growth in the area.
Contribution of the application site	
Contribution of the application site to the Significance of the Heritage Asset	The heritage asset is situated to the south of the application site. Given the nature of existing built form within the application site, separation distances and nature of interposing development the application site does not make any contribution to the particular significance of the heritage asset.
Summary of Significance	
	<p>The heritage asset is of architectural interest as an early 19th century public road bridge constructed of brick and stone. Its single elliptical arch form creates an elegant piece of late Georgian engineering with features such as the cast iron rope fenders to the towpath amplifying its significance by illustrating its historic function. The bridge has strong associations with the canal and the industrial history of the area, and is representative of the early 19th century development of the Camden Town.</p> <p>The most important element of the bridge's setting is the canal, which it spans, being an integral element of the structure and form of the 19th century infrastructure. The towpath beneath allows views of the underside of the bridge and understand its construction and to appreciate its form. Elevated views from the bridge provide an excellent vantage point to understand the form and scale of the Regent's Canal and the verdant character of its banks and its tranquil character. This reciprocal relationship between bridge and canal is the basis of the asset's heritage significance. In addition, the surrounding 19th century residential townscape is also considered to contribute positively to the asset's significance by virtue of its shared historic development and what it illustrates about the arrival of the canal as the catalyst for growth in the area. The heritage asset is situated to the south of the application site. Given the nature of existing built form within the application site, separation distances and nature of interposing development the application site does not make any contribution to the particular significance of the heritage asset.</p>

Statement of Significance	
Vernon House	
Heritage Asset	Grade II Listed Building
Designated	14 th May 1974
Photograph	
List Description	<p>Terrace, formerly of 8 houses, now converted to one building. c1860, altered. Stucco with rusticated ground floor and quoins. 4 storeys and basements; projecting end bays, left hand with extra attic storey. Symmetrical facade of 13 windows and 3-window left hand return. Prostyle Doric porticoes with dentil entablatures continuing across and around the buildings; doorways of former Nos 5 (on left return), 6 and 10 with pilaster-jambs carrying cornice heads, sidelights, fanlights and half glazed doors. Other doorways converted to windows. Tripartite ground floor sashes, most with cast-iron window guards; projecting left hand bay with canted bay window and cast-iron window guard. 2nd floor sashes architraved with console bracketed segmental pediments and continuous cast-iron balconies; projecting left hand bay with canted bay window and balcony. 2nd floor, architraved sashes with console bracketed cornices; 3rd floor, architraved sashes with keystones. Projecting left hand bay with tripartite sashes to 3rd, 4th and attic storeys; 2nd floor with console bracketed cornice. Simplified dentil entablature with console bracketed cornice and blocking course. INTERIOR: not inspected.</p>
Relative Significance	
Architectural Interest	<p>The architectural interest of Vernon House is primarily invested in its imposing Classically derived form and design, as evidenced by its principal street frontage, which is a cohesive and balanced composition. The four storey stucco building represents a typical but attractive mid-19th century terrace of townhouses, built as a series of identical individual units repeated across the terrace, continuing the</p>

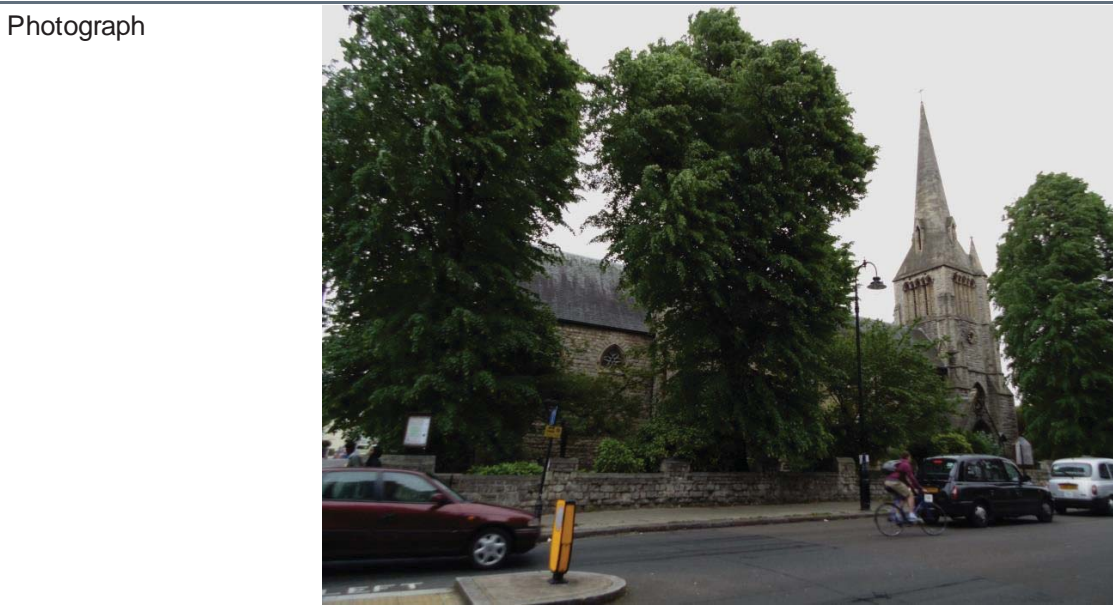
	<p>legacy of earlier Georgian terraced development. The overall result is one of harmony and balance, which contributes to the architectural interest of the listed terrace. The conversion to a single building has not undermined the external appearance as a unified terrace composition.</p>
Historic Interest	<p>The heritage asset is of historic interest as it is illustrative of the historic development of the area from the mid-19th century following the completion of the Regent's Canal and the North London Railway, and as it is representative of the style applied to domestic architecture during this period. It is also of heritage interest for what it demonstrates about the aspirations and nature of domestic life of its occupants during the 19th century.</p>
Setting	
Physical Surroundings, Experience of the Asset & Associative Relationships with other Assets	<p>The listed building is situated on a prominent corner position at the crossroads of St Mark's Square with Princess Road. On the opposite side of the road is the grade II listed St Mark's Church, with the remaining corner plots occupied by grade II listed mid-19th century stucco villas. These buildings make a positive contribution to the significance of the heritage asset by virtue of their shared age and architectural quality and from what they illustrate about the rapid 19th century development of the area. The listed building is bounded to the east by the Regent's Canal, and to the south is the open green space of Regent's Park, which form attractive elements of setting as integral elements of the 19th century expansion of the area and therefore contribute positively to the asset's significance. The listed building is experienced predominantly in kinetic views due to the flow of traffic along the road. The impact of the vehicular movement and associated noise is lessened, however, by the presence of street trees and planting to front gardens, which complement the dignified architectural character of the building and wider townscape. The wider context consists of a varied urban townscape, although it is of predominantly 19th century date, and contributes positively to the particular significance of the heritage asset by virtue of its shared historic development.</p>
Contribution of the application site	
Contribution of the application site to the Significance of the Heritage Asset	<p>Due to the separation distances, nature of interposing development and absence of historic and functional connections the application site does not contribute to the particular heritage significance of the listed building.</p>
Summary of Significance	
	<p>The architectural interest of Vernon House is primarily invested in its imposing Classically derived form and design, as evidenced by its</p>

principal street frontage, which is a cohesive and balanced composition. The four storey stucco building represents a typical but attractive mid-19th century terrace of townhouses, built as a series of identical individual units repeated across the terrace. The conversion to a single building has not undermined the external appearance as a unified terrace composition. The listed building also illustrates the rapid 19th century growth of the area and the aspirations and domestic life of its occupants during the 19th century.

The listed building is situated on a prominent corner position at the crossroads of St Mark's Square with Princess Road, opposite to the grade II listed St Mark's Church and some grade II listed mid-19th century stucco villas, which make a positive contribution to the significance of the heritage asset by virtue of their shared age and architectural quality. The adjacent canal and nearby Regent's Park also contribute positively as attractive elements of setting. The wider varied townscape of predominantly 19th century date is considered to contribute positively to the listed building's significance, due to its shared historic development. Due to the separation distances, nature of interposing development and absence of historic and functional connections the application site does not contribute to the particular heritage significance of the listed building.

Statement of Significance
Church of St Mark

Heritage Asset	Grade II Listed Building
Designated	14 th May 1974



List Description	Church. 1851-2 by Thomas Little with additions c1889-90 by Sir Arthur Blomfield. Gutted 1940 and reconstructed c1956-7 by AB Knapp-Fisher. Kentish ragstone with Bath and Doulting stone dressings. Slated pitched roofs. Early English style. North-south orientated. 5-bay nave with aisles, chancel and tower at south end of west aisle. Liturgical "west" window of 5 pointed lights with oculus above. Buttressed tower with arcaded belfry and splay-footed spire with lucarnes. 2-light traceried aisle windows with hood-moulds and quatrefoil clerestory in pointed hoods. Main entrance in projecting porch with moulded doorway on west facade. INTERIOR: not inspected but noted to have a reredos by Sir Ninian Comper, installed to replace the destroyed original.
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Relative Significance

Architectural Interest	The architectural interest of the church is derived from its interpretation of Early English gothic style, which utilises a small palette of materials and a vertical emphasis in the design to create an attractive and imposing building, enriched by the texture created by the ragstone with Bath and Doulting stone dressings. The building is of an imposing scale in the local townscape and the vertical emphasis of the spire contrasting with the long horizontal form of the nave creates a dynamic composition. The spire of the listed building is a prominent landmark in the local area. The institutional scale of the building results in a strong physical presence within the otherwise domestically scaled streetscape, which elevates the
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	significance of the building.
Historic Interest	<p>The Church of St Mark is of historic interest for its associations with well-regarded architects and designers Thomas Little, Sir Arthur Blomfield, A B Knapp-Fisher and Sir Ninian Comper, as evidenced through the building fabric, which illustrates the church's iterative development in response to the changing demands of the parish etc. There is also a degree of interest afforded to the illustrative value of the building, as part of the 19th century urban development of the surrounding area and revival of church attendance and Christianity, particularly in urban centres during the period. .</p>
Setting	
Physical Surroundings, Experience of the Asset & Associative Relationships with other Assets	<p>St Mark's Church is located to the north of Regent's Park and is bordered by St Mark's Square to the west, St Mark's Square / Regent's Park Road to the north, the Regent's Canal to the east, and Prince Albert Road to the south. The immediately surrounding context has a domestic character, which is in contrast to the scale of the church, and as such, it is a prominent building within the local townscape. The asset is surrounded by a number of mature trees and vegetation, which provide a degree of screening from the roads and complement the building's architectural character and provide a pleasant soft landscaped church yard in a traditional manner. The proximity of Regent's Canal and Regent's Park contributes to the significance of the heritage asset, as attractive, integral elements of the area's 19th century development. The wider context consists of a predominantly 19th century townscape of varying style and quality, which is consistent with the same phase of development of the church and formed its contemporaneous physical and social context; in that regard this element of setting contributes positively to the special interest of the listed building.</p>
Contribution of the application site	
Contribution of the application site to the Significance of the Heritage Asset	<p>Due to the separation distances, nature of interposing development and absence of historic and functional connections the application site does not contribute to the particular heritage significance of the listed building.</p>
Summary of Significance	
	<p>The architectural interest of the church is derived from its interpretation of Early English gothic style, which utilises a small palette of materials and a vertical emphasis in the design to create an attractive and imposing building. The building is of an imposing scale in the local townscape and has a strong physical presence within the otherwise domestically scaled streetscape, which elevates the significance of the building. There is a degree of historic interest</p>

	<p>arising from its associations with well-regarded 19th century architects and designers, as evidenced through the building fabric. There is also a degree of interest afforded to the illustrative value of the building, as part of the 19th century urban development of the surrounding area and revival of church attendance and Christianity, particularly in urban centres during the period. .</p> <p>The asset is surrounded by a number of mature trees and vegetation, which provide a degree of screening from the roads and complement the building's architectural character and provide a pleasant soft landscaped church yard in a traditional manner. The proximity of Regent's Canal and Regent's Park contributes to the significance of the heritage asset, as attractive, integral elements of the area's 19th century townscape of varying style and quality, which is consistent with the same phase of development of the church and formed its contemporaneous physical and social context; in that regard this element of setting contributes positively to the special interest of the listed building. Due to the separation distances, nature of interposing development and absence of historic and functional connections the application site does not contribute to the particular heritage significance of the listed building.</p>
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Statement of Significance	
2 and 3, St Marks Square	
4, St Marks Square, 36, Regent's Park Road	
Heritage Asset	Grade II Listed Buildings
Designated	14 th May 1974
Photographs	 
List Description	<p>2 semi-detached villas. Mid C19. Stucco with slated hipped roof having projecting console bracketed eaves and tall slab chimney-stacks. 3 storeys and basements. Double fronted with 5 windows and slightly recessed central bay. Side porticoes with fanlights, panelled doors and cornice continuing around the building at 1st floor level. Architraved sashes. Ground floor sashes with pilasters supporting simplified entablature lintel, central canted bay window. 2nd floor with cornices and central tripartite window with console bracketed pediment and cast-iron balcony. INTERIORS: not</p>

	<p>inspected.</p> <p>Includes: No.36 REGENT'S PARK ROAD. 2 semi-detached villas. No.4 formed by the return and rear of No.36 Regent's Park Road. Mid C19. Stucco with rusticated ground floor and quoins. Slated hipped roof with dormers and projecting bracketed eaves. 3 storeys, attics and basements. Double fronted with 3 windows. No.36 Regent's Park Road with side portico having arched entrance, fanlight and half glazed door. No.4 with central portico having arched entrance flanked by Ionic three quarter columns and brackets carrying dentil cornice which continues around the house at 1st floor level; doorway with fanlight, sidelights and half glazed door. No.36 with ground floor bay window; No.4 with canted bay window having cast-iron balcony. Round-arched, recessed 1st floor casements with patterned heads; central window with stucco balustraded balcony and flanked by pilasters carrying entablature. Right hand window with cast-iron balcony. 2nd floor with architraved segmental headed sashes with cast-iron balconies on large console bracket supports, the centre console forming a keystone to the window below on the outer bays. Tall slab chimney-stacks. INTERIORS: not inspected.</p>
Relative Significance	
Architectural Interest	<p>The heritage assets are of architectural interest as typical, high-quality examples of mid-19th century, stucco villas, which share a commonality of materials, architectural style and detailing. They demonstrate the development in villa design for pairs of semi-detached houses to be unified as part of a single composition to give the impression of a single, detached villa. The form and design is typical of the traditional built form within the area, with symmetrical compositions, extensive use of stucco and shallow, hipped roofs. They are also reflective of wider trends of development in London during this period.</p>
Historic Interest	<p>The historic interest is derived from the association of the listed buildings with the development of the area during the 19th century, following the construction of Regent's Canal, and as they are illustrative of the architectural style applied to domestic architecture during this period.</p>
Setting	
Physical Surroundings, Experience of the Asset & Associative Relationships with other Assets	<p>The listed buildings are located on prominent corner plots at the junction of Regent's Park Road, St Mark's Square and Princess Road, and are set back from the road behind brick boundary walls and front gardens. Although situated on fairly busy junctions, the heritage assets are largely screened from the road by an abundance of mature street trees and vegetation to front gardens, which</p>

contribute positively to their architectural interest as part of the original aspiration for rus-in-urbe development of the local area. The nearby Regent's Canal and Regent's Park also make a positive contribution to significance as attractive elements of setting consistent with these rus-in-urbe ideals and also as catalysts driving development of the area. The wider urban townscape, of predominantly 19th century date, is considered to contribute to the significance of the listed buildings as it provides an understanding of the 19th century evolution of the area.

Contribution of the application site

Contribution of the application site to the Significance of the Heritage Asset

The application site is located to the north east of the heritage assets, however, due to separation distances, interposing development and the absence of historic/functional connections/associations does not contribute to their particular heritage significance.

Summary of Significance

The heritage assets are of architectural interest as typical, high-quality examples of mid-19th century, stucco villas, which share a commonality of materials, architectural style and detailing. They demonstrate the development in villa design for pairs of semi-detached houses to be unified as part of a single composition to give the impression of a single, detached villa. Their significance is also derived from their association with the development of the area during the 19th century.

The heritage assets are largely screened from the road by an abundance of mature street trees and vegetation to front gardens, which contribute positively to their architectural interest as part of the original aspiration for rus-in-urbe development of the local area. The nearby Regent's Canal and Regent's Park also make a positive contribution to significance as attractive elements of setting consistent with these rus-in-urbe ideals and also as catalysts driving development of the area. The wider urban townscape, of predominantly 19th century date, is considered to contribute to the significance of the listed buildings as it provides an understanding of the 19th century evolution of the area. The application site is located to the north east of the heritage assets, however, due to separation distances, interposing development and the absence of historic/functional connections/associations does not contribute to their particular heritage significance.

Statement of Significance
Primrose Hill Infants School
Playground Walls, Railings and Gates to Primrose Hill Infants School

Heritage Asset Grade II Listed Buildings

Designated 14th May 1974

Photograph



List Descriptions

Board School, now an Infants School. c1885. By ER Robson. For the School Board for London. Red brick ground floor (rusticated) and gables; 1st and 2nd floors, yellow stock brick. Stone and red brick dressings. Tiled roofs, steeply pitched with scroll enriched gables terminating in pedimented features. Flemish Renaissance style. 3 main storeys with attics and basements. Long building with irregular fenestration. Central gabled bay of 4 windows; to left, narrow 2-window gabled bay, wide, projecting step gabled 2-window bay and 2-window bay step gabled on return; to right, recessed 5-window bay, gabled above 3 left windows and on return, 2-window recessed bay. Plain stone surrounds to entrances. Mostly transom and mullion effect flush framed windows with gauged brick flat arches. Windows extending into gables, segmental-arched with keystones. Left hand, stepped gable bay with ground and 1st floor windows in shallow round-arched recesses. INTERIOR: not inspected.

Playground walls and gates. c1885. By ER Robson. For the School Board for London. Yellow brick perimeter walls with pilaster strips on slightly projecting plinth. Playground with cast-iron railings and 3 stone gateways enriched with pedimented features inscribed "Infants", "Girls" and "Boys"; wrought-iron gates.

Relative Significance

Architectural Interest The architectural interest of Primrose Hill Infants School is primarily manifested in its high quality materials and architectural detailing,

which creates an attractive and imposing building of Flemish Renaissance style. The impact of the strong decorative features and the picturesque silhouette is further amplified by the scale and massing of the building, which provides a striking form within the streetscene. The architectural character is redolent of Robson's work for the London School Board of the period and reflects the progressive nature of their approach to educational design, reflected in separate entrances for the genders and large, opening windows to provide daylight and natural ventilation. The boundary treatment, consisting of yellow brick perimeter walls and cast iron railings, is contemporaneous with the school building and further contributes to its architectural significance as part of an integrated and harmonious design.

Historic Interest The historic interest of the heritage assets is invested in their association with E R Robson; an architect who was famous for the progressive spirit of his LCC school buildings. The building also represents the evolving design of LCC school buildings and the growing emphasis placed by Victorians on mandatory education for all and the pioneering work of the LCC.

Setting

Physical Surroundings, Experience of the Asset & Associative Relationships with other Assets The listed building is located on the south east side of Princess Road, and is experienced as a substantial detached building in a predominantly residential street characterised by terraces and semi-detached houses. Due to its institutional scale and contrasting architectural character and materiality, the building has a strong presence within the local townscape. As it is located on a secondary route, the school is detached from the flow of vehicular and pedestrian movement that defines the nearby busy roads, and as such, the surrounding area has a tranquil character, except when in use when there is the noise and activity associated with the coming and going of pupils, parents and teachers. The listed building is bordered on its east side by the Regent's Canal, which provides an attractive element of setting with prospects allowing an appreciation of the picturesque roofscape. The surrounding 19th century residential townscape also provides an attractive setting, which complements the significance of the heritage asset.


Contribution of the application site

Contribution of the application site to the Significance of the Heritage Asset The application site is located to the north east of the heritage assets, however, due to separation distances, interposing development and transport infrastructure and the absence of historic/functional connections/associations does not contribute to their particular heritage significance.

Summary of Significance

The architectural interest of Primrose Hill Infants School is primarily manifested in its high quality materials and architectural detailing, which creates an attractive and imposing building of Flemish Renaissance style. The impact of the strong decorative features and the picturesque silhouette is further amplified by the scale and massing of the building, which provides a striking form within the streetscene. The architectural character is redolent of Robson's work for the London School Board of the period. The boundary treatment, consisting of yellow brick perimeter walls and cast iron railings, is contemporaneous with the school building and further contributes to its architectural significance as part of an integrated and harmonious design.

The listed building is located on the south east side of Princess Road, and is experienced as a substantial detached building in a predominantly residential street characterised by terraces and semi-detached houses. Due to its institutional scale and contrasting architectural character and materiality, the building has a strong presence within the local townscape. The listed building is bordered on its east side by the Regent's Canal, which provides an attractive element of setting with prospects allowing an appreciation of the picturesque roofscape. The surrounding 19th century residential townscape also provides an attractive setting, which complements the significance of the heritage asset as the physical and social context for the school's original and continuing function. The application site is located to the north east of the heritage assets, however, due to separation distances, interposing development and transport infrastructure and the absence of historic/functional connections/associations does not contribute to their particular heritage significance.

Statement of Significance	
The Engineer Public House and attached wall	
Heritage Asset	Grade II Listed Building
Designated	11 th January 1999
Photograph	
List Description	<p>Includes: The Engineer Public House and attached wall PRINCESS ROAD. Public house. c1845-50. Built for Calverts the brewers. Brown stock brick with stucco ground storey and dressings. Slate roof. Italianate style. EXTERIOR: square composition of 3 storeys on all sides, with strong bracketed cornice and parapet and heavy quoins at angles. Fronts towards Gloucester Avenue and Princess Road with stuccoed facade and windows to bar along ground storey, probably later C19 and incorporating projecting iron light fixtures in the form of dragons left and right of entrances; upper portions with 3 windows with stucco surrounds and keystones on each of 2 storeys, the centre windows at first-floor level having swept sides and pediments. The 2 rear facades less symmetrical, with external chimneybreasts protruding and breaking through parapets. INTERIOR: the bar interiors have lost all fittings of special interest save for their cornices, but the exterior makes for a good example of an early Victorian public house. SUBSIDIARY FEATURES: high stuccoed wall continues along Princess Road in front of yard.</p>
Relative Significance	
Architectural Interest	<p>The Engineer Public House is of architectural interest as an attractive example of a mid-19th public house of Italianate style with a high quality, decorative frontage. The listed building, constructed of brown brick with stucco dressings, displays Classically derived proportions and striking features, including the strong bracketed cornice and heavy quoins. The architectural interest of the building is elevated by its position on a prominent corner plot allowing an</p>

	appreciation of the two high-quality frontages
Historic Interest	<p>The historic interest of the listed building is derived from its value as a good example of an early Victorian public house, which is representative of the 19th century development of the area. The asset also derives a degree of historic interest from its association with Calverts the brewers, and from its continued use as a public house.</p>
Setting	
Physical Surroundings, Experience of the Asset & Associative Relationships with other Assets	<p>The public house is primarily experienced as a detached corner building, at the junction of Princess Road with Gloucester Avenue. To the west is the mid-19th century residential development of Primrose Hill, whilst to the north and east, beyond the railway line, is the varied urban townscape of Camden Town. The listed building is located in close proximity to the Regent's Canal, situated to the south east although visually separated by interposing built form, and the open green space of Regent's Park is located to the south. Princess Road predominantly consists of 19th century residential properties, as well as the grade II listed Primrose Hill Infants School, which complement the significance of the public house as elements of the rapid 19th century expansion of the area. On the opposite side of Gloucester Avenue, however, the built form is of more varied architectural character and quality, and as such, is not considered to contribute to the significance of the listed building.</p>
Contribution of the application site	
Contribution of the application site to the Significance of the Heritage Asset	<p>The application site is situated to the north east of the heritage asset, beyond the railway line. Due to the nature of the existing structures on application site, the interposing railway line and built form, it is not considered to make a contribution to the significance of the listed building.</p>
Summary of Significance	
	<p>The Engineer public house is of architectural interest as an attractive example of a mid-19th public house of Italianate style, with striking features, Classically derived proportions and a high-quality ground floor frontage. The historic interest is derived from its value as a good example of an early Victorian public house, which is representative of the 19th century development of the area. A degree of interest is also derived from its association with Calverts the brewers, and its continued use as a public house.</p> <p>The public house is primarily experienced as a standalone building, located on a prominent corner site. The Regent's Canal is located in close proximity to the south east, and Regent's Park to the south.</p>

Princess Road predominantly consists of 19th century residential properties, as well as Primrose Hill Infants School, which complement the significance of the public house. The varied built form to the opposite side of Gloucester Road, however, does not contribute to the asset's significance. The application site is situated to the north east of the heritage asset, beyond the railway line. Due to the nature of the existing structures on application site, the interposing railway line and built form, it is not considered to make a contribution to the significance of the listed building.

Statement of Significance
Primrose Hill Studios

Heritage Asset	Grade II Listed Building
Designated	30 th June 2004



List Description	Artists' studio houses. 1877-82. Alfred Healey, builder. Stock brick with red-brick trim. Prominent slate roofs with half and whole hips. Four house types arrayed around a rectangular courtyard. Earlier west build represented by two types (Nos 1 and 6 and Nos 2-5). Later east build by two more types (Nos 7 and 8 and Nos 9-12). Further variation in The Lodge, said to have been built as servants' quarters. Varied and picturesque cottage version of Queen Anne idiom, reflecting grander artist's studio houses. Nos 2-5 are a row divided by the entrance alley. Double pile with asymmetrical M roofs. Lower front range living spaces, taller rear range galleried studios with north-west facing studio windows in back or garden elevations and roof slopes. Single-storey asymmetrical four-bay fronts, four-panel doors, small glazing-bar casement windows, some replaced. Party-wall parapets, tall red-brick chimneys. Nos 1 and 6 at ends of west group step forward to close court. Entrances in returns to slightly taller end blocks, half-hipped roofs. Leaded-light dormer window to east on No. 6; No. 1 abuts The Lodge, a two-storey house, with a canted-bay window under a pentice, eaves to half-hipped roof interrupted by eight-light window. Nos 7-12 have smaller footprints and no gardens. Single-storey top-lit studios, variegated rooflines with oversailing eaves. Nos 7 and 8 (to north) a mirrored pair with semi-basements and pyramidal roofs. Entrances together, recessed in deep porches and up flights of steps, part-glazed, margin-lit doors. Tall galleried studio rooms, single large windows with eight-light fixed panes over twin plate-glass sashes. Low-level small casement windows. To rear plain stock-brick two-storey elevation, each house having three bays of sash windows over
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doorways, some blocked. Nos 9-12 could not be lit from the rear and so are differently disposed and smaller; basements not evident. Single-bay studios have large windows, four-pane glazing surviving at No. 11. Half hips to each roof, large rooflights in north slopes. Linking low flat-roofed entrance bays, double part-glazed doors, small windows, dentil courses. To rear blind stock-brick gabled walls. Interiors have not been inspected. No. 8 can be seen from courtyard to have studio gallery with balustrade of pierced splat balusters. First tenants included the painters John Dawson Watson (No. 1), Joseph Wolf (No. 2), John William Waterhouse RA (No. 3), John Charles Dollman (No. 5), P. M. Feeney (No. 7), Charles Whympers (No. 8) and Lawrence George Calkin (No. 10). Arthur Rackham lived at No. 3 in 1905-6, when some of the illustrated books for which he is best known were published, and at No. 6 after 1920 when his main home was in Sussex. Subsequent tenants have included Lord Methuen RA, Patrick Caulfield and John Hoyland. Sir Henry Wood, musician and conductor, also lived here. Primrose Hill Studios are listed as an early, attractive and well-preserved example of speculatively built artists' studio houses.

Relative Significance	
Architectural Interest	The architectural interest of the listed buildings is primarily invested in the group value as a largely unaltered composition of artists' studio houses of a picturesque cottage version of the Queen Anne style, which share a commonality of materials and architectural features. This architectural interest is amplified by the compositional arrangement of the houses around a central rectangular courtyard, and by the variations in the design of the houses, which adds visual interest. The presence of large windows lighting internal spaces illustrates the original function of the buildings and contributes positively to their significance.
Historic Interest	The historic interest of the heritage assets is derived, in part, from the value of the buildings as a well-preserved and early example of artists' studio houses, constructed in the late 19 th century. The association of the buildings with a number of well-known artists, including John William Waterhouse and Joseph Wolf, elevates the historic interest.
Setting	

Physical Surroundings, Experience of the Asset & Associative Relationships with other Assets

The listed buildings are concentrated around a central rectangular courtyard, accessed from an entrance alley between two properties to the south east side of Fitzroy Road. As such, the heritage assets have an intimate and secluded character, removed from the wider surrounding residential area, which emphasises their group value and forms an integral element of the significance of the listed buildings. The houses are surrounded by the 19th century residential townscape of Primrose Hill, with the open green space of Primrose Hill situated to the south west. Due to the enclosed and inward-looking nature of the buildings composition, and their contrasting architectural style, the surrounding context is not considered to contribute strongly to the particular significance of the listed buildings.

Contribution of the application site	
Contribution of the application site to the Significance of the Heritage Asset	The application site is located to the north east of the heritage assets; however, due to the separation distances, enclosed nature of the listed buildings and absence of historic/functional associations, the application site does not contribute to their significance.
Summary of Significance	
<p>The significance of the listed buildings is primarily invested in the group value as a well-preserved composition of late 19th century artists' studio houses, designed in a picturesque cottage version of the Queen Anne style. This architectural interest is amplified by the compositional arrangement around a courtyard, and the variations in design, which adds visual interest. The buildings are also of value for their associations with a number of well-known artists.</p> <p>The listed buildings are concentrated around a central rectangular courtyard and as such, have an intimate and secluded character, which emphasises their group value and forms an integral element of the significance of the listed buildings. Due to the inward-looking nature of the buildings and their contrasting style, the wider surrounding residential townscape is not considered to contribute to their particular significance. The application site is located to the north east of the heritage assets; however, due to the separation distances, enclosed nature of the listed buildings and absence of historic/functional associations, the application site does not contribute to their significance.</p>	

Statement of Significance
Numbers 24-46 Chalcot Crescent and attached railings

Heritage Asset	Grade II Listed Building
Designated	14 th May 1974



List Description	Terrace of 12 houses. c1855. Probably built by J Burden. Stucco with rusticated ground floors and slated roofs. Serpentine shaped terrace of 3 storeys and basements, some with added attic dormers. Nos 24 & 26, double-fronted with 3 windows (No.24 with curved right angle with blind window to join No.22); Nos 28-36, 2 windows, Nos 38-46, 3 windows. Prostyle Doric porticoes except Nos 40 & 42 retaining only responding pilasters. Doorways with fanlights and panelled doors. Recessed sashes; most ground and 1st floors with margin glazing, some ground floor tripartite, Nos 42 & 44 with cast-iron window guards, No.44, canted bay window. 1st floor, architraved with console bracketed cornices, some pedimented; Nos 26-34 and 44 & 46 with cast-iron balconies. Nos 28-44 with console-bracketed eaves, the consoles flanking tops of 2nd floor windows. Left bay of No.46 with pediment. INTERIORS: not inspected. SUBSIDIARY FEATURES: attached cast-iron railings with fleur-de-lys finials to areas.
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Relative Significance

Architectural Interest	The architectural interest of the listed buildings is derived from their strong group value as a terrace of high quality, mid-19 th century, Classically-inspired stucco townhouses, which share a common material palette and architectural character. They have a strong townscape quality derived from the sinuous street pattern that they define and picturesque variety in paint colours to the street facades. Architecturally, the buildings are typical of their age and typology,
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however, the group value elevates the architectural interest.

Historic Interest	The historic interest is derived from the association of the heritage assets with the development of Primrose Hill in the 19 th century, following the construction of Regent's Canal, during the development of the area into a new high-status residential area for the growing middle classes.
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Setting

Physical Surroundings, Experience of the Asset & Associative Relationships with other Assets	The listed terrace is situated on the east side of Chalcot Crescent, within the 19 th century residential townscape of Primrose Hill. The terrace follows a curved building line, set back slightly from the street behind the pavement that, along with the diversity of colours of each townhouse, provides a visually striking composition. The open green space of Primrose Hill is situated in close proximity to the west of the listed terrace. This provides an attractive green setting, which complements the significance of the listed buildings and the surrounding townscape, as an integral element of the area's development and original rus-in-urbe plans for the area; it, therefore, makes a positive contribution to their significance. Overall, the surrounding 19 th century residential townscape makes a positive contribution to the significance of the heritage assets, by virtue of its shared characteristics and historic development. The listed terrace has strong associative relationships with the surrounding context of similarly designed stucco townhouses, which form a cohesive and unified townscape and therefore amplifies its architectural interest and townscape value.
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Contribution of the application site

Contribution of the application site to the Significance of the Heritage Asset	Due to separation distances, enclosed nature of the listed buildings and absence of historic/functional associations, the application site does not contribute to their significance.
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Summary of Significance

The architectural interest of the listed buildings is derived from their strong group value as a terrace of high quality, mid-19th century, Classically-inspired stucco townhouses, which share a common material palette and architectural character. They have a strong townscape quality derived from the sinuous street pattern that they define and picturesque variety in paint colours to the street facades. Architecturally, the buildings are typical of their age and typology, however, the group value elevates the architectural interest. The heritage assets are representative of the development of Primrose Hill in the 19th century, into a new high-status residential area for the growing middle classes and the transition from the originally intended pattern of semi-detached and detached villas to terraced development.

The open green space of Primrose Hill is situated in close proximity to the west of the listed terrace. This provides an attractive green setting, which complements the significance of the listed buildings and the surrounding townscape, as an integral element of the area's development and original rus-in-urbe plans for the area; it, therefore, makes a positive contribution to their significance. Overall, the surrounding 19th century residential townscape makes a positive contribution to the significance of the heritage assets, by virtue of its shared characteristics and historic development. The listed buildings form part of the southern approach to Chalcot Square with the contrast between the sinuous street pattern and formality of the square resulting in a dynamic interface. The listed terrace has strong associative relationships with the surrounding context of similarly designed stucco townhouses, which form a cohesive and unified townscape and therefore amplifies its architectural interest and townscape value. Due to separation distances, enclosed nature of the listed buildings and absence of historic/functional associations, the application site does not contribute to their significance.

Statement of Significance
Numbers 1-11 Chalcot Square and attached railings
Numbers 12, 13 and 14 Chalcot Square and attached railings
Numbers 15-19 Chalcot Square and attached railings
Numbers 20-28 Chalcot Square and attached railings
Numbers 29-33 and 33A Chalcot Square and attached railings

Heritage Asset	Grade II Listed Buildings
Designated	14 th May 1974



List Descriptions	<p>Terrace of 11 houses forming west side of Chalcot Square. 1855-60; Nos 8-11, 1849, altered. Stucco with rusticated ground floors, mostly painted. Nos 2, 3, 5, 6, 7, 9 & 10, slate mansard roofs with dormers. EXTERIOR: 3 storeys, attics and basements; Nos 1, 4, 8 & 11, 4 storeys and basements, slightly projecting. 3 windows each; No.1 with 3-window right hand return (some blind). Prostyle Doric porticoes, Nos 2-6 supporting stucco balconies continued across 1st floor windows. No.1, balustraded balcony. Doorways with cornice-heads, fanlights, side lights and panelled doors (some part glazed). Entrance to No.1 on right hand return. Tripartite sashes to ground floors except No.1 with 3 2-pane sashes. Projecting houses with panelled pilasters at angles rising from 1st floor level to support the main entablature with modillion cornice below attic storey (No.4, entablature missing). Upper floors, lugged architrave sashes with margin glazing; 1st floors joined by continuous cornice with keystones above windows and console-brackets between and pediments over central windows (projecting houses, segmental). 2nd floors with keystones; projecting houses large central keystones projecting into the architrave above. Segmental arched, architraved sashes to attic storeys with pilasters trips at angles and parapets. Nos 5, 6 & 7 with cornices and blocking course, others, cut back cornices and parapets. INTERIORS: not inspected. SUBSIDIARY FEATURES: attached cast-iron railings to areas.</p> <p>Terrace of 3 houses forming south-west side of Chalcot Square. 1855-60, altered. Stucco with rusticated ground floors, mostly painted. 4 storeys and basements. 3 windows each; No.14 with 3-window left hand return (some blind). Prostyle Doric porticoes (Nos 12 & 13 paired) supporting balustraded stucco balconies. Doorways with cornice-heads, fanlights, side lights and panelled doors (some part glazed). Entrance to No.14 on left hand return. Tripartite sashes to ground floors except No.14 with three 4-pane sashes. Panelled pilasters at angles rising from 1st floor level to support the main entablature with modillion cornice below attic storey. Upper floors, lugged architrave sashes with margin glazing; 1st floors joined by continuous cornice with keystones above windows and console-brackets between and pediments over central windows (No.14, segmental). 2nd floors with keystones; central windows having large keystone projecting into the architrave above. Attic storeys with pilasters trips at angles, cornice and blocking course. INTERIORS: not inspected. SUBSIDIARY FEATURES: attached cast-iron railings to areas.</p> <p>Terrace of 5 houses forming south side of Chalcot Square. 1855-60, altered. Stucco with rusticated ground floors, mostly painted. Nos 16, 17 & 19, slate mansard roofs with dormers. EXTERIOR: 3 storeys, attics and basements except Nos 15 & 18, slightly projecting, with 4 storeys and basements. 3 windows each; No.15, 4 windows. Prostyle Doric porticoes supporting balustraded stucco</p>
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<p>balconies continuing across 1st floor windows. Doorways with cornice-heads, fanlights, side lights and panelled doors (some part glazed). Tripartite sashes to ground floors except No.15 with 3 2-pane sashes. Projecting houses with panelled pilasters at angles rising from 1st floor level to support the main entablature with modillion cornice (which continues across other houses) below attic storey. Upper floors, lugged architrave sashes with margin glazing; 1st floors joined by continuous cornice with keystones above windows and console-brackets between and pediments over central windows (Nos 15 & 17, segmental). 2nd floors with keystones; central windows having large keystone projecting into the architrave above. Attic storeys with pilaster strips at angles, cornice and blocking course. INTERIORS: not inspected. SUBSIDIARY FEATURES: attached cast-iron railings to areas.</p> <p>Terrace of 9 houses forming east side of Chalcot Square. 1855-60, altered. Stucco with rusticated ground floors, mostly painted. Nos 20, 23-25 & 28, slate mansard roofs with dormers. EXTERIOR: 3 storeys, attics and basements except Nos 21 & 22 and 26 & 27, slightly projecting, with 4 storeys and basements. (Nos 22 & 26 with C20 penthouses). 3 windows each. Prostyle Doric porticoes supporting balustraded stucco balconies continuing across 1st floor windows. Doorways with cornice-heads, fanlights, side lights and panelled doors (some part glazed). Tripartite sashes to ground floors. Projecting houses with panelled pilasters at angles rising from 1st floor level to support the main entablature with modillion cornice (which continues across other houses) below attic storey. Upper floors, lugged architrave sashes with margin glazing; 1st floors joined by continuous cornice with keystones above windows and console-brackets between and pediments over central windows (projecting houses, segmental). 2nd floors with keystones; central windows having large keystone projecting into the architrave above. Attic storeys with pilaster strips at angles, cornice and blocking course. INTERIORS: not inspected. SUBSIDIARY FEATURES: attached cast-iron railings to areas.</p> <p>Terrace of 6 houses forming north side of Chalcot Square. 1855-60, altered. Stucco with rusticated ground floors, mostly painted. Nos 29, 31 & 32, slate mansard roofs with dormers. EXTERIOR: 3 storeys, attics and basements except Nos 30 & 33, slightly projecting, with 4 storeys and basements; No.33A, C20 attic storey. 3 windows each. Prostyle Doric porticoes supporting balustraded stucco balconies continuing across 1st floor windows (No.32 solid stucco). Doorways with cornice-heads, fanlights, side lights and panelled doors (some part glazed). Tripartite sashes to ground floors except No.33A. Projecting houses with panelled pilasters at angles rising from 1st floor level to support the main entablature with modillion cornice (which continues across other houses) below attic storey. Upper floors, lugged architrave sashes with margin glazing;</p>

1st floors joined by continuous cornice with keystones above windows and console-brackets between and pediments over central windows (projecting houses, segmental). 2nd floors with keystones; central windows having large keystone projecting into the architrave above. Attic storeys with pilaster strips at angles, cornice and blocking course. INTERIORS: not inspected. SUBSIDIARY FEATURES: attached cast-iron railings to areas.

Relative Significance

Architectural Interest The architectural interest is derived primarily from the group value of the listed buildings, as part of a unified composition of mid-19th century, Classically-influenced terraced townhouses. The buildings shared architectural style, materiality and detailing reflect the broad characteristics of their typology and of the wider 19th century residential townscape, however, the diverse pastel colours of each townhouse around the square gives a distinctive aesthetic and individual identity to each property, which differentiates this composition from the white stucco palette of the surrounding townscape.

Historic Interest The heritage assets are of historic interest in illustrating the ambition of the Southampton Estate, and the speculative builders and designers, in creating the new high-status residential area of Primrose Hill in the early- to mid-19th century. They also provide evidence of the increasing prosperity and expansion of both the population and boundaries of urban London in this period.

Setting

Physical Surroundings, Experience of the Asset & Associative Relationships with other Assets The listed townhouses have a largely inward-looking nature and enclose the central green space of Chalcot Square Gardens, which gives a sense of privacy and seclusion that is in contrast to the surrounding streets. This central green space provides an attractive setting with an abundance of mature trees and vegetation, which complements the significance of the listed buildings.

The nearby open space of Primrose Hill also emphasises the green quality of the area and therefore makes a positive contribution to the buildings significance. Overall, the surrounding area has a cohesive and unified appearance and a quiet, residential character, which contributes positively to the significance of the heritage assets.

The listed buildings have strong associative relationships with the surrounding context of similarly designed stucco townhouses, which form a cohesive and unified townscape.

Contribution of the application site

Contribution of the application site to the Significance of the Heritage Asset Due to separation distances, enclosed nature of the listed buildings and absence of historic/functional associations, the application site does not contribute to their significance.

Summary of Significance

The significance is derived primarily from the group value of the listed buildings, as part of a unified composition of mid-19th century, Classically-influenced terraced townhouses. The buildings have a shared style and materiality, however, the diverse pastel colours gives a distinctive aesthetic, which differentiates the composition from the surrounding townscape. The assets are also of value in illustrating the ambition of the Southampton Estate, in creating the new high-status residential area of Primrose Hill in the early- to mid-19th century.

The listed townhouses have a largely inward-looking nature, and enclose Chalcot Square Gardens, which gives a sense of seclusion that is in contrast to the surrounding streets. This central green space provides an attractive setting, which complements the significance of the listed buildings. Overall, the surrounding area has a cohesive appearance and quiet character, which contributes positively to the significance of the heritage assets. Due to separation distances, enclosed nature of the listed buildings and absence of historic/functional associations, the application site does not contribute to their significance.

Within 1km of the application site

Statement of Significance	
Primrose Hill Tunnels (Eastern Portals)	
Heritage Asset	Grade II* Listed Building
Designated	14 th May 1974
List Description	<p>Pair of railway tunnel portals at the eastern end of the Primrose Hill Tunnels, 1837 (northern) and 1879 (southern), for the London and Birmingham Railway to designs by William Budden.</p> <p>PORTALS: While the context of the Primrose Hill Tunnels has altered dramatically, the structures themselves remain largely as they were built. The northern portal is the earlier, built in 1837, of stock brick and stone with stone dressings. It has a round-arched tunnel mouth with coved reveals of rusticated voussoirs and is crowned by a heavy modillion cornice with carved lion masks. The opening is flanked by massive stone piers on vermiculated stone pedestals with long and short quoins and console bracketed hipped capitals designed to appear as ridged lead roofs. Flanking the piers are quadrant brick wing walls, also with vermiculated stone podiums, and broken by channelled stone pillars crowned by segmental pediments. The southern portal, dating from 1879, faithfully replicates the design of the original portal down to decorative detail such as the lion masks. It differs only in size, being taller than the northern portal in order to retain the land rising up to Primrose Hill.</p> <p>HISTORY: The northernmost of the two Primrose Hill tunnels was completed in 1837 and was the first railway tunnel in London as well as one of the earliest in the country. The tunnel was built for the London and Birmingham Railway Company and engineered by George Stephenson and Son; the portal was designed by William Budden, Stephenson's assistant. A second tunnel, to the south, with a portal in the same design as Budden's original, was completed in 1879 following the addition of a further two tracks to the line in 1846.</p> <p>The land under which the tunnel was driven was the Chalcots Estate, owned by Eton College and largely rural in 1837. The College had begun to develop the area, beginning in 1830 with Adelaide Road which now runs alongside the railway track, and were originally opposed to the railway speculators' proposals for fear of the averse affect of the cutting on the value of the land and subsequent house leases. The College's reservations necessitated the very existence of the tunnel and determined its appearance. Unwilling to lose the building land to railway tracks, the College insisted on a tunnel, made by tunnelling and not 'cut and cover', despite the fact that the gradient of the land allowed track to be laid without one; the terms of the Act of Parliament of 1833 which gave permission for the railway stated that the tunnel should be constructed with sufficient strength for buildings to be erected at</p>

ground level. The College also demanded that the tunnel mouth should 'be made good and finished with a substantial ornamental facing of brickwork or masonry to the satisfaction of the Provost and College'. The resulting portal cost £7,000 and differed from the Western Portal which was less grand.

The tunnel became a popular attraction and, before houses hemmed in the approach, the sloping sides of the cutting provided viewing points for members of the public eager to witness the coming and going of the trains and the portal itself. The scene is depicted in a watercolour by J H Nixon, after a painting by J Cleghorn of 1837 and a lithograph by C Rosenberg.

The London and Birmingham Railway, which opened in 1838, was one of the first intercity railway lines in the world, and (after the London to Greenwich Railway of 1836) the first major railway line to be built into London. The line was engineered by Robert Stephenson and started at Euston Station. The London and Birmingham Railway was one of the most significant engineering projects of the C19 and a landmark in pioneering railway technology world wide.

A second tunnel to the south was subsequently built and became operational in June 1879. The southern portal replicated the original in all but height.

SOURCES: John C Bourne, Drawings of the London and Birmingham Railway (1839) Anthony Cooper (Ed), Primrose Hill to Euston Road, Camden History Society (1984) Penny Hatfield, The Eton College Estate, Camden History Review 17, Camden History Society (1992) K. A. Scholey, The Railways of Camden, Camden History Society Occasional Paper 4, 2002 FML Thompson, Hampstead: Building a Borough 1650 - 1964 (1974) 219-20 Christopher Wade (Ed), The Streets of Belsize, Camden History Society (1991) Jack Whitehead, The Growth of Camden Town: AD 1800-2000 (2000) Gordon Biddle, Britain's Historic Railway Buildings (2003) 50

SUMMARY OF IMPORTANCE: As an early railway structure dating from 1837 and a part of one of the pioneering railway speculations, the London and Birmingham Railway, the northernmost Eastern Portal to the Primrose Hill Tunnel is of special historic interest. This inherent interest is considerably enhanced by the uniqueness of the tunnel's construction: it was the first railway tunnel in London; the first nationally to negotiate the issue of competing claims for the use of land in an urban context; and the first tunnel to treat one of its portals architecturally. Comparison with the Western Portals (Grade II), at the opposite end of the two tunnels, emphasises the exceptional circumstances at the eastern end of the tunnel where the Eton College Estate demanded a grand architectural set-piece:

the Western Portals are of a much humbler design. The portal is also of more than special architectural interest for its proud, classical elevation which is indicative of the upmarket development Eton College hoped to undertake nearby. There are similarities in design with Brunel's portals to the Box Tunnel in the use of ashlar to imply strength, the classical features such as the treatment of the cornices and rusticated quoins, and the employment of quadrant arches to convey the sense of a grand entrance. The second portal, dating from 1879, is also of special interest for its intrinsic merit in that it represents the quick expansion of the railways in the mid-C19 and as an important component of the site.

Relative Significance

Architectural Interest Primrose Hill Tunnels is of architectural interest as a pair of 19th century railway tunnel portals that survive largely as built, designed as a grand architectural set-piece in the Classical architectural style. The use of ashlar to convey the robustness of the design and the quadrant arches to convey the sense of a grand entrance elevates the architectural interest.

Historic Interest The historic interest of the heritage asset is derived from its association with the London and Birmingham Railway, and as it is representative of the associated former industrial processes. As identified within the list description, the historic interest is considerably enhanced by the assets value as the first railway tunnel in London, associations with the first major intercity railway in England, an early example of major railway infrastructure and the first nationally to negotiate competing claims for the use of land in an urban context.

Setting

Physical Surroundings, Experience of the Asset & Associative Relationships with other Assets Primrose Hill Tunnels is located on the railway line, situated in a valley between Adelaide Road to the north and King Henry's Road to the south. To the south is the open green space of Primrose Hill and to the south east, the 19th century residential townscape of Primrose Hill. North of the heritage asset is the predominantly residential context of Belsize Park. In this regard, the original setting of the listed buildings has significantly changed since it was first built.

The contrast with the plainer western portals emphasises the architectural quality of the listed buildings and the influence exerted by the Eton College as part of the land acquisition negotiations. In that regard, the contrast contributes positively to the special interest of the listed building.

Due to the assets location, and the screening effect of the mature trees along the trackside, the asset is largely experienced in kinetic

views from the railway line, or in very limited glimpsed views from the road. The railway line also forms part of the associated historic context of the asset and as such, makes the greatest contribution to the assets significance. Due to the nature of the asset, the surrounding varied townscape is considered to make a limited contribution to significance, insofar as it illustrates the evolution and development of the surrounding area following the completion of the railway in the mid-19th century.

The heritage asset has strong associative relationships with the associated Camden Incline Winding Engine House and the Roundhouse, which are also remnants of the former industrial processes associated with the London and Birmingham Railway, and therefore make a positive contribution to the significance of the asset.

Contribution of the application site

Contribution of the application site to the Significance of the Heritage Asset

Due to separation distances, enclosed nature of the listed buildings and absence of any contemporaneous railway structures, the application site does not contribute to their significance except, insofar as the retained ‘railway levels’ illustrate the wider railway landscape of which the listed buildings formed a part.

Summary of Significance

Primrose Hill Tunnels is of significance as a pair of 19th century railway tunnel portals designed as a grand architectural set-piece in the Classical architectural style. The asset is also of interest for its association with the London and Birmingham Railway and as it is representative of the associated former industrial processes. As noted in the list entry, this interest is enhanced by the assets value as the first railway tunnel in London, and the first nationally to negotiate competing claims for the use of land in an urban context.

Primrose Hill Tunnels is located on the railway line, to the north of the open green space of Primrose Hill and to the north west of the 19th century residential townscape of Primrose Hill. The railway line forms part of the associated historic context of the asset and, due to the assets location and the screening effect of the trackside trees, it is predominantly experienced in kinetic views from the railway line. As such, this element of setting makes the greatest contribution to the assets significance. The contrast with the plainer western portals emphasises the architectural quality of the listed buildings and the influence exerted by the Eton College as part of the land acquisition negotiations. In that regard, the contrast contributes positively to the special interest of the listed building. Due to the nature of the asset, the surrounding varied townscape is considered to make a limited contribution to significance, insofar as it illustrates the evolution and

development of the surrounding area following the completion of the railway in the mid-19th century. The heritage asset has strong associative relationships with the associated Camden Incline Winding Engine House and the Roundhouse, which are also remnants of the former industrial processes associated with the London and Birmingham Railway, and therefore make a positive contribution to the significance of the asset.

Due to separation distances, enclosed nature of the listed buildings and absence of any contemporaneous railway structures, the application site does not contribute to their significance except, insofar as the retained ‘railway levels’ illustrate the wider railway landscape of which the listed buildings formed a part.

Statement of Significance	
Church of St Silas the Martyr	
Heritage Asset	Grade II* Listed Building
Designated	10 th June 1954
Photograph	
List Description	

Church. 1911-13. By Ernest Charles Shearman. Purple-brown Fletton brick with stone dressings, tiled roof. 4-bay aisled nave with clerestory, transepts and apsidal chancel in stripped Gothic style. EXTERIOR: west end mostly blind with bellcote and inset stone cross flanked by narrow lancets flanked by small flying buttresses. North and south facades, single and 3-light trefoil-headed lancet clerestory windows. Each gabled transept with 3 similar windows, the main entrance being in the south transept. Chancel with brick pilaster strips and Lombard frieze, alternate bays having pointed lancets linked by a continuous stone string. South entrance porch with inscription on parapet, flanking corbel figures of knights with armorial shields, standing statue of St Silas to left, stone crucifixion to right with inscribed plinth erected as war memorial. Projecting chapel of St Francis on (liturgical) south side added 1913. INTERIOR: with passage aisles, a chapel on the south side, a small chapel opening on the north from a narrow ambulatory. Tall chancel with open timber roof above prominent baldacchino, enriched with neo-Gothic carvings of Christ in Majesty, designed by Shearman and executed by Messrs. Burns and Oates. Crucifix of 1922 by the Art and Book Company within baldacchino originally placed above canopy. Altar candlesticks and sanctuary lamp also designed by Shearman. Sanctuary flanked by wooden statues of SS Silas and Peter, 1917. Narrow ambulatory arched over with lancets, leading to former mission church of 1884 (altered). Lady Chapel in south-east angle of church, St Thomas's Chapel to north of altar with painted reredos by Victoria Somerville. Spacious nave with organ loft at west end; organ by Bishop and Son, 1914. HISTORICAL NOTE: a

<p>mission church was founded in this heathenish patch of Kentish Town in 1884, capable of seating 150. An American, Howard Henry Paul, left »7,000 in 1902 for the building of a proper church; delays over his will meant that work could not begin until 1911, by which time his legacy had shrunk to »4,000. The church has always been High Anglican in tradition, following the ideals of its founder, the Revd G Napier Whittingham. St Silas is Shearman's first and most important church, where he established his characteristically severe brand of brick Gothic and elegant sense of space. (Survey of London: Vol. XXIV, King's Cross Neighbourhood: London: -1952: 145).</p>	
Relative Significance	
Architectural Interest	The architectural interest of the listed building is principally manifested in its severe brick Gothic design (with Lombardic details) and use of high quality materials, which creates an attractive and imposing building. The early 20 th century church, constructed of purple-brown Fletton brick with stone dressings, retains original features and displays distinctive design elements, such as the pointed lancet windows, which amplify its architectural interest. This architectural interest is amplified by the architects' handling and definition of internal volumes and the richness of decorative detailing that contrasts with the austere external character.
Historic Interest	The listed building is of historic interest for its associations with Ernest Charles Shearman, an Anglo-Catholic architect who designed six London churches. As highlighted within the list description, the Church of St Silas the Martyr is his first and most important church. The listed building also derives historic interest from its association with the mission church originally founded in the area in 1884, and for its illustrative value as part of the early 20 th century development of the area.
Setting	
Physical Surroundings, Experience of the Asset & Associative Relationships with other Assets	The Church of St Silas the Martyr is located within the varied urban townscape of Kentish Town, situated on a densely enclosed site on St Silas Place. The listed building is surrounded by a number of large scale buildings and blocks of flats of varying architectural style and quality, which are not considered to contribute to the significance of the listed building being of contrasting forms, scale, materiality and phases of development. The building is largely experienced as part of a quiet, predominantly residential area, and is seen only in limited glimpsed views from the busier Prince of Wales Road to its south, due to the scale and grain of its surrounding context. The wider varied townscapes of Kentish Town and Chalk Farm make a limited contribution to the significance of the listed building, derived from their illustrative value of the evolution and

development of the surrounding area.

Contribution of the application site

Contribution of the application site to the Significance of the Heritage Asset	Due to separation distances, enclosed nature of the listed buildings and absence of historic/functional associations, the application site does not contribute to their significance.
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Summary of Significance

The architectural interest of the listed building is principally manifested in its severe brick Gothic design (with Lombardic details) and use of high quality materials, which creates an attractive and imposing building. The early 20th century church, constructed of purple-brown Fletton brick with stone dressings, retains original features and displays distinctive design elements, such as the pointed lancet windows, which amplify its architectural interest. This architectural interest is amplified by the architects' handling and definition of internal volumes and the richness of decorative detailing that contrasts with the austere external character. The listed building is of historic interest for its associations with Ernest Charles Shearman, and as the asset is his first and most important church.

The Church of St Silas the Martyr is located within the varied urban townscape of Kentish Town, situated on a densely enclosed site on St Silas Place. The listed building is surrounded by a number of large scale buildings and blocks of flats of varying architectural style and quality, which are not considered to contribute to the significance of the listed building being of contrasting forms, scale, materiality and phases of development. The wider varied townscapes of Kentish Town and Chalk Farm make a limited contribution to the significance of the listed building, derived from their illustrative value of the evolution and development of the surrounding area. Due to separation distances, enclosed nature of the listed building and absence of historic/functional associations, the application site does not contribute to its significance.

Statement of Significance

Church of St Michael

Heritage Asset	Grade II* Listed Building
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Designated	10 th June 1954
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Photograph



List Description	Church. Nave & aisles 1880-1, chancel 1893-4 by GF Bodley and T
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Church. Nave & aisles 1880-1, chancel 1893-4 by GF Bodley and T Garner. Vestries added 1908. Yellow stock brick with stone dressings; tiled roof. 7-bay aisled nave with clerestory and sanctuary. Decorated Gothic style. North-south orientated. EXTERIOR: entrance on (liturgical) north facade, where tower originally intended. Liturgical west end fronting road with pointed 5-light traceried window above which a belfry in the gable apex; stone and brick bands flanking window and clasping buttresses at angles. Flanking aisle ends with pointed 2-light traceried windows, right hand with ogee doorway and hood-mould. Flying buttresses over aisles above which a pointed 3-light traceried window to each bay. Projecting vestries at (liturgical) south-east corner. INTERIOR: of stone with continuous, stenciled waggon roof to nave and chancel vaulted above north chapel, from liturgical east to west broken by stone arches (necessitating the external flying buttresses). 5-bay nave with aisles, 3-bay chancel with shorter north chapel, south chancel aisle filled by organ and passage to vestries. No chancel arch, a manner much preferred by Bodley in his later churches. Chancel retains altar from 1880-1, reredos bears stencil work from 1880-1 and a later (probably 1939) decorative scheme of Christ in Majesty, set on Bodley's favourite marble steps; sedilia on south wall. Brass in chancel floor to Edward Bainbridge Reynolds (1844-1907), founding incumbent, 1908. Parclose screen between chancel and chapel of 1893-4, filled with stone tracery to Bodley's design in 1898. Chapel with Easter sepulchre having gilded canopy and hanging lamp, altar and reredos with marble panels. Organ in south aisle purchased 1932. The church given dado panelling to Bodley's

characteristic design in 1893-4; this links the new and old work. Reading desk (undated) and pulpit (1910) on line of chancel steps. Statue of St Michael, 1939. Floor is several steps below the level of Camden Road, with stone flags to aisles. Vestries in more perpendicular style. Clergy vestry panelled with vestment chests. The choir vestry simpler - retained vestry chest at time of listing, but now no longer in situ. HISTORICAL NOTE: the "beauty of proportion and whiteness" of the interior determined the young Ninian Comper (later a pupil of Bodley) to become an architect. An intended massive tower was never built. Listed grade II* for interior.

Relative Significance

Architectural Interest The architectural interest of the Church of St Michael is primarily derived from its value as a high quality example of a late 19th century church, designed in the Decorated Gothic style. The church is, constructed of yellow stock brick with stone dressings and modulated by the flying buttresses and the pointed traceried windows to each bay. As noted within the list description, the church is listed at grade II* for its interior, which displays high quality decorative features, mostly by Bodley, that amplify the architectural interest of the listed building as a complete example of a church interior by a leading ecclesiastical architect of the period.

Historic Interest The historic interest of the heritage asset is invested in its associations with G F Bodley and T Garner, who were prolific and well-known Gothic Revival architects of the period. A degree of interest is also afforded to the illustrative value of the buildings, as part of the wider urban development of this part of London during the late 19th century and the importance of the Church in 19th century society.

Setting

Physical Surroundings, Experience of the Asset & Associative Relationships with other Assets The church is located on the north west side of the busy A-road of Camden Road. As such, there is a high level of pedestrian and vehicular traffic as part of a dense and variable urban context. Adjacent to the church on its east side is a modern building of contrasting architectural style, which does not contribute to the particular significance of the heritage asset, as it does not assist with understanding its architectural interest, historic development or function. The remainder of the street is largely defined by stock brick terraced buildings, which are of a complementary scale and materiality and also form the historic social context for the use of the church. Overall, the wider varied urban townscape of Camden Town makes a limited contribution to the particular significance of the listed building, given that this is focussed mostly on the quality of the interior, in providing an understanding of the 19th century development of the area.

Contribution of the application site

Contribution of the application site to the Significance of the Heritage Asset Due to separation distances, enclosed nature of the listed buildings and absence of historic/functional associations, the application site does not contribute to their significance.

Summary of Significance

The architectural interest of the Church of St Michael is primarily derived from its value as a high quality example of a late 19th century church, designed in the Decorated Gothic style. The church is, constructed of yellow stock brick with stone dressings and modulated by the flying buttresses and the pointed traceried windows to each bay. As noted within the list description, the church is listed at grade II* for its interior, which displays high quality decorative features, mostly by Bodley, that amplify the architectural interest of the listed building as a complete example of a church interior by a leading ecclesiastical architect of the period. The associations of the listed building with well-known architects G F Bodley and T Garner also contributes to its heritage value.

The church is located on the north west side of the busy A-road of Camden Road. As such, there is a high level of pedestrian and vehicular traffic as part of a dense and variable urban context. Adjacent to the church on its east side is a modern building of contrasting architectural style, which does not contribute to the particular significance of the heritage asset. The remainder of the street is largely defined by stock brick terraced buildings, which are of a complementary scale and materiality and also form the historic social context for the use of the church. Overall, the wider varied urban townscape of Camden Town makes a limited contribution to

the particular significance of the listed building, given that this is focussed mostly on the quality of the interior, in providing an understanding of the 19th century development of the area. Due to separation distances, enclosed nature of the listed building and absence of historic/functional associations, the application site does not contribute to its significance.

Statement of Significance
All Saints Greek Orthodox Church

Heritage Asset	Grade I Listed Building
Designated	10 th June 1954



List Description Church, formerly Church of England, now Greek Orthodox. 1822-24. By W & HW Inwood. Yellow stock brick with stone east and west ends (west end painted); stone tower. Rectangular plan with apsed chancel in Greek Revival style. EXTERIOR: west end with tetrastyle in antis semicircular portico of giant fluted Ionic columns carrying an entablature which continues around the building, supported at west end angles by pilasters. Antefixae to cornice. Above the portico, a circular stone tower (based on the Choragic Monument of Lysicrates, Athens) with Ionic columns supporting an entablature surmounted by a drum with clock faces and cross finial. 3 square-headed entrances with surrounds of pilasters, cornice-head and round-arched architrave; C20 wooden doors and reeded panelling above. North and south facades with architraved round-arched windows having square-headed surrounds. East end apse with round-arched windows linked by impost bands. INTERIOR: with flat ceiling; 5 bays with Ionic columns supporting galleries on 3 sides. Classical decorative detail inspired by Henry William's travels in Greece. Chancel and nave now separated by iconostasis. HISTORICAL NOTE: originally built as a chapel of ease to serve Lord Camden's new developments, it was known as the Camden Chapel and only dedicated to All Saints in 1920. Loaned to the Greek Orthodox Church in 1948. (Survey of London: Vol. XXIV, King's Cross Neighbourhood, Parish of St Pancras IV: London: - 1952: 136).

Relative Significance

Architectural Interest	The significance of the listed building is invested principally in the impressive scale and distinctive form, which is heavily influenced by Greek Revival and Classical architecture. The formal, dignified composition of the frontage and the distinctive portico tower, a scholarly interpretation of Ancient Greek structures, creates a bold yet elegant landmark building sited on a prominent corner plot. The interior of the building makes a particular contribution to the building's architectural significance, including the decorative work illustrating Henry William's travels in Greece, resonating the with chosen Greek Revival architectural style.
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Historic Interest	The historic interest of the early 19 th century church is derived from its associations with architects W and HW Inwood, a father and son who collaborated on a number of churches. The listed building is also of historic interest for its original use as a chapel of ease, built to serve Lord Camden's new developments as an integral element of social infrastructure.
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Setting

Physical Surroundings, Experience of the Asset & Associative Relationships with other Assets	The immediate context of the listed building comprises buildings of varying scale and architectural styles. To the south east is a large scale red brick building, and to the south east is a row of terraced properties. The church is experienced as a detached building, situated on a prominent corner position at the junction of Camden Street and Pratt Street, which has a busy character arising from vehicular and pedestrian movement. However, due to the scale and presence of the church within the streetscape, this element of setting does not significantly detract from the listed building. The church is surrounded by an area of car parking, and beyond that are a number of mature street trees, which contribute positively to the listed building as an attractive element of setting that emphasise the dignified character of the church. The green space of St Martin's Gardens, located opposite to the listed building, also makes a positive contribution to significance as an attractive green element of setting. The wider context of Camden Town consists of a varied urban townscape, with established contrasts in scale, architectural style and quality provides an understanding of the 19 th century development of the area, which the church was built to serve, and, in that regard, contributes to the significance of the listed building.
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Contribution of the application site

Contribution of the application site to the Significance of the Heritage Asset	The application site is located to the north west of the heritage asset, but due to separation distances, enclosed nature of the listed buildings and absence of historic/functional associations, it does not contribute to their significance.
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Summary of Significance

The significance of the listed building is invested principally in the impressive scale and distinctive form, which is heavily influenced by Greek Revival and Classical architecture. The formal, dignified composition of the frontage and the distinctive portico tower, a scholarly interpretation of Ancient Greek structures, creates a bold yet elegant landmark building sited on a prominent corner plot. The interior of the building makes a particular contribution to the building's architectural significance, including the decorative work illustrating Henry William's travels in Greece, resonating the with chosen Greek Revival architectural style. The historic interest of the early 19th century church is derived from its associations with architects W and HW Inwood, a father and son who collaborated on a number of churches. The listed building is also of historic interest for its original use as a chapel of ease, built to serve Lord Camden's new developments as an integral element of social infrastructure.

The immediate context of the listed building comprises buildings of varying scale and architectural styles. To the south east is a large scale red brick building, and to the south east is a row of terraced properties. The church is experienced as a detached building, situated on a prominent corner position at the junction of Camden Street and Pratt Street, which has a busy character arising from vehicular and pedestrian movement. However, due to the scale and presence of the church within the streetscape, this element of setting does not significantly detract from the listed building. The green space of St Martin's Gardens, located opposite to the listed building, also makes a positive contribution to significance as an attractive green element of setting. The wider context of Camden Town consists of a varied urban townscape, with established contrasts in scale, architectural style and quality provides an understanding of the 19th century development of the area, which the church was built to serve, and, in that regard, contributes to the significance of the listed building. The application site is located to the north west of the heritage asset, but due to separation distances, enclosed nature of the listed buildings and absence of historic/functional associations, it does not contribute to its significance.

Statement of Significance
Numbers 2-16, 22-34, 36A and 36B Park Village East and attached railings
Numbers 1-8, 10-14 and 17-19 Park Village West and attached railings

Heritage Asset Grade II* Listed Buildings
Designated 14th May 1974

Photographs



List Descriptions

Street of 12 semi-detached and 4 detached, related villas. 1825-36. Designed and laid out by John Nash and his assistants. For the Commissioners of Woods, Forests and Land Revenues. Picturesque series of 2 and 3 storey stucco detached villas of varying styles. EXTERIOR: Nos 2 & 4: stucco with slate roofs and dormers. Pair in Tudor-Gothic style. 2 storeys and attics. Symmetrical facade of 3 windows flanked by projecting wings containing chimney breasts with polygonal stacks fronting the road and slit windows. No.2, stucco porch with trellis and pointed window with stained glass; No.4, trellis porch to part-glazed door. Square-headed windows with 2 pointed lights (No.2 with much stained glass) and hood moulds. Deeply projecting eaves. Gables with half-hipped roofs and finials. Right-hand return to No.2 with bay window rising through ground and 1st floor and to right a large bowed bay with cast-iron veranda and 3 square-headed windows with pointed lights to ground and 1st floor. Conical roof with dormer. No.4 garden front with octagonal tower having crenellated parapet and lead ogee roof with ball finial. SUBSIDIARY FEATURES: attached cast-iron railings, No.2 with wrought-iron candelabra lamp supported by 4 griffin type creatures at entrance. Nos 6 & 8: stucco with plain stucco bands at floor levels and central bays with stucco quoins. Transverse pitched and slated roofs with deep eaves and enriched slab chimney-stacks. Symmetrical pair in Italianate or Swiss style. 3 storeys 3 windows centre and 2 storey 1 window entrance wings, slightly recessed. Entrances on returns in wooden trellis porches. Square-headed casements; ground floor with cast-iron balconies, central 1st floor window blind. 2nd floor with blind arcade of 5 arches, the 2 outer ones pierced for windows. SUBSIDIARY FEATURES: attached cast-iron railings with urn finials. Nos 10 & 12: stucco with low pitched hipped and slated roofs with bracketed eaves and eaves valances. Enriched chimney-stacks. Symmetrical pair in Regency style. 2 storeys and semi-basement, 2 windows centre and 1 window

recessed entrance wings. Wooden trellis porches to panelled doors with sidelights and overlights. Tripartite sashes over. Central block with tripartite sashes; 1st floor with lugs to sills. SUBSIDIARY FEATURES: attached cast-iron railings to areas. No.14: detached villa. Stucco with slated pitched roof and deeply projecting, bracketed eaves. Tall rectangular chimney-stacks, set diagonally, on end walls. 2 storeys 3 windows with 2 storey 1 window extension to north and single storey 1 window gabled extension to south. Central stucco entrance portico with panelled double wooden doors, segmental-headed fanlight, entablature and blocking course. 4 centred arched casements to ground and upper floors. Single-storey later extension on left, two-storey extension on right. No.16: detached villa. Stucco with slated pitched roof having boxed out eaves. 2 storeys 3 window centre with 1 window recessed wing to north and single storey porch extension to south. Square-headed, architraved doorway with wooden panelled door, overlight and bracketed cornice over. Cornice and blocking course to extension. Central block with plain stucco 1st floor sill band. Architraved sashes to all floors. SUBSIDIARY FEATURES: attached cast-iron railings on low brick wall. Nos 22 & 24 (Sussex Cottage and Albany Cottage): pair of villas. Rusticated stucco with plain stucco 1st floor band and 1st floor window bays. Low pitched slated roof with deeply projecting bracketed eaves; gables on front and south elevations forming pediments. Centrally positioned large slab chimney-stack. 2 storeys 4 windows. No.22, side entrance in porch; No.24, front porch, both with panelled wooden doors and fanlights. Tripartite ground floor sashes. Names of cottages inscribed on 1st floor band. Architraved sashes to 1st floor. Front pediment with blind oculus in tympanum. Left-hand return with blind lunette in tympanum and tripartite 1st floor window. Nos 26 & 28 (Piercefield Cottage and Wyndcliff Cottage): stucco with low pitched, slated roof with deeply projecting bracketed eaves. Centrally positioned large slab chimney-stack, either side of which are flat roofed, slated penthouse additions. Pair in classic style. 2 storeys and attics. 2 window centre and single window projecting staircase wings. Entrances in pedimented porches on returns; panelled wooden doors and fanlights. Wings with round-headed, architraved windows (margin glazing) in shallow, round-arched architraved recesses (inscribed with names of cottages) with balustraded projections. Entablature at impost level continuing across the recessed front to form a shallow loggia with trellis piers. Tripartite sashes to ground and 1st floors. No.30: detached villa. Stucco. 2 storeys 3 windows.

Architraved, round-arched ground floor openings linked by moulded bands at impost level. Central doorway with wooden panelled door and radial fanlight. Sashes with margin glazing. 1st floor, architraved sashes. Cornice and blocking course. Prominent chimney-stacks on end walls. SUBSIDIARY FEATURES: attached cast-iron railings with urn finials. Nos 32 & 34: stucco with pitched slated roofs with

projecting eaves. Centrally positioned slab chimney-stack. Double fronted pair with gabled 4 window centre and recessed 1 window wings with entrances. 3 storey centre. Architraved doorways with bracketed cornices; fanlights and wooden panelled doors. Plain stucco 1st floor sill band. Architraved casements; 2nd floor, round-arched. Nos 36A & 36B: detached villa. Stucco with slated pitched roof and gables over 3 1st floor windows and 1st floor windows on right hand return. 2 storeys 4 windows. Octagonal, 3 storey wing overlooking garden. Asymmetrically placed entrance of panelled door with overlight. Ground floor windows, square-headed 4-pane sashes (left hand blind). To right, a chimney breast rising from ground floor. Plain stucco band at 1st floor level. 3 pointed arch 4-pane sashes under gables with scalloped wooden bargeboards and pointed finials. INTERIORS: not inspected. HISTORICAL NOTE: Park Village East and West (qv) were first sketched out by John Nash in 1823 as developments of small independent houses at the edge of Regent's Park. They had great influence on the development of the Victorian middle-class suburb. Both villages originally backed on to the Cumberland Basin arm of the Regent's Canal, constructed 1813-16 to service Cumberland Market; filled in 1942-3. East side of street demolished when the railway cutting was widened c1900-6. The original Nos 18 & 20 were demolished following damage in World War II. (Survey of London: Vol. XXI, Tottenham Court Road and Neighbourhood, St Pancras III: -1949: 156-8; Saunders A: Regent's Park: -1969; Tyack G: Sir James Pennethorne: -1993: 24-27).

Group of 16 related houses. 1832-7. Picturesque layout and houses by John Nash, James Pennethorne and other assistants in the Nash office. For the Commissioners of Woods, Forests and Land Revenues. All in stucco. EXTERIOR: Nos 1-7: c1832, probably by James Pennethorne. Terrace of double fronted houses with 2 houses at each end forming return wings (western wing to Albany Street). 2 storeys and basements. 3 windows each. Central doorways with four-centred arch, part-glazed doors flanked by columns supporting slated roofs forming porches and extending over flanking canted bays with 5-light transom and mullion windows. 1st floor with central 2-light casement flanked by 3-light casements. Cornice and blocking course. Tall stuccoed slab chimney-stacks. Nos 1 & 2 with attached stucco walls having trellis, grilled segmental-headed openings to light areas and pillars. SUBSIDIARY FEATURES: Nos 3-7, attached cast-iron railings on sleeper walls with piers. No.8: c1834-7 by Charles Lee for Joseph Baxendale. Slated roof with gables to 3 elevations. Asymmetrical villa. 2 storeys and attic. 3 windows. Ground floor of projecting, gabled right-hand 2 window bay, an open distyle-in-antis portico; panelled door with radial patterned fanlight. Architraved sashes. Bay at rear on cast-iron columns. SUBSIDIARY FEATURES: cast-iron railings on dwarf

wall. No.10: c1834-7 by Nash office for HC Cholmondeley. Slated hipped roof with projecting eaves. Villa with asymmetrical front facade. 2 storeys and semi-basement. 3 windows. Prostyle portico with panelled door and fanlight. To right, a chimney-stack rising from ground floor level. Architraved, recessed sashes. Right and left returns with canted bay windows; 2-storey canted bay window at rear. SUBSIDIARY FEATURES: attached cast-iron railings on sleeper wall with gate piers. No.11: c1834-7 by Nash office for A Duff. Restored c1975. Slated hipped roof with bracketed eaves. Tall, stuccoed slab chimney-stacks to right and left. 2 storeys and semi-basement. Symmetrical facade of 3 windows. Entrance in channelled stucco porch projection to left; round-arched doorway with radial fanlight and panelled door. Ground floor casements with cast-iron guards. 1st floor sashes with architraved heads linked by impost bands. SUBSIDIARY FEATURES: attached cast-iron railings on sleeper wall. No.12 (Tower House): c1834-7 by Nash office for James Johnson, physician to William IV. Low slated pitched roofs with wide bracketed eaves and stuccoed slab stacks with dentil enrichment. Italianate design with 3 storey octagonal entrance tower based on Tower of the Winds on angle of 2 and 3 storey villa. Right-hand return with 3 window canted oriel rising through 2 storeys. Pedimented entrance porch with panelled door. Recessed sashes, those above porch blind. Casements with cast-iron balcony to ground floor of oriel. SUBSIDIARY FEATURES: attached low sleeper wall with columns carrying urns; cast-iron railings. No.12A: single storey pedimented building of later date, with tetrastyle pilaster treatment. The former coach house of No.12. No.13: c1834-7 by Nash office. Slated roof with projecting bracketed eaves and stuccoed slab chimney-stack. Semi-detached, abutting at west end on No.14. 2 storeys and basement. Double fronted with 3 windows. Rusticated pilaster strips to ground floor, plain band at 1st floor level and plain pilaster strips to 1st floor. 1st floor sill band. Central entrance with architraved doorway having panelled door and radial fanlight, flanked by tripartite windows with enriched consoles on mullions. Recessed sashes to 1st floor. SUBSIDIARY FEATURES: attached cast-iron railings to areas on sleeper wall with piers, those flanking steps with wreaths and surmounted by urns. No.14: c1834-7 by Nash office. Built by J Johnson. Slated roof with projecting bracketed (coupled) eaves and stuccoed slab chimney-stack. Semi-detached with main facade to Albany Street, abutting at rear on No.13. 3 storeys and basement. Double fronted with 3 windows and 1 window right return. Rusticated stucco. Round-arched doorway with panelled door, radial fanlight and semicircular glass hood on cast-iron brackets, flanked by 3-light canted bay windows with enriched consoles on mullions supporting entablature which continues above doorway. Upper floors with architraved sashes having aprons and louvred shutters. SUBSIDIARY FEATURES: attached cast-iron railings on sleeper wall with openings to light areas. No.17: c1834-7 by Nash office. L-shaped villa in Tudor-

Gothic style with steeply pitched slated roofs and gables with tall polygonal stacks and finials. Two storeys, attic and basement, with single storey porch and entrance hall in angle. 2 storeys, attic and basement. 1 window to each gabled facade. Projecting porch with deep parapet and buttressed at angles. Square-headed doorway with hood mould, panelled door and fanlight. Both gabled facades with octagonal pinnacled buttresses, finial at apex and stucco string. Left facade with transomed and mullioned ground floor window, 2-light casement on 1st floor and single light attic casement. Right facade with 4-light transomed and mullioned canted bay window with parapet; 1st floor with 2-light casement and single light attic casement above. SUBSIDIARY FEATURES: attached cast-iron railings to areas and on dwarf wall. Plaque on side of porch commemorating founding of Church of England religious sisterhood here in 1845. No.18: c1832, probably by Pennethorne. Slated gabled roofs with projecting bracketed eaves and tall rectangular chimney pots set diagonally. Rectangular villa with projecting canted bays, attached to No.19 at NW corner. 2 storeys, attic and semi-basement. 2 windows. Square-headed doorway with hood mould and panelled door. Above this, 3 light recessed casement with hood mould; crenellated parapet. Projecting bay to right with 5-light canted bay window rising through ground and 1st floors with small slated roof having bracketed eaves. 2-light attic window above. Right hand return with chimney-stack rising from ground floor level. Projecting bay on right hand return similar but bay window to ground floor only. SUBSIDIARY FEATURES: attached cast-iron railings to areas and on dwarf wall. No.19: c1832, probably by Pennethorne. Slated gabled roofs with projecting bracketed eaves and tall rectangular chimney pots set diagonally. Irregular villa with projecting bays, attached to No.18 at SE corner. 2 storeys, attic and semi-basement. 2 windows. Pointed arch doorway with panelled door and patterned fanlight, above which a 3-light oriel window with small roof; parapet. Projecting gabled bay to left with 5-light canted bay window rising through ground and 1st floors with small slated roof having bracketed eaves. 2-light attic window above. Left hand return with chimney-stack rising from ground floor level. Projecting bay on left return similar but bay window to ground floor only. SUBSIDIARY FEATURES: attached cast-iron railings to areas and on dwarf wall. INTERIORS: not inspected. HISTORICAL NOTE: Park Village East and West (qv) were first sketched out by John Nash in 1823 as developments of small independent houses at the edge of Regent's Park. They had great influence on the development of the Victorian middle-class suburb. Both villages originally backed onto the Cumberland Basin arm of the Regent's Canal, constructed 1813-16 to service Cumberland Market; filled in 1942-3. Park Village West is listed Grade II* on account of its innovation and completeness. (Survey of London: Vol. XXI, Tottenham Court Road and Neighbourhood, St Pancras III: London: -1949: 153-155; Saunders A: Regent's Park: -1969; Tyack G: Sir

James Pennethorne: -1993: 24-27).	
Relative Significance	
Architectural Interest	The architectural interest of the listed buildings is primarily manifested in their group value as a cohesive composition of early 19 th century, picturesque stucco houses of typical Nash design (and others assistants within the Nash office) in a style that he pioneered and made popular. The buildings have a shared materiality, architectural style and character, however, the varying styles and individual decorative elements creates visual interest and informality within the streetscape that emphasises their difference from the formality of preceding and more contemporaneous development.
Historic Interest	The heritage assets are of historic interest for their associations with John Nash, a prolific and highly regarded architect of the period, and his assistants, including John Pennethorne, as part of Nash's ambitious scheme for the redevelopment of the area during the 19 th century. The buildings also derive a degree of interest from their association with the Commissioners of Woods, Forests and Land Revenues, for whom they were built as part of Nash's ambitious but not realised masterplan for rus-in-urbe development surrounding Regent's Park.
Setting	
Physical Surroundings, Experience of the Asset & Associative Relationships with other Assets	The listed buildings form part of a high quality townscape of predominantly early 19 th century residential properties, situated just to the east of Regent's Park. Located on the west side of Park Village East, and around the looped road of Park Village West, the heritage assets are experienced as part of a quiet residential area, largely detached from the busy traffic despite the close proximity to the busy main roads of Gloucester Gate / Parkway. The properties are set within generous grounds with abundant soft landscaping and benefiting from mature street trees, which emphasises their picturesque qualities and rus-in-urbe character. This provides a tangible and attractive connection to the designed landscape setting of Regent's Park. This reciprocal relationship between soft landscape and villas is the basis of the asset's significance and contributes positive to their significance. The heritage assets have strong associative relationships with the surrounding cohesive townscape of similarly designed residential buildings by the same group of designers for the same 'client', which amplifies their architectural and historic interest. The railway line to the north of the listed buildings contrasts strongly with the character of the listed buildings and does not contribute positively to their particular heritage significance.

Contribution of the application site	
Contribution of the application site to the Significance of the Heritage Asset	The application site is located to the north west of the heritage asset, but due to separation distances, enclosed nature of the listed buildings and absence of historic/functional associations, it does not contribute to their significance.
Summary of Significance	
<p>The significance of the listed buildings is primarily manifested in their group value as a cohesive composition of early 19th century stucco houses of typical Nash design, which share common characteristics; however, the variation in design of the group creates visual interest within the streetscene. The assets also derive value from their association with Nash and his assistants, as part of his ambitious but not realised masterplan for rus-in-urbe development surrounding Regent's Park. The assets also derive value from their association with Nash, as part of his ambitious scheme for the redevelopment of the area during the 19th century.</p> <p>The listed buildings form part of a high quality townscape of predominantly early 19th century residential properties, situated just to the east of Regent's Park. Located on the west side of Park Village East, and around the looped road of Park Village West, the heritage assets are experienced as part of a quiet residential area, largely detached from the busy traffic despite the close proximity to the busy main roads of Gloucester Gate / Parkway. The properties are set within generous grounds with abundant soft landscaping and benefiting from mature street trees, which emphasises their picturesque qualities and rus-in-urbe character. The reciprocal relationship between soft landscape, villas and Regent's Park is the basis of the assets' significance and contributes positive to their significance. The heritage assets have strong associative relationships with the surrounding cohesive townscape of similarly designed residential buildings by the same group of designers for the same 'client', which amplifies their architectural and historic interest. The railway line to the north of the listed buildings contrasts strongly with the character of the listed buildings and does not contribute positively to their particular heritage significance. The application site is located to the north west of the heritage asset, but due to separation distances, enclosed nature of the listed buildings and absence of historic/functional associations, it does not contribute to their significance.</p>	

Statement of Significance
Number 15 Albany Street and attached boundary walls and piers
Gloucester Lodge (Number 12) Gloucester House (Number 14) and attached boundary wall
Numbers 2-11 Gloucester Terrace and attached railings

Heritage Asset Grade I and II* Listed Buildings

Designated 14th May 1974

Photographs



List Description

Detached villa. c1827-8. Attributable to JJ Scoles. Stucco. 3 storeys and semi-basement and single storey, 1-window western extension. 3 windows and 3-window (1 blind) return to Albany Street. Projecting, central porch with architraved doorway, part-glazed door and console bracketed cornice (cornice continues around porch and building), acting as a podium to distyle-in-antis pedimented portico. Entablature continues around building with blocking course over outer bays and supported by pilasters at angles. Ground floor windows flanking bays, tripartite, bowed sashes. Extension, canted bay with sashes. 1st floor, architraved sashes with console bracketed cornices. INTERIOR: not inspected. SUBSIDIARY FEATURES: attached stucco and stone capped boundary walls with paired piers to entrance.

Pair of semi-detached houses. 1827-8 by James Burton; wings added 1836 by JB Papworth. Stucco. Irregular facade of 2 and 3 storeys and semi-basement. Central Ionic pedimented tetrastyle in antis portico with 3/4 engaged columns rising through ground and 1st floors to carry entablature. Recessed sashes, those to portico with blind boxes. Flanked by single window recessed links to 2 window block with parapet to the right and to the left, distyle-in-antis portico the columns rising through ground and 1st floor to carry the balustraded entablature, forming a balcony to the recessed attic storey of 3 architraved windows (outer, blind) with arcaded balustraded parapet. 4 window return to Gloucester Gate with entrance to No.14 of prostyle Greek Doric portico in antis; architraved doorway and panelled doors. Pilasters carry entablature at attic storey level and continue above to carry cornice with arcaded (mostly) parapet. Architraved, recessed sashes. INTERIORS: not inspected. SUBSIDIARY FEATURES: attached, stone capped boundary wall with pilaster strips to Gloucester Gate. (Survey of London: Vol. XIX, Old St Pancras and Kentish Town (St Pancras II):

London: -1938: 97).	
Terrace of 11 houses, now a terrace of 10 individual units (with original Nos.1 and 2 combined as No.2) c.1827. By John Nash, with additions of same period by JJ Scoles. Built by R Mott. Stucco with rusticated ground floor. Slate mansard roofs with dormers and large slab chimney-stacks. EXTERIOR: symmetrical composition of 3 storeys (centre & end houses 4 storeys), attics and basements. 3 windows each house. Square-headed doorways with fanlights and panelled doors. Recessed sashes; 1st floor with continuous cast-iron balcony. Ionic pilasters rise through 1st and 2nd floors to support entablature with balustraded parapet screening dormers. String at 1st floor level. Centre house (No.6)with projecting hexastyle ionic portico, columns rising through the 1st and 2nd floors to support continuous entablature and balustraded parapet screening attic storey. End houses (Nos 2 and 11) with tetrastyle ionic porticoes, columns rising through 1st and 2nd floors to support continuous entablature and balustraded parapet screening pedimented attic storey. Pediments with Classical figure acroterion and tympana filled with wreaths and scrolls. INTERIORS: not inspected. SUBSIDIARY FEATURES: attached cast-iron railings with pineapple finials to areas. (Survey of London: Vol. XIX, Old St Pancras and Kentish Town (St Pancras II): London: -1938: 98). Listing NGR: TQ2860083377	
Relative Significance	
Architectural Interest	The architectural interest of the buildings is invested in the high quality design and expansive scale, as well as the distinctive Nash architectural style, and as emulated by others, which formed part of a grand scheme for the redevelopment of the area during the 19 th century. The cohesive nature of the Burton and Scoles buildings with the wider Nash estate provides a strong group value, which significantly contributes to the architectural interest. The buildings form part of a picturesque composition, in part designed to front onto Regent's Park, and to provide a striking backdrop to the Picturesque park setting; this reciprocal relationship is the basis of these building's significance.
Historic Interest	The historic interest is invested in the association with the highly regarded 19 th century architects; John Nash, JJ Scoles and James Burton, as part of Nash's ambitious scheme for the redevelopment of the area during the 19 th century.
Setting	
Physical Surroundings, Experience of the Asset & Associative	The group of buildings is located on the corner of Gloucester Gate and the Outer Circle, a busy through road, which runs along the periphery of Regent's Park. The built form along the road is varied

Relationships with other Assets	but is mainly made up of large scale stucco mansion blocks. Street trees line the side of the road, and the boundary of Regent's Park, to create an informal landscape setting. The group of assets is experienced as part of the high quality built form along the boundary of Regent's Park, much of which makes up Nash's grand scheme, as part of a cohesive and homogenous townscape enclosing the park as part of a 'set piece' to contain it as an urban designed landscape. The terraces sit behind an area of well-established informal planting, which restricts views of the terrace and provides a visual separation from the main road and forms part of the original design intent as a harmonious and dignified transition from the landscape of Regent's Park to the domestic setting of the listed building. The assets have a strong and direct associative relationship with Nash's Regent's Park development during the 19 th century, and the associated built form surrounding the park.
Contribution of the application site	
Contribution of the application site to the Significance of the Heritage Asset	The application site is located to the north west of the heritage asset, but due to separation distances, and absence of historic/functional associations, it does not contribute to their significance.
Summary of Significance	
The architectural interest of the buildings is invested in the high quality design and expansive scale, as well as the distinctive Nash architectural style, and as emulated by others, which formed part of a grand scheme for the redevelopment of the area during the 19 th century. The cohesive nature of the Burton and Scoles buildings with the wider Nash estate provides a strong group value, which significantly contributes to the architectural interest. The buildings form part of a picturesque composition, designed to front onto Regent's Park, and to provide a striking backdrop to the Picturesque park setting; this reciprocal relationship is the basis of these building's significance. The terraces have a strong group value with the other elements of Nash's grand scheme for the development of Regent's Park during the early 19 th century. The setting, as a backdrop to Regent's Park, with the high quality Picturesque landscape setting, makes a positive contribution to the significance of the heritage assets. The application site is located to the north west of the heritage asset, but due to separation distances, and absence of historic/functional associations, it does not contribute to their significance. .	

Statement of Significance Number 1-3 and 6-9 and attached railings The Danish Church Numbers 4 (The Pastors House) and 5 (St Katherines Hall) and attached screen walls	
Heritage Asset	Grade II* Listed Buildings
Designated	10 th June 1954 & 14 th May 1974
Photographs	 

	
List Descriptions	<p>Domestic collegiate buildings of the Royal Hospital of St Katharine, now private dwellings. 1828-1828. By Ambrose Poynter. Grey brick with stone dressings. Symmetrical composition comprising 2 similar blocks (Nos 1-3 & 6-8) linked to The Danish Church, The Pastor's House and St Katharine's Hall (qqv) by an arcaded screen wall. EXTERIOR: each block of 3 storeys and attics. No.9 in the form of a porter's lodge, fronting the Park and attached to No.8. Main blocks with 3 windows; Nos 1 & 8 with canted oriel windows and sculptured coats of arms on returns facing the Park. Four-centred arched doorways with fanlights and panelled doors. 3-light sash windows with stone architraves and mullions; 1st floor with hoodmoulds. Stone 1st floor sill string. Similar string above 2nd floor windows; stone-capped parapet forming gables to attics with 2-light windows. Slated roof with tall moulded brick Tudor style chimneys appearing between the gables. No.9, L-shaped lodge. Grey brick with stone dressings. Slated pitched roofs with stepped brick eaves. 3-light windows with stone architraves and mullions on gable ends. Porch in angle with pointed arches and round arch on columns. To right, a brick chimney-stack rising from the ground floor beyond the roof line, with stone pedimented sculptured coat of arms at eaves level. Stone string following line of gable on ends. INTERIORS: not inspected. SUBSIDIARY FEATURES: attached cast-iron railings to Nos 6-9 areas. (Survey of London: Vol. XIX, Old St Pancras and Kentish Town, St Pancras II: London: -1938: 101-115).</p>

	<p>St Katharine's College Chapel, now the Danish Lutheran Church in London. 1826-1828. By Ambrose Poynter. For the Royal Hospital of St Katharine. Restored 1969. Grey brick with stone dressings; west end with stone facing. Tall, collegiate type chapel in Perpendicular style of 7 bays. Attached to and flanking the church, No.4 The Pastor's House and No.5 St Katharine's Hall (qv). EXTERIOR: west end gabled with octagonal corner turrets having arrow slit windows, enriched above the roof line and terminating in spires. Pointed arch doorway with wooden door and square-headed label with enriched spandrels and stops. Above this, a tall 7-light traceried window. A hexagonal clock surmounted by a crown and flanked by coats of arms in the apex of the facade. North and south facades with a high, tall 3-light traceried window to each bay, above which the cornice and blocking course. East end with similar traceried window to west end. INTERIOR: simple and whitewashed, with two figures of Moses and John the Baptist late C17 by Caius Cibber brought from the former Danish Seamen's Mission in Commercial Road E14; former church fittings and monuments dispersed c1950 between the Tower of London and St Katharine's Foundation, Butcher Row E14. HISTORICAL NOTE: St Katharine's College Chapel was built to replace a chapel forming part of the religious hospice, founded in 1148 by Queen Matilda and later known as the Hospital of St Katharine, on a site next to the Tower of London; in 1825 the original site was made into St Katharine's Dock. The patronage of the chapel had always rested with the Queen of England; Queen Alexandra, Danish wife of King Edward VII, granted it to the Danish community in London. (Survey of London: Vol. XIX, Old St Pancras and Kentish Town, St Pancras II: London: -1938: 101-115).</p> <p>Pastor's house and hall flanking and attached to the Danish Church (qv). 1826-1828. By Ambrose Poynter. Grey stock brick with stone dressings. 2 storeys and basements. Similar gabled west facades; moulded, pointed doorways with hoodmoulds, 1st floor sill band and 2-light traceried window with hoodmould centrally above each door. Stone string above following line of gable end. Buttresses on north and south elevations with pinnacles. INTERIORS: not inspected. SUBSIDIARY FEATURES: attached arcaded screen walls to north and south elevations linking them to former domestic collegiate buildings on the north and south of the precinct, Nos 1-3 and 6-9 (qv). (Survey of London: Vol. XIX, Old St Pancras and Kentish Town, St Pancras II: London: -1938: 101-115).</p>
Relative Significance	
Architectural Interest	The architectural interest of the group of buildings is derived from their interpretation of the late English gothic style, which utilises a small palette of materials to create an intelligent and highly successful composition, enriched by the texture created by the contrasting stone window surrounds and the grey brick dressings of the collegiate buildings and the Pastor's House. The grand scale and

	the heavy vertical emphasis of the Danish Church creates a strong physical presence within the otherwise domestically scaled streetscape, and the long spires provide a striking silhouette, all of which elevates the significance of the building. The gaunt and 'spiky' Gothic character of the church, arising from the tall narrow proportions is reminiscent of late Gothic collegiate churches and is an imaginative choice for an urban church. The value of the buildings as a related group, with shared materiality, detailing and function, and their arrangement along the street frontage further enhances their architectural interest.
Historic Interest	The historic interest is mainly derived from the buildings' association with Ambrose Poynter, a prolific English artist and architect, who was well known for his ecclesiastic buildings. Poynter was also a pupil of John Nash between 1814 and 1818, and it is therefore particularly poignant that his buildings are located on the north-eastern side of Regent's Park, overlooking Nash's planned landscape. Historic interest is also derived from the building's association with the 19 th century phase of development of the area, which was mainly planned and designed by Nash. There is also some historic value arising from the continuation of the long-established religious foundation, albeit in a different location.
Setting	
Physical Surroundings, Experience of the Asset & Associative Relationships with other Assets	The buildings have a strong physical presence, which results, in part, from their materiality and design, which is in stark contrast to the white stucco buildings of Nash's planned townscape, surrounding Regent's Park. The more formal and Classically derived character of Nash's townhouses, which are consistent in scale, material palette and building typology, contrasts with the informal and Picturesque character of the Poynter group however, the high quality of the surrounding building form and the contrast in style contributes to the setting of the listed buildings. The assets are located on the north east side of Regent's Park and are experienced in long views across the Park, and along the Outer Circle street frontage. Notwithstanding the contrast in architectural character, the buildings form a Picturesque group with a prominent roofline in views and between the mature trees that make up the informal landscape of Regent's Park. As part of the shared phase of development of Regent's Park and the surrounding area, the group of buildings have strong associative relationships with Nash's Italianate villas and with the planned landscape of Regent's Park, which contributes to their particular heritage significance.
Contribution of the application site	
Contribution of the application site to the	The application site is located to the north west of the heritage asset, but due to separation distances, and absence of historic/functional

Significance of the Heritage Asset	associations, it does not contribute to their significance.
Summary of Significance	<p>The special interest of the buildings is derived, primarily from their high architectural quality, as a group of English Gothic buildings, located on the edge of Regent's Park. The buildings display a strong group value, resulting from their shared materiality and architectural features which demonstrate ecclesiastic influences. The church is an attractive and intelligent example of Victorian Gothic architecture, designed by one of the leaders in ecclesiastical design at the time of construction. The building displays a strong vertical emphasis, emphasised by the spires, to either side of the large tracery window. The use of materials of the buildings provides added layering and a dimensional texture to the external elevations from all angles, and further enhances the group value. The association with architect, Poynter further elevates the interest of the buildings, as well as their relationship with Regent's Park, and the surrounding high quality Italianate villas, which make up Nash's planned townscape. The views of this group of buildings, between the trees from within Regent's Park allows a greater appreciation of their group value and affords views between the church and adjoining buildings to the wider context. The oblique views of the buildings along the Outer Circle provide visibility of the Picturesque roofscape and a compositional quality, which further enhances their group value. Due to the separation distances between the application site and the heritage assets, the application site does not make a contribution to their significance.</p>

Appendix 3: Statements of Significance: Registered Park and Garden