

Regent's Canal Conservation Area Appraisal and Management Strategy

Adopted 11 September 2008



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Part 1: REGENT'S CANAL CONSERVATION AREA APPRAISAL

Introduction

Purpose of the Appraisal

The aim of this statement is to clearly set out the Council's approach to the preservation and enhancement of the Regent's Canal Conservation Area.

The statement is for the use of local residents, community groups, businesses, property owners, architects and developers to inform proposed development in the area. The statement will be used by the Council in the assessment of all development proposals.

The Statement describes the character of the area, provides an outline of the key issues and identifies development pressures.

Summary of special interest

The Regent's Canal, part of the Grand Union Canal, winds its way through the London Borough of Camden on its way to joining the river Thames, forming a corridor of unique character. The Canal is linked to a 3,000 mile network of waterways. The concentration of industrial archaeology along the Camden section of the canal, with its associated railway features is of exceptional interest and quality, unparalleled in London. It is an important feature of historic and visual interest in the wider townscape and, following the decline of traditional canal-related commercial activities, has been increasingly recognised as a valuable resource for water-based leisure activities, for its tranquil seclusion, for its ecological value and its potential for transportation and informal recreation. It is the Council's intention to conserve and enhance the existing character of the canal and to improve its potential for recreation, transportation and wildlife.

The ever changing views, the variety and contrast of townscape elements and the informal relationship between buildings and canal make significant contributions to the character of the canal. Different sections of the canal vary considerably in terms of aspect, level, width and orientation and in the nature and function of adjacent buildings and landscape.

The Planning policy context

National planning policy

The Planning (Listed Building and Conservation Areas) Act 1990 requires the Council to designate as conservation area any “areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance”. Designation provides the basis for policies designed to preserve or enhance the special interest of such an area.

Planning Policy Guidance Note 15. This PPG provides a full statement of Government policies for the identification and protection of historic buildings, conservation areas, and other elements of the historic environment. It explains the role played by the planning system in their protection. It complements the guidance on archaeology and planning given in PPG 16.

London Plan - London’s Blue Ribbon Network Jan 2006 Chapter 4

Local planning policy

The Council’s policies and guidance for conservation areas are contained in the Replacement Unitary Development Plan 2006. Section 10 relates specifically to the Regent’s Canal and Section 3 is concerned with the Built Environment. A link to the UDP and to Camden Planning Guidance 2006 can be found at the end of this report.

Conservation Area Designation History

The canal was initially designated a conservation area on 25th April 1974 with subsequent extensions approved on 16th June 1981 (Stable Buildings and Stanley Sidings), 14th June 1983 (King’s Cross Goods Yard), 20th March 1984 (part of Bonny Street, Camden Street; the Waterside Centre, Suffolk Wharf Jamestown Road, Wharf Road, Camley Street and Goods Way) and 18th June 1985 (King’s Cross Goods Yard). The boundary was adjusted in 2004 following the revised King’s Cross Conservation Area Statement.

Location, Topography and Urban Grain

This information is illustrated within the following maps which are found at the end of the document:

- Map 1 The Borough of Camden showing the Regent’s Canal Conservation Area in relation to the neighbouring conservation areas
- Map 2 Designation and extensions
- Map 3 Topography
- Map 4 Urban Grain
- Map 5 Listed Buildings and Buildings which make a Positive Contribution

Map 6 Regent's Canal CA area 1935
Map 7 Regent's Canal CA area 1914
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HISTORIC DEVELOPMENT

The completion of the Paddington Branch of the Grand Junction Canal in 1801, linking London to the Midlands, led to a proposal to link Paddington to the London Docks at Wapping on the River Thames. The idea was initiated by John Homer, a barge owner based at Paddington and £400,000 was raised to fund the scheme, which subsequently foundered on the refusal of the Grand Junction Canal Company to supply water and the opposition of landowners on the route.

Homer revived the scheme in 1810 and the canal engineer James Tate undertook a survey of a canal linking the Paddington Basin to the Limehouse Cut. Homer then approached John Nash, at the time drawing up plans for Regent's Park. Nash recognised the potential of incorporating a canal into his plans and a further survey diverting the route through the middle of the new park was arranged by Homer.

The new canal company was subsequently founded on 31st May 1811 at a meeting held in a Percy Street coffeehouse. Later in the year £260,000 was raised to finance the project and on 7th August 1811 the Prince Regent agreed it should be called "The Regent's Canal". The Canal Bill received royal assent in July 1812 and work began on the Paddington to Camden Town section of canal in October 1812.

Canal Construction

From its beginnings the canal route was determined largely as a result of conflicts with land owners, whilst technical problems with tunnel construction and lock design led to considerable delays and escalation in costs.

The canal's route had been surveyed by James Tate. However, at the initial meeting of the company it was decided to appoint Nash's associate James Morgan as chief engineer. This had consequences for the progress of the work caused by Morgan's lack of experience in canal construction, although most of the problems should not be attributed to him. The route of the Maida Hill Tunnel was altered at its eastern end in order to avoid the Portman Estate which had refused the canal passage over its land and extra costs were incurred by the relocation of Thomas Lord's cricket ground.

By mid 1815 the canal was largely finished up to Hampstead Road Locks (Camden Lock) but at this point it encountered financial crises. Capital resources

had been exhausted by rising costs, due to route changes involving extra earthworks which were not reflected in revised estimates, and also due to the tunnel works at Maida Hill and Islington. In addition Thomas Homer had been found to be embezzling funds from the canal to pay off his own debts and was subsequently convicted and given seven years transportation. Work came to a halt until Government intervention provided £200,000 of loans. Further shares were issued and the final stretch of tunnelling at Islington was completed in September 1818 (960 yards long).

The last part of the canal to be completed within the Conservation Area lies between Maiden Lane Bridge (York Way) and Hampstead Road Locks (Camden High Street). Problems were once again caused by a dispute with a landowner, William Agar, who contested the right of the company to pass through his land in a series of court cases, and it was not until mid 1818 that work on this section of the canal finally began. The bridge at Maiden Lane was constructed in 1818 and three of the locks and most of the bridges during 1819, but St Pancras Lock was still being built in 1820 having been delayed by Agar. The canal was finally finished in 1820.

Trade on the Canal

By 1830 the canal was carrying 0.5m tons of goods per annum rising to 1.0m tons by 1850 and 1.4m tons in 1876. The main carriers were Pickfords until 1847, who then transferred their entire business to the railways, followed by the Grand Junction Canal Company Carrying Establishment until 1876 and Fellows Morton and Clayton Ltd until the 1930's. By the 1840's the canal was carrying coal, bricks, building materials, grain, hay, cheese, chemicals, beer and most other products to numerous wharves. From the 1880's until World War 1, 1.0m tons were carried each year, declining to 0.7m tons by 1927. It was only after the Second World War that the canal business went into irreversible decline. As late as the 1930's a substantial modernisation scheme was completed to the canal between London and Birmingham. By the late 1960's the last commercial traffic passed on the canal, although it remained in use for leisure purposes.

Once the canal was complete, the gas companies were the first major industries to use it. In May 1824 the Imperial Gas Light and Coke Company completed a gas works and wharf in St Pancras opposite Maiden Lane Bridge. The main legacy of the works is the gas holders, which until recently dominated the south bank of the canal. The gas works ceased production in 1904. They generated substantial trade in coal on the canal, brought up from the canal dock at Limehouse, as even after the railways most coal from the North East of England was transported by ship. Coal traffic was maintained to Kensal Green gasworks and was boosted by the opening of electricity generating stations at St Pancras

and St John's Wood and others further west in the early 20th century. These remained in operation until the opening of Battersea Power Station in the 1930's.

Railways and the Canal

The challenge from the railways was immediate with early schemes in 1840 to purchase the new canal and change it into a railway. The North London Railway competed directly from 1852. Initially the two transportation modes co-existed, and the canals were certainly useful in the construction of Camden Goods Yard and both King's Cross and St Pancras for shipping building materials to the site. Camden had the benefit of the three largest railways from the north that terminated close to the Canal and left their mark on the whole area. The railway goods terminals were developed with trans-shipping facilities to and from the canal, which produced some unique industrial architecture. The first, from 1839, was the London and Birmingham Railway's depot north of Camden Lock. This was followed by the Great Northern Railway's opening in 1850 of the King's Cross Goods Yard including Lewis Cubitt's Granary building and basin, and the Midland Railway's similar facilities immediately to the west at Agar Town (now Elm Village/Camley Street) which opened during the 1860's. The latter two railways delivered coal for distribution by canal, in competition with that brought up from the Thames. It was loaded by chutes into barges moored in purpose-made basins. During the 19th century the main impact of railway competition on the canals was to drive down the tolls that could be charged for carrying freight thus reducing the monies generated in profit by the canal.

Unlike the railways, which took away as much trade as they provided, the Port of London was a major stimulus to growth, since barges could exchange cargoes directly with ships, or via the many quays in the Docks. This gave advantage to various factories using imported raw materials which formerly lined the canalside. A long-lasting trade was softwood timber, carried to Dingwall's wharf at Camden Lock until the Docks closed in the late 1960's. Wines and spirits and Norwegian ice were among other commodities that have left their mark.

Technical Specifications

The canal is a broad canal with a minimum width of 14 feet 6 inches (4.4m) in the locks. More generally, the surface width is between 40 and 50 feet (14 and 17 m). The canal originally had earth banks but these were subsequently lined with ragstone walls in 1832. The stone revetment or banking is still in place in many locations but with concrete copings. In others it has been replaced by steel sheeting with concrete copings.

Water for the canal was originally to have been provided from a pumping station on the banks of the River Thames at Chelsea, but instead, water was supplied from the Welsh Harp Reservoir at Hendon. This was supplemented in the late 19th century by back-pumping up the canal from Limehouse – the lock cottage at St Pancras is a conversion of one of the lock-side pumping stations.

The canal has a series of double locks along its length, which can take either a broad boat or two narrow boats side to side. The lock system adopted was in part a water saving device with nearly half of the water transferred from one chamber to the other when a lock was worked, rather than all being lost to the next lower level. To assist the operation of the locks and to avoid potential flooding the lower reaches of the canal, all the locks were manned. At its peak, lock keepers would work a continuous shift system. As the use of the canal declined, continuous manning was no longer provided and the canal effectively closed at weekends as the locks were padlocked. As the leisure use of the canal began to increase, this problem was overcome in the early 1980's by the installation of concrete weirs and spillways to one of each pair of locks, removing the necessity for supervision (with the exception of Hampstead Road Lock.)

There are three tunnels along the route of the canal; The Maida Hill Tunnel and the short Eyre's Tunnel which are both located in Westminster and the Islington Tunnel. Within the Conservation Area there are 4 sets of locks, and currently 10 road bridges, 3 foot bridges, 2 pairs of railway bridges and one aqueduct that carries the canal over the railway tracks to King's Cross.

Adjacent to the canal under the towpath run 400,000 volt electrical cables installed in the 1970's. The cables are water cooled with various pumping stations located adjacent to the canal including one at Maiden Lane Bridge. The concrete cover slabs replaced a previous surfacing of cinders.

At various points along its course the canal widens where there are former docks which can be used as turning spaces for canal boats.

At the side of the canal at regular intervals are small indents and ramps, or horse slips which as the name suggests were used to get horses out of the canal if they had fallen in.

List of Bridges and the Streets that pass over them

<u>Bridge</u>	<u>Street</u>
Euston mainline railway bridge	
Southampton Bridge	Oval Road
Towpath Bridge over Rlwy Interchange Basin	
Towpath Bridge at head Hampstead Rd locks	
Hampstead Road Bridge	Camden High St/Chalk Farm Rd
Kentish Town Bridge	Kentish Town Road
Camden Bridge	Camden Street
North Road Bridge	Camden Road
College Street Bridge	Royal College Street
Gray's Inn Bridge	St Pancras Way
Oblique Bridge	Camley Street
St Pancras Station mainline railway bridge	
Towpath Bridge over former entrance to GNR B Road bridge from Goods Way to Wharf Road	
Maiden Lane Bridge	York Way
Aqueduct	over St Pancras railway lines

List of Locks and street from which they can be viewed or accessed

Hampstead Road Lock	Camden High Street
Hawley Locks	Camden High Street
Kentish Town Locks	Kentish Town Road
St Pancras Locks	Camley Street

CHARACTER AND APPEARANCE OF THE AREA

Introduction

The special character of the area is largely derived from the almost hidden nature of the canal. The surrounding townscape largely turns its back on the canal creating a tranquil space distinct from the business of the surrounding city. This character has in part arisen from the topography of the canal located as it is in shallow cuttings along part of its length and partly as a result of canal side development forming an effective barrier, cutting off views towards the canal.

A particular contributor to character is the original planning of the canal's route, descending lock by lock into the valley of the River Fleet, zigzagging to negotiate the nascent rectangular street pattern of Camden Town and then having to skirt around part of the property of the manipulative Mr Agar by means of further bends. The need for roads to pass over the canal with navigational clearance has produced noticeable differences of level and a great variety of bridges with associated vistas. Operational requirements produced the characteristic features of the paired lock chambers and their furniture, towpath revetments, "bridge holes", bridge approach ramps and horse slips. The widenings on the offside of the canal were made as lay-bys for barges and narrow boats to lie alongside wharfs, while a few of the docks for unloading goods off-line also remain. The role of horses in transport is reflected in the several complexes of multi-levelled stables remaining in this area.

The main-line railways radically changed the lie of the land with their extensive goods yards, built close to the canal for interchange purposes amongst other reasons. They were raised on embankments with retaining walls hard against the towpath side of the canal and blocked the development of streets over wide areas. The railways brought more bridges, canal basins for interchange and large distinctive warehouses. Transport by canal, meanwhile, generated further wharfs and factories along its banks, restricting the locations for residential developments until the decline of industry in the late 20th century. The gas industry dominated the canalside landscape north of King's Cross, and the intended re-erection within the conservation area of four of the gasholder guide frames should restore some of this character.

Many of the industrial buildings and structures are fine examples of industrial brickwork, illustrating styles of engineering construction characteristic of the 19th and early 20th centuries and using various types of brick, some produced in London and others brought in by the railways from their respective regions. Cast iron and wrought iron are also well represented.

The historic industrial use of the canal meant that warehouses and similar buildings on the canal edge had to be secure, as did the canal itself, so the ground floors often comprise solid brick structures. These add to the sense of

enclosure of the canal and are an important part of its historic character. The change in use of the canal from industrial to leisure will be reflected in new approaches to the treatment of the canal edge, and this can be accommodated without necessarily losing the industrial quality of the area.

The Regent's Canal is classified as a Public Open Space, and a site of Nature Conservation Interest. It also provides a link between other Open Spaces, some within its conservation area designation, and others adjoining it. This is recognized by its classification in the UDP as a Green Chain. It stretches from Regent's Park, through the Primrose Hill Conservation Area, linking to Camley Street Nature Reserve and Goods Way Open Space, through the heart of King's Cross and on into the London Borough of Islington. Immediately adjoining it, or very close to it is the Canal Land Open Space (Baynes Street to St Pancras Way), St Pancras Gardens Open Space, Elm Village Open Space, Camden Gardens Open Space, and Hawley Street Open Space.

Although the canal is a continuous area of open space it is not perceived as such because of its twisting route. The canal has a picturesque quality with only small stretches being visible at any one time and views partly curtailed by the bends in the canal and the bridges which cross it and frame distant views.

The canal side has become planted with shrubs and trees often along very narrow strips, which give a soft edge to it and contrasts with the hard edge formed by its various retaining walls. The planting is informal and this complements the picturesque nature of the space as well as providing important wildlife habitats. Its unmanaged appearance adds to the air of a quiet backwater. However, if it is allowed to get out of hand, it may encourage tipping and littering, which can transform the character into one of neglect. The main tree species are Ash, Sycamore and Willow.

There is generally a narrow strip of vegetation between the towpath and the surrounding wall, and often some vegetation on the opposite side to the towpath. Small blocks of vegetation also exist next to bridge abutments, in the triangular space formed between the wall, the bridge and the towpath.

For the purposes of this Statement the conservation area is separated into three sub areas; one centred on Camden Lock, one from Kentish Town Bridge to Gray's Inn Road Bridge, and one at Kings Cross. These areas are intended to broadly reflect the changing character of the canal as it passes through Camden.

SUB AREA ONE

Euston Mainline Railway Bridge to Southampton Bridge

The railway bridge over the Regent's Canal frames two contrasting views: east towards the industrial landscape of the Regent's Canal Conservation Area and

west towards the trees and gardens of the Primrose Hill Conservation Area. The original stone foundations on the east bridge date from the construction of the railway in 1837.

A metal gate in the retaining wall leads via a horse tunnel to the Camden Incline Winding Engine House, a large vaulted underground structure that served in the early years of the railway to pull trains out of Euston up Camden Incline to the railway bridge, where they met the waiting locomotive.

The height of the retaining wall along this stretch serves as a reminder of how much fill was used to raise the Goods Yard to the railway level. The same impression is obtained from a restaurant immediately beyond the railway bridge, on the north bank, where a section of the Western Horse Tunnel is incorporated into the dining area. The remainder of the Horse Tunnel is not accessible, but continues to Gilbey's Yard, where it is blocked off.

The towpath between the Euston mainline railway bridge and Southampton Bridge has blue engineering bricks set into the margins between the National Grid electricity cables and the canal side coping. This finish is found along the entire length of the canal and provides an important visual continuity to the canal side.

On the north bank and west side of the railway is the Hydraulic Accumulator Tower. Although outside the conservation area boundary, this historic structure is clearly part of the industrial heritage which typifies the special character of the Regent's Canal Conservation Area.

On the west side of Southampton Bridge, straddling the canal is the Pirate Castle, varied and picturesque in a traditional castle style. Designed by Richard Siefert, one of London's most influential architects, in 1977. The Castle is built of brick with concrete copings. It is a lively club promoting activities and training for young people.

Southampton Bridge to Hampstead Road Bridge

Southampton Bridge at Oval Road, like Hampstead Road Bridge, was rebuilt historically, and the abutments of earlier bridges can be seen below the existing steel span. The space below these bridges forms an essential part of the canal side experience with the bridges framing views to successive lengths of the canal, and forming boundaries between sections of differing character.

No 30 Oval Road was a 19th century industrial building of 3 storeys, plus a basement level on the canal side, and an attic level with large rooflights. The building had a strong industrial appearance being constructed from dark bricks with large openings at ground floor level. The building was once a railway goods shed for the London, Midland & Scottish Railway; the letters LMS were inscribed above the entrance to the building on Oval Road. The building was the subject of

various 20th century piecemeal alterations. No 30 Oval Road now has consent for partial demolition and redevelopment as part of a scheme which will incorporate the earlier elements in a new context.

The Listed Grade II Eastern Horse Tunnel emerges via the horse steps at No. 30 Oval Road. The other end exits into in Stables Yard. A short section in Stables Yard is accessible to the public.

A large area of brick arched construction extends under the forecourt of the Interchange Warehouse and under No. 30 Oval Road. In the pavement a number of features of the historic Goods Yard remain, including the granite sett paving, rail lines, granite bollards, ventilation grilles to the Eastern Horse Tunnel below, a turntable and the frames of two large weighbridges.

The view west from Hampstead Road lock is, in the words of Pevsner, a “*fine industrial landscape, framed by the LNW Railway warehouse and Giblet’s and culminating in a distant accumulator tower.*” The London and North Western Railway warehouse or Interchange Warehouse has a canal basin underneath the entrance, which is spanned by a cast iron bridge dating from c.1846 and predates the warehouse by some 50 years..

The Interchange Warehouse, which is Grade II Listed dates from c1896 and is 4 storeys with handsome chimneys. It has a strong industrial character built of multi-coloured stock brick with blue engineering brick dressings, cast-iron windows with small panes and a modular pattern of repeating window bays. The Interchange Warehouse was successfully refurbished in 1989 retaining its robust industrial character

Further east, the combination of Hampstead Road Lock and the mid 19th century Roving Bridge which crosses the canal diagonally, creates a picturesque progression of industrial architecture along this length of the waterway.

The buildings to the south side of the canal are of a similar scale with 6-7 storeys but have different materials, their white rendered finishes contrasting with the yellowed stock brick associated with much of the canal and the glowing pink brickwork of Interchange Warehouse.

Nos 38-46 Jamestown Road is listed Grade II - Gilbey House is a handsome 19th century former warehouse, with channelled stucco. Built as Gilbey’s bottling works in 1894 by William Hucks, a very early example of a reinforced concrete structure, with an addition by Mendelsohn and Chermayeff’s dating from 1937. The office extension to Gilbey’s warehouse provides a contrast in style to the surrounding Victorian industrial buildings with its stripped simplicity in the International Modern style. A later extension dating from 1960 also by Chermayeff faces Oval Road.

The wharves to the south bank of the canal were originally far more extensive with three separate docks on James Street, now Jamestown Road, all of which have subsequently been infilled. Two ice wells were also located on this site, the largest being almost 30m deep. The larger one remains after redevelopment. It dates from the 1830s and was part of the extensive ice trade based on the canal. The position of the well is marked on the surface in the paving bricks and by an apsidal alcove in the adjacent boundary wall dating from 1888.

The granite set floor finish to the ramps of the cast iron bridges on this section of the canal were restored in 1978, and the side of the locks and their central island paved with brick all complement its industrial character. The locks themselves are fenced off with modern ornate railings, and more utilitarian railings at the southern end. Their replacement would enhance the appearance of the locks.

Hampstead Road Lock ('Camden Lock')

Hampstead Road lock forms the natural focus to this part of the canal and are unusual in being clearly visible from the street at Hampstead Road Bridge. They have a more open and accessible character as a result of being located opposite the open area of the wharf at Camden Lock Market and having a towpath on both sides of the canal. The pair of locks were completed in 1820 and are the only original double locks still operating on the canal, the others having been converted to single locks by the insertion of weirs to the second lock chamber. The original Hampstead Road Bridge was completed at the same time but was subsequently demolished and replaced by the existing grade II listed bridge in 1876. The bridge has brick abutments and stone copings to the piers, a detail found on other historic metal bridges along the length of the canal.

The wharf at Camden Lock Market was formerly Walkers Wharf and was last used as a timber yard (Dingwall's) before becoming a crafts market in the 1970's.

Hampstead Road Bridge to Kentish Town Bridge

The view east from Hampstead Road Bridge towards Hawley Locks and Kentish Town Locks reveals the steepest fall along the canal with the waterway dropping significantly over the three flights of lock adjacent to the former TV-AM buildings. The Hawley Wharf site is currently vacant awaiting redevelopment. The wharf has an open aspect, which is framed to the north by the railway viaduct and to the south by the former TV-AM building, which sits on the canal edge. The canal elevation of the former TV-AM building dates from the later 19th century Camden Brewery with a saw-toothed parapet incorporated in the 1930's for Henly's garage and the well known egg cups installed in the 1980's during the Terry Farrell scheme. A further vacant site has been created by the recent demolition of the former lock keepers cottage next to Kentish Town Road. There is an

opportunity to repair the street frontage adjacent to Kentish Town Bridge and to address the Kentish Town Lock.

Stanley Sidings and the Roundhouse

The area immediately to the north (Camden Lock Place -originally Commercial Place) forms what is now the heart of the Camden Market. It was previously a part of the Camden Goods Yard and a large area was occupied by warehousing for W.A.Gilbey's wines and spirits from the mid 19th century, which used its location on the London and North Western Railway and the North London Railway to distribute its goods to all corners of the UK and the world. The remaining buildings on the site comprise the stables for railway horses known as Stanley Sidings (completed in 1855 and raised in height in 1881 onwards), a later block of 1883-85, and the surviving bonded warehouse, Giblet's No.2 Bond, built c. 1885.

The site between the arm of the North London Railway viaduct and Commercial Place was originally occupied by a bottle store (latterly a bottling works) which was destroyed by fire in 1985. The former stable buildings are generally of two and three storeys and finished in yellow stock brick with slate roofs. The stable complex comprises a series of tightly enclosed courts leading one into the other, their plan form influenced by the railway viaducts. The floor finishes are a rich collection of worn granite setts, which add greatly to the character and patina of the spaces between the buildings. Beneath the site a tunnel of arched brick construction formerly linked the stables with the goods yard to the west. A plan of the underground structures on the site was made by the Greater London Industrial Archaeological Group (GLIAS) in 1990 . The entire area has a patina of age and wear which adds to the bohemian character of the market. Part of the site, retaining the listed buildings and market and some of the underground vaulting, is currently being developed.

This area has some small sections of designed planting. The shrub areas work well in dividing the space, and a few of the trees also contribute positively to the amenity of the area. There are however several trees that are poor specimens or of such a diminutive stature as to be detrimental. Planting in this area would work best as logically located, sizeable and robust specimens, but well spaced to maintain the courtyard character.

Views within the site are necessarily constrained and it is the progression of spaces and views through those spaces, which give the area its character. The exception being the "Camden Wall" or boundary wall to the Stanley Sidings, which curves gently along the western edge of Chalk Farm Road, terminating at the Roundhouse engine shed. At present the northern end of this wall is partly clad with advertising hoardings, masking the wall and detracting from the conservation area

The Roundhouse is a major point of focus in architectural and townscape terms, and can also be seen from outside the conservation area on Regent's Park Road and Haverstock Hill. The building was originally constructed in 1846-7 as a locomotive shed but by the 1860's had become a liquor store for W & A Gilbey's. Today it is a vibrant performing arts centre.

Paving along Chalk Farm Road varies considerably, ranging from new York stone paving outside the Roundhouse, through 400 x 400 mm grey pre-cast concrete slabs, to asphalt. The paving outside the Roundhouse is also a mixture of old York stone slabs, with a crossover made from 75 x 75 mm square yellow blocks. Where York stone slabs are missing, some have been replaced with bricks, and some with in-situ concrete.

Townscape

The towpath and lock sides have hard material surface finishes comprising granite setts to the ramps and blue engineering bricks to the lockside, with original gritstone copings to both the lock and canal side. The canal side in this sub-area is largely devoid of planting (save for three weeping willows planted either side of the Roving Bridge, all subject to Tree Preservation Orders) which suits its hard industrial character.

There are a number of street trees planted along Chalk Farm Road (London Planes). These are not yet of an age or stature to make a great contribution to the conservation area. They also seem to be suffering from the stresses associated with being adjacent to a major traffic route.

Negative features

Some of the more recent leisure related developments of the canal side have detracted from the character and appearance of the area. The proliferation of signage on the Chalk Farm Road elevation of the Dingwall's development detracts from the appearance of the building and conservation area. New window openings out of scale and inappropriately designed appear out of character with the conservation area.

SUB AREA TWO

Kentish Town Bridge to the Oblique Bridge

Between Kentish Town Bridge and the Gray's Inn Bridge the canal takes on a quieter character with a higher degree of containment and fewer views in and out. The uses which bound the canal are either residential or commercial. The towpath itself tends to be bounded by sheer enclosing walls and steep tree-lined

embankments with few openings. Access points onto this part of the canal are limited. Unlike Hampstead Road Lock there is no physical or use focus which results in the canal becoming a surprisingly quiet oasis from the noise and bustle of the surrounding city

Within this stretch of the canal there is considerable variation. The canal initially twists and turns down from Kentish Town Bridge and is crossed by four road bridges in a relatively short space, three of them dating from the original completion of this section of the canal between 1818 and 1820, or immediately afterwards: North Road Bridge is of slightly longer span having been built in 1825. The result is that views and vistas are curtailed, with only small sections being visible at any one time. Each of the four sections bracketed by the bridges has its own distinct appearance.

Kentish Town Bridge to Camden Bridge

The canal is flanked on one side by Nicholas Grimshaw's canal side terrace in an uncompromising high-tech style. On the other side is Jestico and Whiles' housing scheme, equally contemporary but in a more restrained idiom and with less of an impact on the canal itself as it is set behind a retaining wall. The rear gardens of these buildings with their trees and vegetation provide a feeling of greater space, although this is also tempered by a feeling of intruding into people's private domain. The small area between the rear gardens and the towpath allows tipping and litter to build up on this section of the towpath, a problem that needs to be addressed while the back of Sainsbury's presents a forbidding canalside elevation.

Camden Bridge to North Road Bridge

The canal turns under Camden Bridge, which still retains its brick arch but has concrete extensions forming part of the car park to the rear of Shirley House. This very short section of the canal to North Road Bridge is flanked by some rather undistinguished 1950's and 60's office developments. Those on the north bank of the canal at least have a reasonably defined edge, whilst Shirley House pays no regard to the canal at all, leaving an ill-defined hostile edge and a rather perfunctory and unused viewing platform hiding the attractive brick arched bridge below. A low brick wall surmounted by chain link fencing forms one section of this boundary on the northern side. This has been completely smothered by Virginia Creeper, forming a spectacular natural screen.

No 41 Camden Road is the only remnant of Cornwall Terrace a terrace that once faced Camden Road in a shallow arc in the 1840's. Nos 43 and 45 Camden Road are a pair of Italianate houses of the 1860's.

The southern side of Bonny Street forms the northern boundary of the conservation area. Nos 2-8 form a short terrace, dating from the 1840's or earlier

and remnant of the terrace called Cornwall Place. The houses have round-headed front doors, decorative balconies and no window surrounds.

North Road Bridge to College Street Bridge

The character of the canal changes again as it passes through North Road Bridge (Camden Road) and skirts the high wall of Lyme Terrace on the towpath side. Nos. 4-9 Lyme Terrace are a row of five houses dating from the 1840's they form a particularly attractive group fronted by a pavement and railings overlooking the canal. The pavement retains they original paving, coal-hole covers, drainage channel, lampposts and bollards. On the southern side the canal edge opens out on the former builder's yard side – now redeveloped and occupied by Alpha House, a four storey building of rendered concrete and wood in a nautical style. A similar second building by the same architects flanks the view through from the canal to the retained listed grade II cottages by the wharf (Lawford's Cottages). The rest of the canal side is contained by the rear of the buildings on Lyme Street.

College Street Bridge to Gray's Inn Bridge

Beyond College Street Bridge (Royal College Street) is one of the largest open planted sections to the canal, the steep bank rising up from the towpath with trees at the top of the bank forming a valuable visual containment. On the opposite bank is an excellent example of the reinstatement of a historic canal-side warehouse building at Eagle Wharf, whilst the depot site adjacent at Bangor Wharf provides an excellent opportunity for enhancement. The latter's yard area retains extensive areas of granite setts which should be retained or re-used in any development. The canal dock which formerly served these wharfs is partially filled, and could be enhanced.

In Royal College Street on the West side are Nos 163A-185, a brick and stucco terrace of the mid 19th century.

On the East side of Lyme Street, listed grade II, are Nos 1-10 a row of 5 pairs of two storey, semi-detached early Victorian Villas, each pair with alternating straight and curved pediments above the ground floor windows. Nos 12-19 is a Victorian terrace of brick and stucco. At No 13 is a blue plaque stating the Ruth First (1925-82) and Joe Slovo (1926-1995) lived there.

Access steps in this section link the canal towpath to street level. However, the steps themselves are constructed from a reddish London Stock brick which does not relate well with the canal materials. This section is one of the few lengths of the canal to offer ramped access.

Gray's Inn Bridge to the Oblique Bridge

The canal passes under Gray's Inn Bridge with its recently reconstructed balustrade, a good example of sympathetic bridge maintenance. A date stone at the base of the bridge identifies it as having been reconstructed in 1897. There is an entrance onto the canal at this point and then no further entrance until the Oblique Bridge at Camley Street. This is the longest stretch without an access point and it has a rather isolated feel, reinforced by the continuous run of retaining wall along the towpath. The buildings which flank the canal on the towpath side are not visible beyond the parapet of the retaining wall, whilst those on the opposite bank are largely undistinguished and some, including the former Post Office sorting building, have a particularly poor relationship to the canal. The Constitution pub at Gray's Inn Bridge contributes positively to the conservation area although more could be made of its link to the canal towpath. Similarly the Jubilee Waterside Centre (a truncated portion of the former Midland Railway Hydraulic Pumping Station) could have a greater connection to the canal.

The Oblique Bridge crosses the canal on the diagonal, and originally carried the drive to Mr Agar's house. It was rebuilt with cast iron girders in the 1840s and rebuilt c1980 retaining the earlier abutments which have crisp gritstone dressings. The commemorative stone can be seen just above the water line on the opposite side to the towpath.

Townscape (sub area 2)

In contrast to the hard industrial character of the Camden Lock this section of the canal is considerably softened by sections of informal planting. The towpath has maintained a grass margin along the water edge and the general impression is of a less managed environment. The abutments to the bridges opposite the towpath have become areas of informal planting. There is a large area of open planting opposite Eagle Wharf and such spaces have important wildlife habitats. The buildings and streets form the enclosure to the canal and create its introspective nature. Although less formal than the front elevations of the building most of these rear elevations have maintained their historic pattern of window openings, roof profiles and rear wings and give an attractive architectural rhythm to this typical London terrace and connect the canal to the wider urban grain.

The massive masonry embankment walls which line the canal south of Gray's Inn Bridge retained the extensive Midland Railway goods and coal sidings, now redeveloped as housing and an industrial estate. The abutment of the bridge, which used to link the goods yard to the Ale and Porter store on the site of the former Post Office sorting building, is clearly visible in the wall. The wall itself has a tremendous patina of age.

Negative Features

The lack of access onto the canal and the poor design of some of the existing access points detract from the appearance of the area and to some extent discourage use of the canal. The brick walls to the access point at College Street Bridge lack the copingstone detail typical to the remainder of the canal and the same situation exists at Gray's Inn Bridge and the Oblique Bridge. These access points also lack facilities for disabled access and offer an opportunity for improved design and access to the canal. The signage at access points is also limited and dated; a consistent style of signage would be of benefit, although care would have to be taken to ensure that they complimented the industrial character of the canal and that the number of signs was appropriate. A proliferation of signage even of an appropriate design would be likely to harm the character of the canal.

A couple of viewing platforms project over the towpath to the south of Gray's Inn Bridge and disrupt the sweep of the brick retaining wall, looking rather incongruous and out of keeping with the canal. The installation of similar platforms elsewhere along the canal towpath would be unlikely to preserve its character.

SUB AREA THREE

The Railway Lands

This part of the conservation area is the closest to the city. It is located behind St Pancras and King's Cross Stations and it contains some fine listed industrial buildings in a setting that is partly made attractive by its sense of decay. The industrial character is reinforced by the vistas of the great train sheds from the railway lands and the canal framed by the intricate steelwork of the gasometer on the site of the old Imperial Gas Works, and provided one of the most striking London landscapes.

Further details of the features in this area are set out in the *Inventory of Architectural and Industrial features* (1988) by English Heritage.

Oblique Bridge to Maiden Lane Bridge

After the Oblique Bridge the canal passes immediately beneath the new railway bridges for the Midland Main Line and the Channel Tunnel Rail Link. The wrought iron edge girders or the original Midland Railway bridge of 1867 have been re-erected as effective screens to the new concrete structure.

The south bank of the canal contains the St Pancras Yacht basin. Truncated iron stanchions are still visible on the west wall of the basin and marks the location of

the triple track coal staithes, which used to run over the basin. Built in 1867 the coal staithes were used to transfer coal from railway wagons into barges. The basin was also used to load ash from Midland Railway steam trains onto barges for disposal. Adjacent to the basin is a low range of prefabricated boatyard buildings and the single storey listed canal keepers cottage to St.Pancras Lock.

The former steam locomotive watering point from St Pancras station, which was saved from demolition, was formally opened on a new site behind the canal keepers cottage on the 22 June 2005 after a major re-location operation by Heritage of London Trust Operations and English Heritage.

The gothic-style waterpoint, designed to complement Sir George Gilbert Scott's St Pancras Station and the adjoining Midland Grand Hotel (now St Pancras Chambers), is the only survivor of seven structures located behind the station to supply water for steam locomotives. The upper section contains a cast iron tank the weight of which, when full of water, would be in excess of 80 tons.

The entire sweep of the south side of the canal is occupied by the Camley Street Natural Park, a managed wetland nature reserve, with small lodge buildings. The Camley Street Natural Park is classified as a Site of Nature Importance, and a Local Nature Reserve. It is a heavily vegetated area with controlled access, and provides a surprising haven of peace and nature amongst the bustling urban life that lies so close. The wrought iron gates to the park were salvaged from Somers Town Goods Station and make an impressive entrance into the area. A bridge, subsequently demolished, crossed the canal at this point linking a viaduct in the railway yard on the north of the canal to the Cambridge Street (now Camley Street) Coal Shoots on the south.

The Kings Cross Goods Yard on the north bank is described separately. Its Coal and Fish Offices stand high above a sharp left hand bend, part of the deviation made in 1818 to avoid the central part of Mr Agars land. The canal narrows for the site of Somer's Bridge, followed by another wartime stoplock to protect Kings Cross from flooding if the railway lands were bombed. Goods Way, built in c1920 across the site of the gas works, is due to see major changes.

The Canal sweeps round in a very wide curve to rejoin the originally authorised alignment at Maiden Lane Bridge. The three tunnels of the Great Northern Railway burrow beneath the canal with shallow cast iron roofs forming an aqueduct, of which nothing can be seen from the surface. Maiden Lane Bridge was reconstructed and widened in 1999 in a style which restored its appearance in 1850 when it was rebuilt to serve the new station: its cast iron balustrades are now replicated in steel and its handsome abutments have been reinstated.

The canal finally passes over a cast iron aqueduct, which spans the main line into Kings Cross station. A utilitarian inter-war concrete bridge crosses the canal at this point linking Goods Way to Wharf Road. The south bank has a high embankment topped by a petrol filling station which contributes nothing to the

character or appearance of the conservation area. To the south of Goods Way is a decorated telescopic gas holder dating from 1883.

The former gas holders are to be re-sited within the development site adjacent to St Pancras Locks.

Kings Cross Goods Yard

To the north of the canal are the Railway Lands, separated from the canal by a high retaining wall. This collection of buildings built to serve the Great Northern Railway is glimpsed only in part from the canal. The inlets to the basins, which were once linked into this complex are visible along the towpath to the south of St Pancras Lock. Here the towpath rises over a bridge with a prominent cast iron edge girder to the entrance to the infilled Coal and Stone Wharf. A portion of the Goods Yard is at a lower level and the former perimeter road called Wharf Road is locally carried on arches which contained stables. Their distinctive high level windows set within the brick arches of the viaduct are seen in the boundary wall along the canal. Further along the towpath the Coal and Fish offices comprise the only building fronting directly onto the canal. Beyond the Coal and Fish Offices is the abutment of the former Somers Bridge, rebuilt in the late 19th century, and a brick-relieving arch set within the retaining wall, which marks out the inlet to the infilled Granary canal basin.

The Granary and Transit Shed Complex

The site above the canal is dominated by Cubitt's Granary of 1851, built in the same functional form as Kings Cross passenger station, which is its contemporary. The building had a series of docks incorporated into its basement for the trans-shipment of goods between the canal and the railway. The limited access in and around the site and in particular the lack of a direct link towards the station contribute to the isolation of the site. Two 580 foot long sheds flank the Granary though they are slightly earlier in date. The two office buildings built in front of the sheds are later additions. The East and West Transit Sheds, the original office block ('Regeneration House') and Midlands Goods Shed and the two Handyside Canopies are regarded as being within the curtilage of the listed Granary.

The Midlands Goods Shed and Environs

This was built as a carriage shed for the temporary GNR terminus at Maiden Lane. Under an agreement of 1858 its use was altered to provide separate accommodation for Midland Railway goods traffic. By 1862 the Midland Railway had completed its own depot to the west of King's Cross and the building reverted to the use of the GNR. Attached to it is an hydraulic accumulator tower of c1888.

Between the shed and Granary Building is the western of two canopies erected by Handyside & Co. in 1888 as part of the improvement to the potato market, which included the installation of a further canopy on a gentle curve to the east of the Goods Shed. The goods office to the front of the site dates from 1850, while a further office range was added in front of the Midland Shed in the 1870s. .

The Coal and Fish Offices

The Coal and Fish Offices face the Granary and were constructed in phases from 1852 onwards. The different periods of each building are distinguishable in their graduation of heights and bay widths. The roofs to these buildings have been recently refurbished.

The Western Goods Shed

This site was built abutting the Western Coal Drops in 1897-99 on the site of the original coal and stone handling basin, (to be demolished).

The Eastern Coal Drops

Built in 1851 this brick and cast iron structure originally carried four high-level railway tracks from which wagons discharged coal into storage bins on a mezzanine floor above cart-loading bays. Late in the 19th century the southern end was converted into a warehouse and survives today, whilst the remaining northern end was badly damaged by fire in 1985, although the cellular structure of the northern part of the coal drops is still discernible as evidence of its original use.

The Western Coal Drops

The Western Coal Drops were built in 1859-60 and, although only five years later than the Eastern Coal Drops incorporate a simplified method of carrying the high level railway line using substantial cast iron beams. They were converted to a general goods transit shed when the Western Goods Shed was built alongside in 1897-99.

Townscape Sub area 3

The buildings and the spaces of the Goods Yard have survived remarkably intact and it is the totality of this historic urban grain, comprising both listed and unlisted structures, which contributes in large part to the unique character of the Conservation Area. Any significant erosion of part of this urban landscape may be likely to undermine the remainder. The structures and surfaces on site are of interest in themselves but it is the experience of them as a group that is the essence of the character of the conservation area.

The buildings on the railway lands are all goods sheds and ancillary offices, which are broadly aligned on the fan form of the railway sidings, which they serve. Contemporary illustrations of the Granary and Eastern Coal Drops clearly show that the design of the buildings, though functional, incorporated an understanding of formal urban design with the Granary's dominant, stripped classical elevation providing a strong relationship with both the canal and the former basin. The resulting site layout has created a defined space in front of the Granary enclosed by the Eastern Coal Drops and the Fish and Coal Offices, akin to a city square, and this space is to be exploited in Argent's masterplan for the King's Cross site.

The surface of the goods yard site is extensively finished in granite sets, which mark the industrial history of the site. To the front of the Granary Building the plan of the original canal basin is clearly visible as a concreted area surrounded by sets, which define its original edge. This hard floor treatment is an integral part of the character of this area, which is devoid of planting. The surface treatment is complemented by the utilitarian quality of the goods sheds. In addition to the setted surfaces there are a number of other features, which contribute to the character of the former Goods Yard including cast iron and granite bollards, capstan bases, GNR manhole and fire hydrant covers, and the remains of trackways.

The complexity of this space is added to by the ramps which access the lower yard areas below the eastern coal drops and by the elevated sections of railway, which remain on the edge of the space. This adds a sculptural quality to the urban space between the existing buildings on the site and forms a very important part of the character of the Goods Yard.

Negative Features

The petrol filling station at the base of Maiden Lane Bridge detracts from the setting of the canal. The detailing of the access point from York Way could be improved to reflect traditional building techniques and materials and to include items such as stone copings and to incorporate disabled access provision. The opportunity exists to create greater public access to the canal towpath and visual links to the Goods Yard.

AUDIT of LISTED BUILDINGS

Those buildings currently on the statutory list of buildings of Architectural or Historic Interest include:

Description/ Address	All in postcode NW1	Grade
Camden High Street	Hampstead Road Bridge over Grand Union Canal.	II
Camden High Street	Hampstead Road Lock on the Grand Union Canal.	II
Camden High Street	Roving Bridge over Grand Union Canal west of Hampstead Road Lock.	II
Camden Road 107 – 117 (odd nos)	North Road Bridge over the Grand Union Canal.	II
Camden Street		II
Camley Street	Lock Keeper's Cottage on the Grand Union Canal	II
Camley Street	Water Point	II
Chalk Farm Road	Stanley Sidings, stables with ramp and boundary wall at north of site.	II
Chalk Farm Road	Stanley Sidings, stables to east of bonded Warehouse	II
Chalk Farm Road	The Roundhouse	II*
Chalk Farm Road	Cattle Trough opposite debouchment of Belmont Street, SE of the Roundhouse	II
Chalk Farm Road 1-10 inc Lyme Street	Drinking Fountain set in wall next to the Roundhouse	II
Lyme Street	Lawford's Wharf Cottage, Grand Union Canal	II
24 Oval Road		II
26 Oval Road		II
28 Oval Road		II
Oval Road	The Interchange building on north side of Regent's Canal together with the horse tunnel (Eastern) and vaults	II
Oval Road	The Interchange building canal towpath bridge over private canal entrance.	II
165-181 (odd nos)		II
Royal College Street		II
York Way	Eastern Coal Drops at Kings Cross Goods Yard	II
York Way	The Granary	II
Gasholders	Four dismantled gasholders from railway lands due to be re-erected within the CA	II

BUILDINGS AND OTHER STRUCTURES WHICH MAKE A POSITIVE CONTRIBUTION

A number of buildings and structures are notable because of their value as local landmarks, or as particularly good examples of their type. Such buildings or structures, whilst not statutorily listed, nevertheless make an important contribution to the character and appearance of the Conservation Area.

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

Bonny Street	2,4,6,8
Camden High Street	Hampstead Road Lock, Hawley Lock
Camden High Street	Hampstead Road Bridge
Camden High Street	Masonic Keystone from c. 1820 bridge re-set in retaining wall
Camden High Street	Towpath bridge over railway interchange dock and its approach ramps
Camden Lock Place	The Camden Lock, 23-40, 22, 41 to 43, 14-15
Camden Lock Place	The Camden Lock, 3-12, 44-49 including 11 East Yard
Camden Road	17-21 Sainsbury's supermarket
Camden Road	74-82 terrace circa 1850
Camden Road	41-45 Italianate corner block circa 1850
Camden Road	East of Camden Road stone revetment wall on offside of canal
Camden Street	Camden Bridge
Camley Street	St.Pancras Lock, St Pancras mainline Railway bridge
Camley Street	Entrance gates to the Camley St Nature Park
Camley Street	Retaining walls to former coal discharge structures to west and south of St Pancras basin circa 1868
Camley Street	Oblique Bridge circa 1851
Chalk Farm Road	1-9 consecutive
Chalk Farm Road	Railway bridge and its advertising hoarding
Chalk Farm Road	Railway viaduct crossing southern part of "Stables Market"

Chalk Farm Road	Stanley Sidings: vaults from former goods yard (1839-1846) partly beneath later (1852) railway viaduct, and entrance to Horse tunnel (1855). Fragment of former Giblet's Bonded Store now known as The Gin Factory
Chalk Farm Road	SW side of "Stables Market" entrances to vaults
Chalk Farm Road	Former Gilbey's No 2 Bonded Store opposite entrance to "Stables Market" circa 1880
Chalk Farm Road	Boundary and retaining wall to former Goods Yard circa 1855
Elm Village	Retaining wall to former Midland Railway Goods Yard
Elm Village	Abutment to former bridge circa 1865
Elm Village	Jubilee Waterside Centre. Part of former hydraulic pumping station circa 1865
Hawley Crescent	Rear of 35 Hawley Crescent West of Kentish Town Road small red brick building portion of Camden Brewery circa 1900
Hawley Crescent	35 Former Camden Brewery bottling stores known as the Elephant House circa 1900
Jamestown Road	Underground ice well beneath 34-36 and the apsidal wall in boundary to 38 which goes around it
Kentish Town Road	2-12 Grand Union Wharf, Kentish Town Bridge, No 49 and 51
Kentish Town Road	Kentish Town Lock
Kentish Town Road	Flats by Nicholas Grimshaw behind Sainsbury's
Lyme Street	11-19 consecutive
Lyme Terrace	1-6 consecutive
Lyme Terrace	Retaining wall above towpath
Oval Road	Southampton Bridge
Oval Road	Euston mainline railway bridge over Regent's Canal, hydraulic accumulator tower
Oval Road	Pirate's Castle and cable cooling station
Oval Road	Railway retaining wall, including entrance to tunnel to former Winding Vaults
Oval Road	West of Oval Road adjacent to Euston mainline railway bridge; canal wall including doorway to tunnel circa 1837 and large padstone to former railway siding bridge circa 1840s
Oval Road	West of Oval Road retaining wall to goods yard circa 1837

Oval Road	Oval Road contiguous with Southampton Bridge on its west side abutments of former railway siding bridge circa 1840s
Royal College Street	148, 150
Royal College Street	College Street Bridge
Royal College Street	Former forage warehouse at Eagle Wharf and former dock
St.Pancras Way	Grays Inn Bridge, 42 The Constitution Pub
Wharf Road	Coal and Fish Offices, transit sheds adjacent to the Granary, Midland Goods Shed and east and west Handyside canopies, 1850 offices
Wharf Road	Western Coal Drops and associated metal viaduct for roadway, retaining walls between upper and lower level yards
Wharf Road	Wharf Road viaduct adjacent to towpath with former stable arches and remains of gate office to former coal basin
Wharf Road	Bridge carrying towpath and Wharf Road over former entrance to coal basin circa 1850
Wharf Road	Bridge abutments to former Somers Bridge later C19
York Way	Maiden Lane Bridge
York Way	Aqueduct over railway tunnels

STREETSCAPE AUDIT

Traditional materials and features which enhance the Conservation Area.

All locks	Massive gritstone coping stones to the brick lined lock chambers, engineering brick floor finishes, with raised brick treads to the lock gate wood and steel balance beams
Bonny Street	Granite kerbs, cast iron area railings to original Terrace
Camden High Street (Hampstead Road Lock)	Granite sets to Roving Bridge and bridge over dock, and massive stone copings with rope abrasions.
Camden Lock Place, The Camden Lock	Use of granite sets and kerbs to floor surface
Chalk Farm Road, The Stanley Sidings	Use of granite sets and Kerbs to the floor surface.
Chalk Farm Road	Overhead footbridges, horse ramps and balconies
Chalk Farm Road	Former stone sleeper blocks as kerbs to ramped roadway parallel to Chalk Farm Road and imposing railway boundary walls
Kentish Town Road	Inter war decorated lampposts
Lyme Street	Yorkstone paving to large sections of the street, granite sets, kerbs and wheel deflectors to the entrance to Lawfords Wharf, cast iron area railings and original coal holes set into Yorkstone paving
Lyme Terrace	Yorkstone paving, cast iron railings to the canal retaining wall and houses, cast iron gas lamps, and bollards to the entrances into the terrace.
Oval Road	Granite sets and kerbs, weighbridge set into carriageway, brick walls and Stone copings to Southampton Bridge.
Canal side	The towpath is set in sections with blue engineering brick in others with concrete over the electricity cables and there is a small section of granite sets mid way between the bridges
Mainline railway bridge to Southampton Bridge (Oval Road)	Horse lift.
Canal side	A winch c1856 originally used to open and close the Gates of the Lee navigation lock at Limehouse. A ramp with granite sets leads down into the Hawley Wharf site from
Southampton Bridge to Hampstead Road Bridge(Camden High Street)	Hampstead Bridge.
Canal side	Mooring bollards to towpath, horse lifts.
Hampstead Road Bridge to Kentish Town	

Bridge (Kentish Town Road) Canal side	Mooring bollards to towpath.
Kentish Town Bridge to Camden Bridge (Camden Street) Canal side	Mooring bollards to towpath.
Camden Bridge to North Road Bridge (Camden Road) Canal side	Mooring bollards to towpath.
North Road Bridge to College Street Bridge(Royal College Street) Canal side	Inscribed foundation stone to the abutment of Grays Inn Bridge, single cast iron bollard to south bank adjacent to the bridge abutment, mooring bollards to towpath. Extensive granite setts to depot at Bangor Wharf.
College Street Bridge to Grays Inn Bridge (St.Pancras Way) Canal side	Horse lifts, mooring bollards to towpath.
Grays Inn Bridge to Oblique Bridge(Camley Street) Canal side	Horse lifts, mooring bollards to towpath, brick floor finish to St.Pancras Lock, stop locks to Kings Cross aqueduct. Some sections of stone coping to the canal edge and multi-coloured stock brickwork in canalside boundary/retaining walls and various engineering brickwork in former bridge abutments.
Oblique bridge to Maiden Lane Bridge	
Wharf Road	Extensive use of granite sets and kerbs to the floor of the goods yard. Brick retaining walls to the canal with stone copings. Enamelled railway signs to buildings advising "Drive Slowly"

OPPORTUNITY SITE

Hawley Wharf off Haven Street

In addition to this site there are buildings which are considered to be negative in character and which harm the character and appearance of the conservation area and therefore there may be scope for redevelopment, subject to acceptable replacement.

Shirley House Nos.26-27 Camden Road
Post Office Sorting Office, No.6 St.Pancras Way
Petrol Filling Station, Goods Way

Kings Cross Redevelopment

The new high-speed link from the Channel tunnel to St Pancras was opened by HM the Queen in November 2007.

As part of the works necessitated by the CTRL, the listed St Pancras water-point, which originally stood outside the Conservation Area, has now been relocated to St Pancras Lock. The Grade II listed triplet gasholders previously located near St Pancras (outside the current CA boundary) have been dismantled pending re-erection on the north bank of the Canal, where they will be joined by gasholder #8, all as part of the development of the main King's Cross site (see below). The CTRL works also made alterations to some of the canal wall, the rail bridge over the Canal and to Camley Street Natural Park, which have subsequently been made good or otherwise completed.

Planning permission has been granted (2006) for the development of substantial land areas both sides of the Canal, known as the King's Cross Central development. Considerable heritage information was provided and assessed at that time, and the complex permission, conditions and legal agreement provide for the following:

- the restoration and re-use of the Granary and attached transit sheds and offices, the Eastern and Western Coal-drops, the Coal & Fish Offices, Regeneration House, the East & West Handyside canopies, the Midland Goods Shed, and the Wharf Road viaduct
- the demolition of the Western Goods Shed, the Plimsoll Viaduct, the concrete canal bridge, the petrol station on the south bank, and various minor walls and structures
- three new canal bridges, and various works to the towpath and retaining walls, including new moorings, steps, a south bank landing and related works

- the landscaping of the space in front of the Granary as a major public square, including the restoration of in situ railway heritage artefacts and a new pavilion connecting the towpath to site level
- developer contributions towards improving the eastern access to St Pancras Gardens, and the canal towpath, both off Camley Street

There are accompanying requirements for the salvage of heritage materials, method statements, recording, conservation plans, biodiversity and safeguards for the Natural Park, and the submission of details. No changes are proposed to Maiden Lane Bridge which carries York Way over the Canal and which was sympathetically rebuilt in 1999.

REGENT'S CANAL CONSERVATION AREA MANAGEMENT STRATEGY

Introduction

The government has introduced through new legislation, policy and procedure a new planning system in which the focus is on flexibility, sustainability, strengthened community and stakeholder involvement. Under the new system local authorities are required to produce Local Development Frameworks (LDFs)

The LDF, when it replaces the UDP, will comprise the London Borough of Camden planning policies known as the Development Plan Documents (DPDs), Supplementary Planning Documents (SPDs), and will include a high level of monitoring and community involvement.

The purpose of this Conservation Area Appraisal and Management Plan is to provide a clear and structured approach to development and alterations which impact on the Highgate Conservation Area. The special qualities of the Conservation Area, which "it is desirable to preserve or enhance" have been identified in Part 1.

A list of the legislation, council policies and key documents, which specifically relate to the Regent's Canal Conservation Area are listed at the end of this document.

Monitoring and Review

The planning authority is required to review its conservation areas on a regular basis. This may involve the designation of new conservation areas, the de-designation of areas that have lost their special character or the extension of existing conservation areas. The special character of the Regent's Canal Conservation Area has been re-evaluated within the character appraisal and this forms part of the overall review.

As part of the review process the Council will seek to provide an up to date comprehensive photographic record of all Listed Buildings and establish a visual survey of buildings, which make a positive contribution to the Regent's Canal Conservation Area. The photographic survey of Listed Buildings can be accessed via the Council's web site. The Council will seek to encourage greater community involvement with the management of the Regent's Canal Conservation Area

Maintaining Quality

To maintain the special interest and the particular character of the Regent's Canal Conservation Area in a sensitive and responsive way and to ensure the highest quality developments the planning authority will:

- from time to time, review the Regent's Canal Conservation Area appraisal and produce a management plan from which development control decisions, and where required, design briefs can be produced.

- require all applications to include the appropriate forms and legible, accurate and up to date, fully annotated, scaled drawings.
- keep under review a list of buildings which, in addition to those already included on the statutory list, positively contribute to the character or appearance of the Regent's Canal Conservation Area, to aid decision making and the preparation of proposals.
- require most applications for development within the Conservation Area to include a design and access statement – for information see www.cabe.org.uk
- produce where relevant and possible supplementary planning documents including design guidance and planning briefs – www.camden.gov.uk
- expect the historic details which are an essential part of the special architectural character of Regent's Canal Conservation Area to be preserved, repaired and reinstated where appropriate.
- Work in partnership with and consult British Waterways on all canal related matters in their capacity as landowner, navigation authority and statutory consultee for planning applications
- ensure that professional officers from the Conservation and Urban Design Team and Development Control can advise on all aspects of development which could affect the Conservation Area.
- carry out its duties in a fair and equitable manner – please see the following link: www.camden.gov.uk

Conservation Area Boundary Review

As part of the appraisal survey the existing conservation area boundary has been reappraised. The boundary was adjusted in 2004 following the adoption of the revised King's Cross Conservation Area Statement and further changes to the boundary are included within this report as a result of the public consultation.

The four extensions are :- a) an area immediately to the north of No. 30 Oval Road to include the historic road surface of granite setts and inset rails and including the cast iron road vents to the underground Listed Grade II Eastern Horse Tunnel including the access frontage to the houses in Gilbey's Yard fronting the Canal and linking to the entrance of the Western Horse Tunnel immediately northeast of the Euston Line railway bridge b) an area to the southwest of Kentish Town Road to include the former Camden Brewery bottling stores known as the Elephant House, on the corner of Hawley Crescent and Kentish Town Road and c) the southern end of the Sainsbury's supermarket site on Camden Road extended for continuity. The boundary currently cuts through the building. d) Chalk Farm Road railway bridge

New Development

The conservation area is varied in scale and new design should respect the scale of the particular location. Appropriate design for the conservation area should complement the appearance, character and setting of the existing buildings and structures, the canal, and the environment as a whole. The enclosure or openness of particular sections of the canal should be respected as this quality contributes significantly to its varying character. Building heights should not interfere with views to local landmarks. Developments should respect and where possible enhance central London panoramas and other views from within and outside the conservation area.

Design and Alterations to Buildings

There are relatively few historic canal-side buildings, but the majority of those which do exist remain in commercial use, predominantly B1 office, whilst those in the Kings Cross area are in light industrial/ storage uses pending the comprehensive development of the entire site. The majority of surviving industrial buildings within the conservation area are either listed or considered to make a positive contribution to the character and appearance of the area. With few exceptions, there is therefore a general presumption in favour of their retention.

Changes in use of old buildings can lead to external alterations to buildings, particularly along the towpath, which impact on character of the area. The ground floor walls of older industrial buildings tend to have few if any openings in them and the massive retaining walls alongside parts of the canal are similarly imperforate. Incremental change to these structures could dramatically alter the canal's character. Great care will therefore need to be taken in balancing the needs of new uses with the character of the historic built form.

Many of the canal buildings including the large railway sheds of the Goods Yard are good examples of adaptable "loose fit" architecture as referred to in the DETR's guidance 'By Design' (May 2000) and The Urban Task Force document "Towards an Urban Renaissance". The buildings offer tremendous scope for reuse within their existing envelopes, but care must be taken to consider the impact of alterations on the exterior appearance of the building, and take into account the cumulative impact on the conservation area of such alterations.

Technical Advice

In order to achieve high quality development the planning authority will provide professional, technically experienced officers to assess and advise on all applications. The Conservation Officers are supported in their work by English Heritage, who if required can give further specialist technical advice, and by British Waterways.

Buildings at Risk Register

The Council will liaise with English Heritage in maintaining a register of buildings at risk. For information see www.english-heritage.org.uk.

Enforcement

The Council has adopted an enforcement policy for handling complaints of unauthorised development and will investigate and where necessary take enforcement action against unauthorised works and changes of use. In operating that policy special attention will be given to preserving or enhancing the special qualities of the Regent's Canal Conservation Area.

Guidance regarding enforcement issues can be found in PPG18: Enforcing Planning Control and Circular 10/97: Enforcing Planning control: Legislative Provision and Procedural requirements – published by DETR

Materials and Maintenance

In all cases, existing/original architectural features and detailing which contributes to the character and appearance of the conservation area should be retained and kept in good repair, and only be replaced when there is no alternative. Opportunities to enhance the appearance of the building through the restoration of missing features should be encouraged.

Original detailing such as iron balustrades, timber framed sash windows, steel windows, doors, stone and brick copings (to both walls and the canal edge), bridge abutments and parapets add to the visual interest of the canal and adjacent properties. Where these have been removed in the past, replacement with suitable copies will be encouraged. Where new materials are to be used it is advisable to consult with the Council's Conservation & Urban Design Team, to ensure the choice is considered to preserve or enhance the character and appearance of the conservation area. The choice of materials in new work will be most important and will be the subject of control by the Council. Original materials should be retained wherever possible and repaired if necessary.

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 or structure, 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 will not be acceptable.

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 damage to original structural materials, and may be extremely difficult (if not impossible) to reverse once completed.

The retaining walls and bridge parapets to the canal form an essential part of its character and their bonding patterns, pointing and mortar types should be either retained or repaired to match existing. Re-pointing if done badly can drastically alter the appearance of a building, and may be difficult to reverse.

Cleaning of buildings to make them look lighter in colour should not normally be undertaken since it may involve the abrasive removal of the face of the brick or stone and can lead to increased 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. In addition, the patina of wear and weathering on many buildings in the conservation area, including canal side walls, is a particular element of the character of the conservation area and cleaning may harm that character. The cleaning of listed buildings may need listed building consent.

Demolition

Within the conservation area total or substantial demolition of a building will require conservation area consent.

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. Consent will not be granted for demolition unless a redevelopment scheme has been approved which will preserve or enhance the conservation area.

The demolition of listed buildings will be resisted and the Council will seek to ensure that they are adequately maintained and in beneficial use.

Trees and Landscaping

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.

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.

Most of the trees in this conservation area are located adjacent to the canal. The Council will wish to ensure their survival and may require their protection during works to nearby buildings and to the canal. The Council will seek their retention of informal areas of

planting such as trees located adjacent to bridge abutments were they are considered to make a positive contribution to the appearance of the area.

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 canal.

The Council's Tree Officers can advise on all aspects of trees on private property within the Regent's Canal Conservation Area. Email urban.design@camden.gov.uk

The Canal Side and the Public Realm

The retaining walls to the canal and plinths to canal side buildings form an essential element of the character of the conservation area. There is a general presumption in favour of their retention. In some cases use will be able to be made of existing openings which have been wholly or part infilled in the past. In all cases it will be essential to maintain the solid masonry character of these walls and the openings formed within them should be kept to a minimum. Such openings should normally align with the openings found at higher level within the building. The detailing and materials used in forming the openings should have regard to existing details/materials found on historic canal side buildings, primarily comprising brick arches or exposed metal lintels, bull nosed engineering brick, and timber or metal framed window/door panels set into reveals which express the masonry structure.

The towpath generally runs along a single side of the canal. The opposite side of the canal, the offside, has buildings built directly onto the canal side in some instances and in others they are set slightly behind the canal edge. New development should respond to the character of the particular section of canal and in particular it's existing sense of enclosure or open aspect.

It is important that the need to preserve or 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 and English Heritage Guidance "Street Improvements in Historic Areas". The Council will also seek, through conditions or S.106 agreements, the retention and re-use of historic floor surfaces including the original stone copings to the canal edge and the granite paving finishes to re-development sites where these are considered to make a positive contribution to the character and appearance of the conservation area.

The Council will maintain a high standard of public realm furniture within the conservation area that takes into consideration the historic fabric of the area. The design of the seats

used by Camden has been specially designed for the canal by the London Canals Committee.

In some circumstances proposals to improve pedestrian access may be acceptable, although care is needed to avoid pedestrian and cyclist conflicts. Great care will have to be taken to ensure that this does not have an adverse affect on either the established character of the canal or the wildlife and plant life of the canal. The mid section of the canal has a greener softer character part of which is due in part to the grassed margin on either side of the towpath. This is considered an important landscape element, which should be maintained.

Designing out Crime

The Council will encourage a sensitive design approach to the built environment which aims at reducing the opportunities for threatening and criminal behaviour and which promotes personal security and the safety of property. British Waterways and the Metropolitan Police have produced a document “Under Lock and Quay” on design to prevent crime.

There will be a general presumption against the use of external security shutters, grilles or meshes on new openings made into the canal side retaining wall. Part of the justification for such openings is to increase the senses of security for users of the towpath. The installation, particularly of solid shutters, would negate this benefit. Applicants would have to demonstrate that other methods are not feasible for external security shutters, grilles or meshes to be considered.

Lighting

Lighting to the canal side may improve personal safety and deter vandalism, but the use of solutions such as lampposts would clearly be at odds with the established character of the area. The impact of artificial lighting on wildlife habitats would also need to be sensitively considered, particularly for bats. It is noted that unlit or very low levels of light are important in terms of biodiversity. The section of canal west of Camden Town, through the Zoo, has roughly three times as many bats recorded as the section recorded within the conservation area near Camley Street where there are higher levels of artificial light. Low level lights fitted onto existing walls or within bollards might provide a suitable solution but the level of light and design would need careful consideration.

Nature Conservation

The Camley Street Nature Reserve is a Site of Nature Conservation Importance and a Local Nature Reserve, whilst the entire length of the canal is a Site of Nature Conservation Importance. The Council will oppose development that would result in the destruction of, or damage to, Sites of Special Scientific Interest (SSSI), or statutory Local Nature Reserve (LNR) unless damaging impacts on wildlife or important physical features can be prevented by the imposition of planning conditions in any permission granted.

The Council will oppose development that would result in the destruction of, or damage to sites of Metropolitan, Borough or Local Importance shown on the Proposals Map and listed on the Proposals Schedules, unless damaging impacts on wildlife or important physical features can be prevented by the imposition of planning conditions in any permission granted.

The Council will encourage the creation of new sites and habitats and will seek the enhancement and upgrading of nature conservation value of existing sites by sensitive design, appropriate planting and management. New sites and habitat creation will be targeted to areas deficient in wildlife interest and will receive the relevant protection described above. Local Nature Reserves will be designated as appropriate

To contact the council's Nature Conservation Manager or to access the council's Biodiversity Action Plan - www.camden.gov.uk.

Green Chain

The Council will seek to protect and enhance the canal as a green chain to provide a habitat for wildlife and a pedestrian route in pleasant environments. The Council will promote the canal as part of the network of metropolitan walks and will seek to create circular routes to link the canal to other open spaces.

Recreation

The Council will encourage the development of the recreational and leisure potential of the canal in so far as this does not adversely affect the nature conservation interest and is consistent with the capacity of the waterway and the amenity of the surrounding area. The Council will seek to ensure that existing water-based activities are not displaced by redevelopment or change of use.

Access

The Council will seek to improve public access to the canal. Where appropriate new access designed to DDA requirements should be incorporated into development proposals linking the towpath more closely with the local pedestrian network. The Council will encourage this provision where there are gaps between existing access points and in areas of intensive use. Design and materials of new access points should respond to the original materials and design of walls, steps and ramps along the canal.

Information and facilities

In the interest of recreational and leisure enjoyment of the canal, the Council will work with British Waterways to promote the provision of appropriate signposting and informative and interpretative material and will encourage public art along the canal corridor. The design and siting of any such provision should respect the traditional appearance, character and setting of the canal. The Council will seek to secure the reopening of a Canal Information Centre, preferably at Camden Lock.

Waterspace

Generally no buildings will be permitted which would encroach on, cantilever or bridge over the waterspace or towpath. Where canal basins have been filled-in in the past, their reinstatement for water-based uses will be encouraged.

Moorings

The Council will welcome the provision of moorings in locations where these will not hinder navigation of the waterway or adversely affect the amenities in the surrounding area. Moorings should be provided on the non-towpath bank and only in locations with good accessibility, and where adequate servicing facilities can be provided unobtrusively. British Waterways contact details are at the end of the document.

Transport

The Council will promote the use of the canal for passenger and freight transport provided the level of use remains compatible with its use for water-based recreation and there is no unacceptable adverse effect on amenity or the environment.

Advertisements

The installation of signage along the canal, particularly illuminated signage will usually require advertisement consent. Some signage to identify the entrances to the canal will be required but this should be of an appropriate design, which respects the character of the canal. Signage on listed buildings may also require listed building consent and great care will have to be taken to ensure the special character of such buildings is not harmed. A proliferation of signage, even of an appropriate design, would be considered damaging to the character of the conservation area. This would include the proliferation of signage on street furniture.

Hoardings because of their size and scale are not considered acceptable forms of advertising within the conservation area. Similarly banners and flags are considered to be alien to the character of the conservation area. The conservation area is currently hoarding-free, however new development may increase pressure or more intensive advertising. This will be vigorously resisted where it is considered to detract from the character and appearance of the area.

Ventilation Ducts/Air Handling Equipment

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 such as in views from the canal and in the proximity of residential accommodation, to ensure local amenity is protected.

Roof Extensions

The canal is framed along part of its length by terraces of housing, the rear of which are visible from the canal towpath. The terraces generally date from the early to mid 19th century and their prominent rooflines and rear elevations form a characteristic element in the conservation area. The roof forms of historic canal-side buildings are visible in views and vistas along the canal and also contribute to the canal's character. Roof extensions which fundamentally alter the roof form of buildings where visible from the canal will not normally be permitted, although each proposal will be considered on its own merits.

On the larger existing canal side buildings any plant should be contained within the existing building. In all cases guidance in the SPG should be considered before preparing roof extension schemes.

Rear Extensions

Rear extensions should be as unobtrusive as possible and should not adversely affect the character of the building or the conservation area. The proposal's general effect on neighbouring properties, the setting of the canal and the conservation area will be the basis of its suitability.

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, particularly when the elevations concerned are clearly visible from the canal.

Satellite Dishes

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 canal. The smallest practical size should be chosen and the dish kept out of sight. Planning permission may be required. Advice from the Duty Planner or the Conservation and Urban Design Team should be sought before undertaking such works.

Archaeology

Proposals for new buildings or for excavation of basements may have some impact on archaeological deposits, including industrial 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 Archaeological Advisor is undertaken on all sites where the possibility of archaeological remains is suspected. Both the Greater London Industrial Archaeological Group survey of the Camden Lock Area and the English Heritage *Inventory of Architectural and Industrial Features* at Kings Cross will give some indication of the site of such remains.

Planning Advice

For general planning advice, including how to make a valid application, the Planning service website should be consulted : www.camden.gov.uk or alternatively :-

The Duty Planner Service
Camden Planning Services
5th Floor, Camden Town Hall Extension
Argyle Street
WC1H 8QE
TEL:020 7974 1991
Fax: 020 7974 1930
Minicom: 020 7974 2000
Times: Mon-Wed, Fri 09:00-17:00, Thur 09:00-19:00

BIBLIOGRAPHY

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

Canal Conservation Area Designation Report - Planning & Communications Committee – 26th March 1974, 25th April 1974, 16th June 1981, 14th June 1983, 20th March 1984, 18th June 1985

The Regent's Canal in Camden Policies and Proposals November 1983 London Borough of Camden.

Kings Cross Conservation Area Statement 2004, London Borough of Camden

Kings Cross Planning and Development Brief, 2004 London Boroughs of Camden and Islington

Kings Cross Railway Lands: English Heritage Position Statement March 1997.

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

Change at Kings Cross, 1990 Michael Hunter and Robert Thorn.

The Growth of Camden Town AD 1800-2000, 2nd Edition 2000 Jack Whitehead.

The Kings Cross Cut: A City Canal and its Community, 1985 Bob Gilbert.

Exploring the Regent's Canal, M.Essex-Lopresti.

By Design, 2000 DETR

Report to the Development Control sub-committee on King's Cross Development, 8th March 2006

Towards Urban Renaissance, 1999 Urban Task Force

Camden Planning Guidance (December 2006)

Planning Policy Guidance 15 (PPG15) – Planning and the Historic Environment HMSO

The London Plan / The Blue Ribbon Network Jan 2006 Chapter 4

Streetscape Design Manual (March 2005) Camden Council www.camden.gov.uk

Alan Faulkner, "The Regent's Canal: London's Hidden Waterway", 2005

Herbert Spencer, "London's Canal", 1961, new edition 1976

King's Cross Central, Heritage Baseline Study document produced for Argent St George, LCR and Exel by International Heritage Conservation and Management 2004

USEFUL CONTACTS

Camden UDP www.camden.gov.uk/udp

Camden's historic archive provides valuable material relating to historic buildings, people and places and can be accessed on www.camden.gov.uk/localstudies

Information about Listed Buildings within the London Borough of Camden can be found at www.camden.gov.uk/listed_buildings

Planning Policy Guidance 15 (PPG15) – Planning and the Historic Environment HMSO www.communities.gov.uk

The London Plan / The Blue Ribbon Network Jan 2006 Chapter 4 www.london.gov.uk

Camden Planning Guidance (December 2006)
www.camden.gov.uk/-planning-guidance

English Heritage, North and East London Team – www.english-heritage.org.uk and for www.climatechangeandyourhome.org.uk

The Commission for Architecture and the Built Environment - Promoting design and architecture to raise the standard of the built environment. www.cabe.org.uk

The Georgian Group – www.georgiangroup.org.uk

The Victorian Society – victorian-society.org.uk

20th century Society – www.c20society.org.uk

London Borough of Camden Building Control – www.camden.gov.uk

Kings Cross Conservation Area Advisory Committee, 21 Antrim Mansions, NW3 4XT

Camden Town Conservation Area Advisory Committee c/o No 72 Gilbey House
Jamestown Road London NW1 7BY

Primrose Hill Conservation Area Advisory Committee, Richard Simpson, c/o 12 Manley
Street London NW1 8LT

British Waterways London Region, Brindley Suite, Willow Grange, Church Road, Watford
WD1 3QA www.britishwaterways.co.uk

Camden Canals and Narrowboat Association c/o Winchester Project, 21 Winchester
Road London NW3 3NR

The London Canal Museum, 12-13 New Wharf Road, King's Cross, London N1 9RT –
www.canalmuseum.org.uk

FOR FURTHER INFORMATION, contact **THE CONSERVATION & URBAN DESIGN TEAM**,
CAMDEN TOWN HALL EXTENSION, ARGYLE STREET, LONDON WC1H 8NDEL: 020 7974
1944 urban.design@camden.gov.uk

Appendix 1 Maps

Appendix 2 Photographs