

141-145 Kentish Town Road

The two-storey building has architectural, historical and townscape significance.



Camden Local Listing No. 700 states: "A handsome architectural structure in its Ox-blood faience cladding. Its former double volume entrance hall has two large arches and smaller side windows on its front elevation, typical of so many London Underground Stations, together with a prominent dentilled projecting cornice above. The original elevations appear to be substantially intact. The top cornice and faience cladding of its original elevation turns the corner and continues on the side flanking elevation over the adjacent alleyway."

In 2011 seven stations (Aldwych, Belsize Park, Caledonian Road, Chalk Farm, Covent Garden, Oxford Circus, and Russell Square) were listed Grade II by English Heritage.

Leslie Green at the age of 30 was appointed Architect to the Underground Electric Railway Company of London Limited for the construction of three deep-level tube railways: the



Bakerloo, Piccadilly and Hampstead (now Northern) Lines.

Steel-frames and windows enabled standardised construction, while the ox-blood tiles, moulded detailing and spacious arches on the outside gave the stations a common identity, without any of the buildings looking the same.

South Kentish Town station was called Castle Road during its construction (and on its tiles), but finally opened as South Kentish Town. It was closed in June 1924 during a power workers strike, and subsequently kept closed. The building remains in use as a shop and offices.

The Leslie Green stations are of particular importance in Camden, and form a substantial opus. Nearby York Road station (Piccadilly line) was closed, like South Kentish Town, and remains well preserved.



Other stations also keep their original two-storey shape.





A roof extension?

Camden Town is the only nearby station that has an upward extension, which was part of the original building.

LB Camden allows roof extensions in some situations, and in the past decade the roof-line of some nearby buildings have been raised. But the high street has no single roof-line. Nearby Providence Row (nos 119-131), built in the, late eighteenth century) has two- as well as three-storey buildings which are listed and do not stand higher than the Green two-storey station building.

Which policy - conservation or more housing?

While Camden policies strongly support the creation of new housing, the nearby Hawley Wharf development is amply meeting central Camden's new housing targets.

Kentish Town Road is a designated town centre and is not identified for more housing. Moreover, the site stands at an historic junction and near to Bartholomew, Kelly Street, Rochester and Jeffreys Street conservation areas, all built in the nineteenth century.

The former 'South Kentish Town' station is an important landmark, visible from the conservation areas which requires preservation in its original form.

The application provides insufficient material to meet Camden's planning application requirements (eg no design and access statement or recognition of the conservation issues), suggesting this is primarily a speculative proposal to enhance sale value.

A clear decision should be made against the proposal on conservation grounds.

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