



Conservation
area statement ► **Kingsway**



[page 3 Location](#)

[page 5 History](#)

[page 7 Character](#)

[page 14 Audit](#)

[page 19 Guidelines](#)



K I N G S W A Y

Conservation Area Statement

The aim of this statement is to provide a clear indication of the Council’s approach to the preservation and enhancement of the Kingsway Conservation Area.

The statement is for the use of local residents, community groups, businesses, property owners, architects and developers as an aid to the formulation and design of development proposals and change in the area.

The statement will be used by the Council in the assessment of all development proposals.

Camden has a duty under the Planning (Listed Buildings and Conservation Areas) Act 1990 to designate as conservation areas any “*areas of special architectural or historic interest, the character or historic interest of which it is desirable to preserve.*” Designation provides the basis for policies designed to preserve or enhance the special interest of such an area. Designation also introduces a general control over the demolition of unlisted buildings. The Council’s policies and guidance for Conservation Areas are contained in the Unitary Development Plan (UDP) and Supplementary Planning Guidance (SPG). This Statement is part of SPG and gives additional detailed guidance in support of UDP policies.

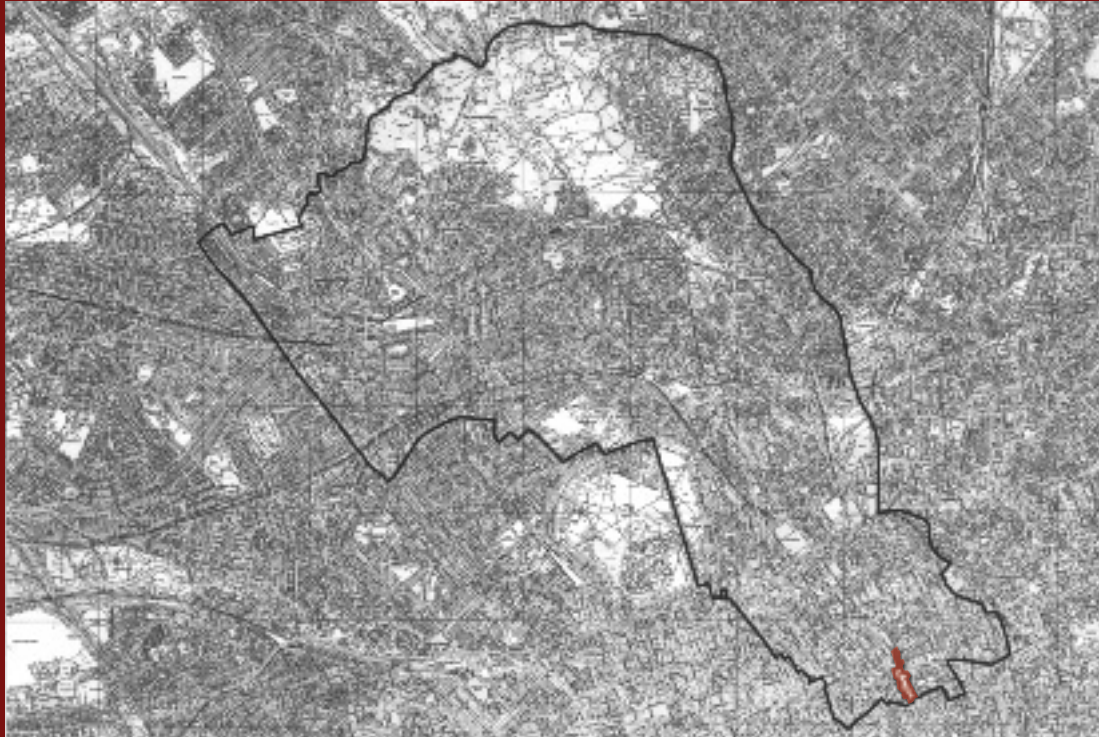
The Statement describes the character of the area, provides an outline of the key issues and identifies development pressures that are currently a cause of concern. The statement also sets out the key policy framework relevant to the Conservation Area and formulates specific guidance for it.

It is not the intention of the statement to contain proposals for the enhancement of the public realm of the area.

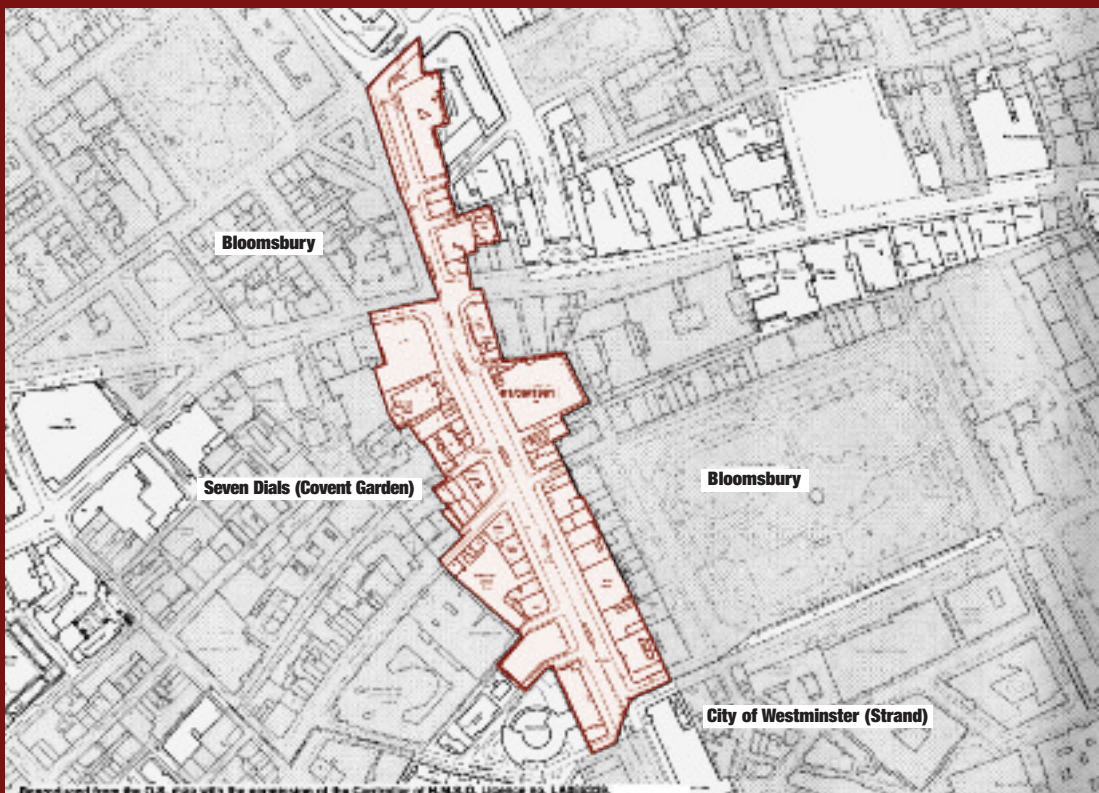


LOCATION

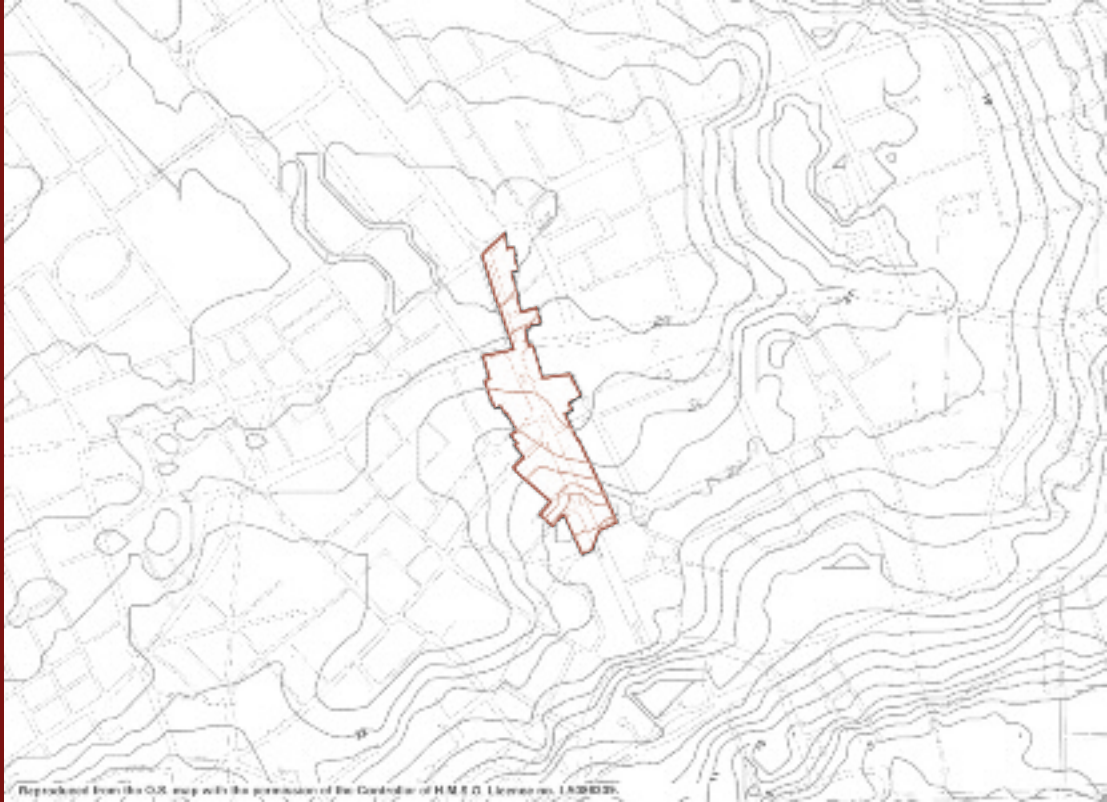
The London County Council created Kingsway at the turn of the 20th century, sandwiched between Lincoln's Inn and Covent Garden, between the City and the West End. Creating a link between central London and south of the River Thames. The southern end of Kingsway falls within the City of Westminster.



Camden and location of the Conservation Area



Boundary of area, designation date and adjoining conservation areas



Topography



Urban Grain

PLANNING HISTORY: Designation Date: 16 June 1981

HISTORY

ARCHAEOLOGY

Significant archeological evidence has been found in the Conservation Area. An evaluation at Kingsway Hall, Great Queen Street, in 1996 found Iron Age material. Two Roman roads ran from the City eastwards, High Holborn was the northern route. Evidence of Roman material has been found at the northern end of Kingsway. The area bounded by Trafalgar Square to the west, the Strand and the Thames on the south, and Oxford Street-High Holborn on the north has been identified as the site of a Saxon trading settlement known as Lundenwic. Dated between the 7th and 9th century the settlement was over 60 hectares in size. Archaeological excavations since 1984 have revealed important evidence of the town and recent evaluations by Museum of London Archaeological Service (MoLAS) in Kingsway and Covent Garden have produced substantial evidence of Middle Saxon occupation. The eastern boundary seems to lie in the area of Kingsway. Lundenwic was abandoned at the end of the 9th century, probably because of its lack of defences, and the old Roman walled city of Londinium was re-occupied.

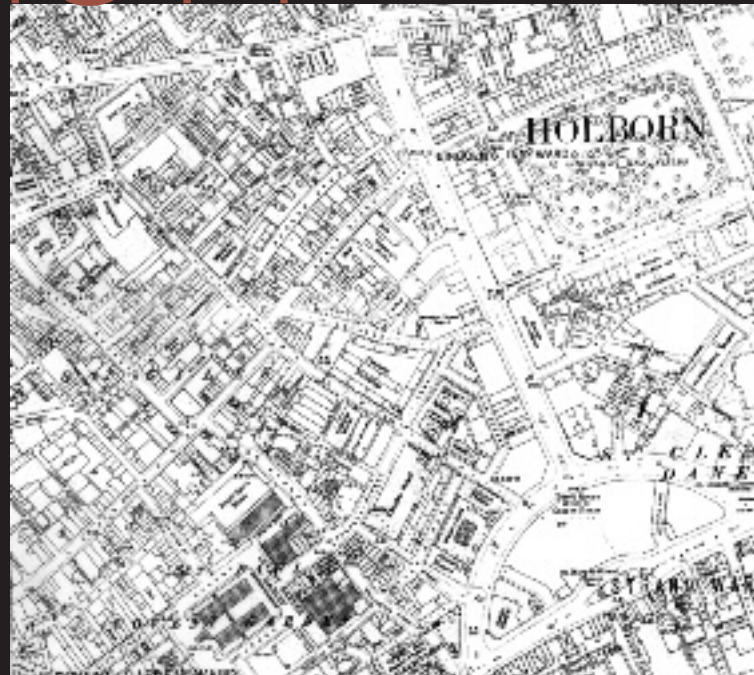
13TH - 20TH CENTURY

The road layout was built around the historic streets of Drury Lane, Lincoln's Inn and Holborn. Great Queen Street formed a continuation of the north side of Lincoln's Inn Fields and was a road by the 13th century. The area was known as Purse Field and was largely unbuilt until the 17th century. Great Queen Street became a developed street in the first half of the 17th century (see Seven Dials Conservation Area Statement) developed by the speculator William Newton with the adjacent Lincoln's Inn Fields. During the 19th century overcrowding, poverty, ill-health, and crime were dominant in the terraced streets. The London County Council, created in 1889, started to redevelop terraced streets in the adjacent area in 1890 with Parker Street and Macklin Street providing new purpose built flats and lodging houses.

1871



1914



In 1898 the LCC agreed a scheme for the development of a road linking Vernon Place in the north to the Aldwych in the south. This scheme completely altered the character and appearance of the area. The new road resulted in the demolition of the medieval street layout around the Aldwych as well as a complex 17th century street layout to the east of Drury Lane to create a north/south access route. The scheme meant the demolition of a very densely populated area, 3,700 residents were displaced from their homes. They were largely rehoused on the Bourne Estate and in Herbrand Street, as required by an Act of Parliament.

Kingsway was possibly the first attempt in London to deal with traffic problems in a co-ordinated manner by incorporating a tramway line beneath the road and linking the tramway systems of north and south London. It is the only underpass in London built specifically for trams.



1905: Opening of Kingsway



The LCC created a broad avenue 30metres wide (24metres wide in Southampton Row) and described it as *'the largest and most important improvement which has been carried out in London since the construction of Regent Street in 1820'*.

It was opened in 1905 by Edward VII. The LCC also created development sites alongside Kingsway which they sold on 90 year leases. Most buildings were completed before 1914, although all the buildings fronting Kingsway were not complete until the early 1930's.



Early Kingsway with newly planted trees

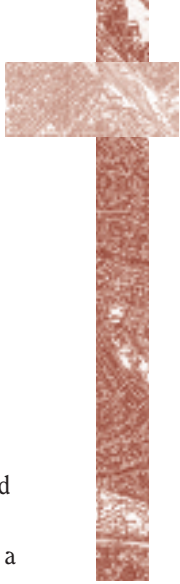
Service on the underground tramway between the Angel and the Aldwych began in February 1906 with single decker trams;

it was subsequently deepened in 1930 to take double decker trams. After an experiment with trolley buses the tramway was closed in April 1952 and in January 1964 the southern section was opened to traffic as an underpass to Waterloo Bridge. The cutting and tracks where the trams emerged (at a gradient of 1 in 10 feet) in Southampton Row still survive (listed in 1998).



Kingsway tram subway





CHARACTER AND APPEARANCE OF THE AREA

INTRODUCTION



The majority of buildings in Kingsway were constructed in a relatively short period between 1900 and 1922. The London County Council attempted to introduce order and coherence by introducing a new scale and character to the streets replacing the intensely congested streets and courts. The redevelopment was guided by general constraints on height and materials. The sites lining this new thoroughfare were developed as a series of prestigious commercial buildings in a neo-classical style, generally uniform in materials, scale and massing and following a consistent building line. As such, it provides a complete example of large

scale Edwardian architecture. Pevsner says *"It still retains much of its Beaux Arts panache, lined with commercial buildings on a colossal scale."* Generally the buildings have shops at ground floor level and offices above.



Together with Regent Street, Kingsway and the Aldwych are outstanding examples of early 20th century commercial architecture on a comprehensive scale, whose character contrasts strongly with the gardens and legal precinct of Lincoln's Inn Fields to



the east and the smaller buildings of Covent Garden to the west. Individually the buildings provide a range of architectural detail and there is some difference in quality. The whole however is cohesive; a distinct boulevard character was created a century ago and remains largely intact.

Most of the original composition in Kingsway survives and the buildings are characterised by elaborately composed and decorated Portland stone facades, some with Nouveau motifs, capped by a varied roofscape containing many interesting parapet and cornice details, attic storeys, dormers, domes, turrets and pieces of sculpture. Windows are decorated both with carving and with ironwork. Entrances are given prominence with capitols and decorated pediments and make a punctuation point along the road. Stone steps sometimes provide an imposing introduction to the building. Many of the buildings were designed with integral shop fronts and through the decades these have been the subject of considerable change.



Only three sections of Kingsway have been redeveloped since the 1920s.

- a. 129 Kingsway, 215/222 High Holborn (site of the former Holborn Restaurant and Assembly Rooms) redeveloped in 1957/8 as showrooms and offices.
- b. 43/59 Kingsway (Space House) redeveloped 1964/8 as showrooms and offices.
- c. 22 Kingsway (site of the former Stoll Opera House) redeveloped 1959/60 and is located in Westminster.
- d. Aviation House (129 Kingsway & 215-222 High Holborn) 1998 permission for refurbishment and cladding of front and redevelopment of rear wing with 9 storey building. Front of listed church retained and rear replaced with five storey building.

HIGH HOLBORN TO VERNON PLACE

Southampton Row is narrower than the rest of Kingsway and the **tramway tunnel** (grade II listed) occupies the centre of the road. Its granite massing and ironwork decoration are of particular interest. The narrower roadway produces a less expansive character than the southern part of the Conservation Area.

The Central School of Art (Built 1905-8 as the Central School of Arts and Crafts) on the east side of Southampton Row was an exception to the rule of commercial building. Listed Grade II* it was designed by the LCC Architects Department, influenced by WR Lethaby, who was the Principal of the School at the time of building. Built in Portland Stone above granite it relates in scale and height with the rest of Kingsway, however it is less decorated and simpler in design. Elegantly detailed railings fill the recesses between the granite columns at ground floor level. Prominence is given by the corner dome and heavy top cornice that highlight the building as a punctuation point to the boundary of the Conservation Area.



Walking along Kingsway narrow roads lead off it providing breaks in the scale of the street. Two narrow roads run eastwards to Proctor Street. At the corner of Southampton Row and Catton Street is the **Grade II* Baptist Church House** that includes Kingsgate House. By Arthur Keen, architect for the Baptist Union of Great Britain.





Southampton Row



Tramway tunnel



Central School of Art detail



Baptist Church House

Character



GREAT QUEEN STREET TO HIGH HOLBORN

Looking south from High Holborn the tree lined streets and stone buildings give an air of grandeur. Rooflines have an overall cohesion, which unsympathetic alterations can harm. Recently there has been an increase in retail/café use which has changed and livened the street scene. Buildings emerge directly from footway with no forecourt.

Kingsway House (Nos.99-107) has shops at ground floor level with marble pilasters and elaborately decorated carved figures under the two storey window bays. **Nos.111-123 Kingsway** at the junction with Parker Street has arched framing for the shopfronts, some of which have been harmed by inappropriate signage. **Africa House** (Nos.64-78) listed Grade II, is an impressive stone-faced steel framed building with two orders of giant columns and sculpture above the cornice. On either side are **Twyford Place** and **Gate Street**, older narrow lanes that have an appealing contrast in scale. Twyford Place has two significant buildings on either side, the columns of Africa House and the brick and stone dressings of the listed **Roman Catholic Church of St Auselm & St Cecilia** (1909), the facade in Portland stone block quoins and an interior with an impressive timber tunnel-vault roof.



Kingsway House (Nos.99-107)



Kingsway House (Nos.111-123)



Africa House



Twyford Place



St Auselm

The eastern end of **Great Queen Street** and **Parker Street** has a different scale and character to the rest of the Conservation Area, and is all that remains of the 17th and 18th century street layout and buildings. Four terraced properties Nos. **4-7 Great Queen Street** are brick buildings with four storeys and a mansard roof. **No.5** is listed Grade II and is early/mid 18th century with a late 19th century shopfront, with interesting twisted cast-iron colonnettes acting as mullions. **Nos.66-70 Great Queen Street** is the site of Kingsway Hall (originally a Wesleyan Chapel), now redeveloped for hotel use in the style of Kingsway buildings. At the corner of Kingsway and Great Queen Street are the street name markings 'Truck Corner' which identified the sale and manufacture of barrows and horse trolleys at the turn of the century. **Parker Street** gives a taste of the narrow constrained streets that were replaced by Kingsway. **No.60** has been recently listed (June 2000) and was built around 1820. In a terrace of three properties it retains its original external structure including its roof and windows.



Great Queen Street



Parker Street



Kodak House



SARDINIA STREET TO REMNANT STREET



Two listed phone boxes mark the southern boundary on Sardinia Street outside the **Public Trust Office**, a building that has a discreet style and clean lines. Cast iron railings create the boundary with the pavement. The distinctive **Kodak House No.63 Kingsway**; a Portland stone building establishes the scale of Kingsway when approached from the south. The building has classic simplicity but has decorative detail to the roof and superb bronze entrance doors. Pevsner in 1957 noted it as *“the only building of architectural importance in Kingsway. For here is an early example of a commercial building to which the future belonged”*.

CAA Housenos. 45-59 Kingsway is an isolated 1960s building by R.Seifert and Ptnrs. The front to Kingsway is the only part in the Conservation Area. It sits fairly easily with its Edwardian neighbours, helped by the continuation of the street trees.



Kingsway Chambers



Nos.40 & 42 Kingsway is an eight storey building on the east side (1908-9) by Edwin Lutyens in Portland stone with rusticated ground, first and second floors. **Nos.44 & 46, Kingsway Chambers**, is a narrow fronted building which could be described to have a Flemish influence, but described under its listing as in Arts & Crafts manner. Pevsner describes it as *“Art Nouveau Gothic”*.

On the west side **Nos.77-97 Kingsway** has been redeveloped with the retention of the original façade designed by Norman and Trehearne. New shopfronts have been installed that are sympathetic in their design to the original building.



On either side of this linear road the side streets provide breaks in the facades and glimpses of adjacent areas. **Remnant Street** and **Sardinia Street** give glimpses through to Lincoln’s Inn Fields. **Wild Court** and **Keeley Street** and **Great Queen Street** lie at an angle to Kingsway, slightly southwards.



Wild Court is narrow with six storey buildings on either side. Kodak House on the south opposite **Wesley House**, by Gordon and





Wesley House

Gunton, red brick with stone dressings, built as a Wesleyan Mission Centre in 1910, it provides contrast in materials to the stone of Kingsway and has a Palladian window on the first floor. For over 80 years it was home for one of London's first creche facilities.

Townscape/Landscape Kingsway is a bold set piece of townscape with its southwards vista terminated by Bush House. The regularly spaced plane trees, on either side, were originally planted when the street was laid out. They provide an important foil to the monumentality and regularity of the building facades and together with the buildings create a boulevard effect and a pleasing homogeneous character. However, the greening effect on this heavily trafficked street has been reduced over the years.



IEWS

Because Kingsway was superimposed upon an existing street pattern there are numerous views to a varied hinterland of different age, pattern and scale. Perhaps surprisingly these views include glimpses of major green spaces. They also provide views of the contrasting surrounding areas of Covent Garden, Bloomsbury and Lincoln's Inn. These contrasting views reinforce Kingsway's particular character and provide interest and relief.

Kingsway: view south, tree lined vista terminated by Bush House.

Kingsway/Bloombury Way: to the north a glimpse of the east side of Russell Square.

Kingsway/Fisher Street: view east to Red Lion Square.

Kingsway/Sicilian Avenue: view west to Bloomsbury Square.

Kingsway/Remnant Street: view east to the north side of Lincoln's Inn Fields.



Remnant Street



Sardinia Street

Twyford Place/Gate Street: contrasting views; south to the openness of Lincoln's Inn Fields and north to the tight alleys of Gate Street and Little Turnstile.

Kingsway/Great Queen Street: west, especially the terraced houses and shops on the north side of Great Queen Street (Seven Dials CA).

Kingsway/Sardinia Street: view east along south of Lincoln's Inn Fields to the turreted red brick and stone gateway to New Square and Lincoln's Inn.

Kingsway/Kemble Street: view west to yellow brick housing blocks.

Kingsway/Wild Court: view west.



NEGATIVE FEATURES

Shop Fronts At ground floor level the Shop Fronts play an important part in the character of the street. Many shopfronts have been installed that fail to utilise the original framing. The buildings were designed with shopfronts and this element should be recognised in new designs.

Roof Extensions The buildings although individually designed have unity in their form with minor variations in the roof design. Many have a cascade of multi-storied dormers. They may have decorative features. Some extensions have failed to contribute to the character of the roofline.

Loss of original detail There are many architectural elements that contribute to the distinct character of Kingsway. Alterations, even minor ones, have resulted in the loss of detail and have harmed the Conservation Area. In particular windows and doors are of enormous importance and their replacement should be carefully considered.



AUDIT

LISTED BUILDINGS

Those buildings currently on the statutory list of buildings of Architectural or Historic Interest include (all Grade II unless stated):

Great Queen Street	No. 5
Kingsway	Nos. 40 & 42, 1908-09 by Sir Edwin Lutyens
Kingsway	Nos. 44 & 46, Kingsway Chambers, by Metcalf and Greig
Kingsway	Nos. 64-78, Africa House, by Trehearne and Norman, 1921-2
Kingsway	No. 63 (Kodak House), 1911 by Sir John Burnet
Kingsway	Church of the Holy Trinity Church, 1910 by Belcher and Joass
Kingsway	Roman Catholic Church of St. Anselm and St. Cecilia, 1909 by S.A. Walters
Kingsway	K2 Telephone Kiosk outside Public Trustee Office, 1927 by Giles Gilbert Scott
Kingsway	K2 Telephone Kiosk outside Public Trustee Office, 1927 by Giles Gilbert Scott, Kingsway/Sardinia Street
Parker Street	60
Southampton Row	Nos. 2-6 (even), Grade II*, Baptist Church House, 1901-03 by Arthur Keen
Southampton Row	Nos. 8-10, Carlisle House.1905 by Bradshaw and Gass and Hope
Southampton Row	Central School of Arts and Crafts (now Central St Martin's School of Art and Design), Grade II*, 1905-08 by the L.C.C.
Southampton Row	Kingsway Tram Subway (northern section only)

BUILDINGS WHICH MAKE A POSITIVE CONTRIBUTION

A number of buildings are notable because of their value as local landmarks, or as particularly good examples of the local building tradition. Such buildings, whilst not statutorily listed are nevertheless important local buildings in their own right and make an important contribution to the character and appearance of the conservation area, and may be considered suitable for future statutory listing.

A list of such buildings will be maintained by the Council, and updated periodically. The buildings already identified by the Council as being of interest are as follows:

High Holborn	Nos. 119 and 120, (originally London Joint Stock Bank) 1907-1909, Architect, R. Creese, Harrison and Son
Kingsway	Nos. 88-94 (even) and 226 High Holborn, 1906-08 by N. Brunton
Kingsway	Nos. 80-86 (even)
Kingsway	Nos. 48-58 (even), Imperial Buildings, 1913 by Metcalf and Greig
Kingsway	Nos. 36 and 38 (Kings House), 1909 by Paul Hoffman
Kingsway	Victory House, 1919-20 by Trehearne and Norman.
Kingsway	No. 28 (Queens House), 1913-17 by M.E. Collins



Kingsway	No. 24 (Public Trustee Office), 1916 by Sir Henry Tanner
Kingsway	No. 109
Kingsway	Nos. 111-117(odd), Beacon House
Kingsway	Nos. 119-123(odd), Craven House, by Sir Henry Tanner
Kingsway	Nos. 99-107(odd), Kingsway House, 1905 by A.Sykes
Kingsway	Nos. 77-97(odd), 1913 by Trehearne and Norman
Kingsway	Nos. 67-75(odd), 1907 by Gordan and Gunton
Parker Street	Nos. 51, 53, 58
Wild Court	Wesley House, 1910-12, by Gordan and Gunton



Listed buildings and buildings which make a positive contribution. ■ Listed Buildings ■ Positive Contribution

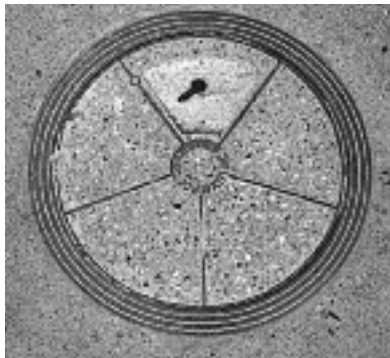
Streetscape



STREETSCAPE AUDIT

Some coal hole covers and York stone or concrete surrounds remain throughout the Conservation Area.

Kingsway	<p>Two K2 phone boxes; outside No.24, Post box, cast iron, double, ER; outside No.88 Post box, cast iron, Edward VII; outside No.77 York stone paving from Remnant Street to Sardinia Street (except section outside Nos.46-48), Iron railings to Central school of Arts and Crafts Iron railings to No.24 A number of pavement lights in forecourt area Metal grilles in pavement for tram tunnel</p>
----------	---



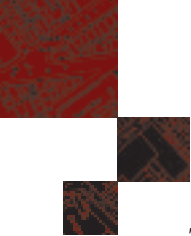
Parker Street	Some York stone paving adjacent to Kingsway House (Nos.99-107)
Sardinia Street	K6 phone box
Twyford Place	York stone paving with central channel of granite setts
Wild Court	Some York stone paving next to No.67 Kingsway

OPPORTUNITY SITES

There are not considered to be any opportunity sites within the Conservation Area.

CURRENT ISSUES

The Kingsway Conservation Area has retained much of its original character and appearance, although there is constant development pressure because of its importance as a commercial activity area with Holborn and the Aldwych.



The Conservation Area is predominantly commercial with little residential use, therefore the problems and conflicts normally associated with commercial activities are less in evidence. However, residential units can be found on Newton Street to the west of the Conservation Area, therefore careful consideration should be given to the impact that development schemes will have on residential amenity.

The relationship between the shops and commercial premises are of particular concern within the Conservation Area. Some insensitive change has occurred along these frontages and many of the existing shopfronts and their signage are not of great merit, however their setting within the mainly large Portland stone buildings are paramount to the preservation and the enhancement of the Conservation Area. It being a commercial area there is pressure for fascia and projecting illuminated advertising. The demand for shop units and apparent regularity of shop tenants changing hands has meant that the problem needs to be constantly monitored. It also means there is likely to be the opportunity for improvement in the quality of shopfronts.

The Conservation Area is predominantly a homogeneous collection of turn of the century individual Portland stone buildings that together create its unique character. Many of the buildings are listed or are identified as making a positive contribution. Proposed roof extensions could be a cause for concern because of the effect the proposal would have on the individual building as well as setting an overall precedent within the streetscene and Conservation Area. Incremental roof additions, such as air-conditioning and other plant continue to be a concern.

There are a considerable number of listed buildings within the Conservation Area and therefore, even minor works are likely to require listed building consent. Most other buildings within the Conservation Area are considered to make a positive contribution, but are not listed, and therefore there is a great danger that minor works would have a cumulative harmful effect on the character and appearance of the Conservation Area.

The area is within Camden's Clear Zone region. The Clear Zone concept is to create areas where traffic congestion and environmental pollution are minimised and access and vitality are maximised, by making imaginative use of existing technology and by developing new techniques and products, tailor made for sustainable futures. Examples of Clear Zone components include the creation of traffic reduced areas linked with the encouragement of car free housing and the development of Green Travel Plans. Camden is currently working with Westminster City Council to develop a traffic management scheme for Covent Garden which will seek to remove through traffic from Covent Garden to the west of Kingsway.

Kingsway forms part of an important transport corridor linking Camden Town to south London. In future consideration may be given to providing alternative public transport provision along this corridor (e.g. a tram service) to reduce the need for private car use. Below Kingsway is a redundant tram tunnel and this facility has the potential for future use as a transport link.

Kingsway, Southampton Row and High Holborn form important links on the London Bus Priority Network. Consideration is being given to the provision of a southbound bus lane in Southampton Row to the north of the Conservation Area. There is a requirement to ensure the efficient operation of bus services on these links at all times.

BOUNDARY REVIEW

The boundary of the Kingsway Conservation Area was carefully drawn when the Conservation Area was designated. The Conservation Area abuts adjoining conservation areas to the north and east with Bloomsbury (Lincoln Inn Fields), to the western edge with Seven Dials (Covent Garden) and its southern edge with the City of Westminster (Strand designated in October 1974). Therefore no changes to the Conservation Area boundary are proposed.



GUIDELINES

Designation of a conservation area gives the Council greater power to control and manage change. It is not, however, intended to prevent all new development. Some development to single family dwellings does not require permission from the Council under the Town and Country Planning (General Permitted Development) Order 1995 such as small extensions and changes to windows not in the roof. This is known as permitted development. The majority of works within the Conservation Area will require planning permission, and/or conservation area consent, and it is therefore advisable to check with the Planning officer whether permission is needed at an early stage of proposals.

The Borough's Principal Planning Policy document is the Unitary Development Plan (UDP) which has recently been adopted and will be supported by Supplementary Planning Guidance (SPG). This statement will form part of the SPG and should be read with the policies of the UDP and further guidance contained within the SPG.

Within conservation areas the Council has certain additional duties and powers in relation to the conservation of the built environment, and the UDP Environment Chapter sets out the Council's policies and general approach. In this context UDP Policy EN33 states *"the Council will seek to ensure that development in a conservation area preserves or enhances its special character and appearance and is designed to harmonise with the established character of the area. Applicants will be expected to provide sufficient information about the proposed development and its immediate setting which may include the preparation of montage studies, to enable the Council to assess the potential effect of the proposal on the character and appearance of the conservation area."*

A further guidance leaflet giving general advice on works and applications in conservation areas is available from this office, and additional guidance relating to specific problems within the conservation area may be produced from time-to-time for inclusion within this statement.

NEW DEVELOPMENT

K1 Proposals should be guided by the UDP in terms of the appropriate uses. New development should be seen as an opportunity to enhance the Conservation Area and should respect the built form and historic context of the area, local views as well as existing features such as building lines, roof lines, elevational design, and where appropriate, architectural characteristics, detailing, profile, and materials of adjoining buildings.

DESIGN

K2 The predominant architecture of the Conservation Area is from the early 20th century and many good examples remain. As a result the area has a consistent scale and character, apart from the side streets. New design should respect this character and make a positive contribution to it.


LISTED BUILDING

K3 Under Section 7 of the Planning (Listed Buildings & Conservation Areas) Act 1990, listed building consent is required for demolition of a listed building, and for any works of alteration or extension which would affect its character as a building of special architectural or historic interest. Even cleaning or repainting a facade may require listed building consent. The requirement for listed building consent is distinct from the need for planning permission and 'permitted development' rights do not apply to listed building consent.

K4 Listed building consent is not normally required for maintenance and like for like repairs but, if repairs result in a significant loss of historic fabric or change to the appearance of the building, consent would be required.

K5 It is an offence to carry out or ask for unauthorised works to be carried out to a listed building and the penalty can be severe - an unlimited fine or up to 12 months imprisonment, or both.

K6 Advice on whether listed building consent is needed for works to listed buildings is available from the



Conservation and Urban Design Team. You are advised to obtain written confirmation that repair work proposed does not require listed building consent. The Council's development policies relating to listed buildings are contained in the UDP. Additional guidance is included in Supplementary Planning Guidance and in the Governments Planning Policy Guidance Note 15 - Planning and the Historic Environment. A separate leaflet is available on listed buildings.

MATERIALS AND MAINTENANCE

- K7 In all cases, existing/original architectural features and detailing characteristic of the Conservation Area should be retained and kept in good repair, and only be replaced when there is no alternative, or to enhance the appearance of the building through the restoration of missing features. Original detailing such as door/window pediments and finials, timber shopfront facades, iron balustrades, timber framed sash windows, doors, where retained add to the visual interest of properties, and where removed in the past replacement with suitable copies will be encouraged. Where replacement materials are to be used it is advisable to consult with the Council's Conservation & Urban Design Team, to ensure appropriate choice and use. Original, traditional materials should be retained wherever possible and repaired if necessary.
- K8 The choice of materials in new work will be most important and will be the subject of control by the Council.
- K9 Generally routine and regular maintenance such as unblocking of gutters and rainwater pipes, the repair of damaged pointing, and the painting and repair of wood and metal work will prolong the life of a building and prevent unnecessary decay and damage. Where replacement is the only possible option, materials should be chosen to closely match the original. Generally the use of the original (or as similar as possible) natural materials will be required, and the use of materials such as concrete roof tiles, artificial slate and UPVC windows would not be acceptable.
- K10 Original stonework and brickwork should not be painted, rendered or clad unless this was the original treatment. Such new work, whilst seldom necessary, can have an unfortunate and undesirable effect on the appearance of the building and Conservation Area. This may lead to long term structural and decorative damage, and may be extremely difficult (if not impossible) to reverse once completed. Re-pointing if done badly can also drastically alter the appearance of a building (especially when "fine gauge" brickwork is present), and may be difficult to reverse.
- K11 Cleaning of buildings to make them look lighter should not normally be undertaken since it will involve the abrasive removal of the face of the brick or stone and can lead to problems due to water penetration. Some stone buildings cleaned for cosmetic reasons have then suffered much more serious damage due to corrosion of iron cramps connecting the stones. The cleaning of listed buildings may need listed building consent.

DEMOLITION

- K12 Within the Conservation Area total or substantial demolition of a building will require conservation area consent.
- K13 The Council will seek the retention of those buildings that are considered to make a positive contribution to the character or appearance of the Conservation Area, and will only grant consent for demolition where it can be shown that the building detracts from the character of the area. Consent will not be granted for demolition unless a redevelopment scheme has been approved which will preserve or enhance the Conservation Area (see SPG Demolition Guidelines).
- K14 All applications should show clearly the extent of demolition works proposed (including partial demolition).
- K15 The demolition of listed buildings will be resisted and the Council will seek to ensure that they are adequately maintained and in beneficial use.



SHOPFRONTS/ADVERTISEMENTS

- K16 The installation of a new shopfront and most alterations to the existing will need planning permission or advertisement consent. Permission for internal roller shutters will normally be required on listed buildings. The installation of external security shutters also requires planning permission. SPG contains more detailed advice on the design of shopfronts and signage.
- K17 The Conservation Area has shopfronts designed as an integral part of the original building which should be retained. In particular Nos.111-123 have semi-circular arched framing. Any shopfront of historic interest or architectural quality should be retained and if necessary repaired and their loss would be strongly resisted. Where original features remain, often concealed behind modern replacements, they should be exposed and preserved.
- Shopfronts that are considered to be out of character with the building or the area generally should be replaced with new shopfronts that enhance the appearance of the Conservation Area.
- K18 Shopfront canopies, blinds, and awnings are generally unacceptable within the Conservation Area.
- K19 Shop signs should be appropriate for the Conservation Area, respecting the proportions of the shop frontages, and maintaining the division between units. In Kingsway and Holborn with its character deriving from predominately 20th century development internally illuminated box signage may be acceptable if the depth and bulk are appropriate in scale with fret cut or halo lit lettering. In areas with Victorian shopfronts external illumination is generally considered more suitable in appearance. Such signage should be non-illuminated or externally illuminated and will usually consist of one fascia sign and one projecting sign. Shop signs should not normally be above ground floor. Advertisement consent will be required for all illuminated signage.

SHOPFRONT SECURITY


- K20 The introduction of security measures can detract from the appearance of the Conservation Area. The Council will prefer the use of security measures that do not require external shutters or grilles such as:
- a. the strengthening of shopfronts;
 - b. the use of toughened or laminated glass;
 - c. internal grilles or collapsible gates – these do not normally require planning permission unless they result in a material alteration to the external appearance of the shopfront;
 - d. improved lighting.
- K21 There will be a general presumption against the use of external security shutters, grilles or mesh on shopfronts. Applicants would have to demonstrate that the above measures are not feasible for external security shutters, grilles or mesh to be considered. A separate leaflet is available on Shopfront Security.
- K22 It is Council policy to keep under continuous review the prioritisation of enforcement action across the Borough of unauthorised advertisement works and unauthorised change of use.

VENTILATION DUCTS/AIR HANDLING EQUIPMENT

- K23 The erection of all external ventilation ducts and air handling equipment will require planning permission from the Council. In assessing these applications the Council will have regard to their placement, particularly where in visually sensitive locations and in the proximity of residential accommodation, to ensure local amenity is protected. (refer UDP: EN7).

ROOF EXTENSIONS

- K24 Planning permission is required for alterations to the roof, at the front, rear and side, within the Conservation Area. In general, the rooflines of the 20th century buildings are unspoilt and form a very prominent characteristic of the conservation area. Despite some existing mansard extensions, roof



extensions which fundamentally alter the roof form of buildings will not normally be permitted, although each proposal will be considered on its own merits. Particular care should be taken in the siting of roof top plant. This should be properly integrated into the roof form of buildings given the importance of the roofscape character in views. In all cases guidance in the SPG should be considered before preparing roof extension schemes.

REAR EXTENSIONS

- K25 Rear extensions should be as unobtrusive as possible and should not adversely affect the character of the building or the Conservation Area. The proposals general effect on neighbouring properties and Conservation Area will be the basis of its suitability.
- K26 Within the terrace or group of buildings what is permissible will depend on the original historic pattern of extensions. Rear extensions will not be acceptable where they would spoil a uniform rear elevation of an unspoilt terrace or group of buildings.

BASEMENTS

- K27 The creation of new front basement areas will generally be resisted for traffic and design reasons. Excavation works can have a detrimental effect on the character and appearance of a building and the conservation area. The Council will normally only permit such works if the building will be restored by the action to its original condition, or if it will contribute to the established character of the street scene.

ARCHAEOLOGY

- K28 This area has been identified by English Heritage Greater London Archeological Advisory Service as the Suburbs of Roman Londinium, part of Saxon Lundenwic and an area of extensive medieval and post medieval settlement. The whole of the Conservation Area is within an Archeological Priority Area. Proposals for new buildings or for excavation of basements may have some impact on important remains and the Council will follow the guidance in PPG16 and require a site evaluation. If desktop evaluation predicts the likelihood of significant remains then some trial excavation may be required to locate them. PPG16 advocates that remains are left in situ and development designed to fit around them. Only in exceptional circumstances would the removal of artefacts from the site be appropriate. Consultation with English Heritage London Region's Archeological Advisor is undertaken on all sites where the possibility of archeological remains is suspected. Policies EN48 and 49 apply.

TREES AND LANDSCAPING

- K29 Any person wishing to do works to a tree, such as pruning or felling, must give the Council six weeks notice of the works before it is carried out. If a tree is subject to a Tree Preservation Order the Council has eight weeks to process the application. Further advice is available from the Tree Officer on 020 7974 5616. The Council has a statutory responsibility for the protection of trees in conservation areas. The Council will consider the removal of existing trees only where necessary for safety or maintenance purposes or as part of a replanting/nature conservation programme and would normally expect a replacement tree.
- K30 All trees which contribute to the character or appearance of the Conservation Area should be retained and protected. Developers will be expected to incorporate any new trees sensitively into the design of any development, and demonstrate that no trees will be lost or damaged before, during or after development. BS 5837: 1991 shall be taken as the minimum required standard for protection of trees.
- K31 Most of the trees in this conservation area are street trees. The Council will wish to ensure their survival and may require their protection during works to nearby buildings.
- K32 Applications for development should take into account the possible impact on trees and other vegetation,

and state clearly whether any damage/removal is likely and what protective measures are to be taken to ensure against damage during and after work. Excavation works can have a detrimental effect on the character and appearance of a building and Conservation Area. The Council will normally only permit such works if the building will be restored by the action to its original condition, or it will contribute to the established character of the street scene.

TRAFFIC PARKING AND THE PUBLIC REALM

- K33 Most streets in the area are heavily parked and there is unlikely to be any scope for additional off street parking (refer SPG). On redevelopment off street servicing will be required.
- K34 The Council Environment Committee agreed a policy for street maintenance/materials in July 1995 which seeks to maintain a high level of quality for the street environment. It is important that the need to preserve and enhance the historic character of the Conservation Area is recognised in the design and siting of all street furniture, including statutory undertakers and other services equipment and paving material. The Council will make efforts to avoid any unnecessary visual clutter whilst seeking design solutions appropriate for the area in line with recommendations in PPG15 (paras. 5.13 -5.18) and English Heritage Guidance "Street Improvements in Historic Areas".
- K35 The Council will maintain a high standard of street furniture within the Conservation Area that takes into consideration the historic fabric of the area.
- K36 Some side streets have very narrow footways. On redevelopment the Council will insist on minimum widths given in Design Standards e.g. Planning permission granted for Northgate House, Remnant Street has a ground floor set back.

SATELLITE DISHES

- K37 Dishes are not normally acceptable where they are positioned on the main facade of a building or in a prominent position easily seen from the street. The smallest practical size should be chosen with the dish kept to the rear of the property, below the ridgeline and out of sight if at roof level. Planning permission may be required. Advice from the Conservation and Urban Design Team should be sought before undertaking such works.

UDP PROPOSALS

- K38 The construction of a new east - west railway through London including an underground section from Liverpool Street to Paddington. Crossrail is currently safeguarded (refer to UDP Proposals Map), and this includes a significant portion of the Kingsway Conservation Area. The scheme will be reviewed by the Greater London Authority and Mayor on whether to progress or not. If the scheme is to go ahead, it will need to obtain statutory powers through the Transport and Works Act 1992. Construction could begin towards the end of the decade, if there is a decision to proceed.
- K39 The Cross River Single Regeneration Budget Partnership proposes a surface light rail scheme from Waterloo to Euston along Kingsway, Southampton Road, etc. A decision on whether to proceed will be taken by the Mayor.



BIBLIOGRAPHY

The following is a list of useful material relating to the character and development of the CA.

Kingsway Conservation Area Designation Report – Planning & Communications Committee – 16th June 1981.

The Buildings of England, London 4: North.1998 Nikolaus Pevsner and Bridget Cherry.

A History of London Transport, Volume 2. George Allen & Unwin 1974 TC Barker & M.Robbins.

Tramways Handbook 1974 LCC.

ACKNOWLEDGEMENTS

We would like to thank the Camden Local Studies and Archives Centre for their help in the preparation of this statement.

FOR FURTHER INFORMATION CONTACT

Conservation & Urban Design Team

London Borough of Camden

Environment Department

Town Hall Extension

Argyle Street

London WC1H 8ND.

Telephone: 020 7974 1944

USEFUL CONTACTS

English Heritage

23 Saville Row

London W1X 1AB

Telephone: 020 7973 3000

Fax: 020 7973 3001





Conservation & Urban Design Team
London Borough of Camden
Environment Department
Town Hall Extension
Argyle Street
London WC1H 8ND
Telephone: 020 7974 1944