



## DESIGN AND ACCESS AND HERITAGE ASSESSMENT

Horse Hospital Mechanical and Electrical upgrade

## INTRODUCTION

This document sets out the proposals for the new distribution of mechanical and electrical services in the Horse Hospital in the Stables Market, Chalk Farm Road, NW1 8AB.

Planning and Listed Building consent are sought for the new distribution of mechanical and electrical services in the Horse Hospital, comprising the removal of unsuitable cabling and pipes attached to the elevations of the buildings, the relocation of essential services, and the replacement of required external fittings. The proposals also include the relocation of the existing AC condensers on the west elevation to the building to a restricted area in the ramp against the Chalk Farm Wall.

## PLANNING HISTORY

The building has previously been granted planning and listed building consent as follows:

Date of application	Application reference	Description of Development	Decision	Date
12/06/2001	<a href="#">PEX0100466</a>	The erection of new market stalls to the rising ramp in front of the Horse Hospital building. As shown on drawing 2 A4 size photo-montages, X-001, 002, 003, and A3 size location plan and faxed letter dated 18th October 2001 from The Shaw Corporation.	Granted	23/10/2001
23/07/2003	<a href="#">2003/0990/L</a>	Approval of details of repairs to horse hospital pursuant to condition 1(c) of Listed Building Consent dated 26 April 2001 (reg. LEX9800577/R2) for works of repair and refurbishment to the listed buildings on the site and the construction of two new buildings for use within Class A1, A3, B1, D1 and D2.	Granted	14/07/2005
25/07/2007	<a href="#">2007/3365/P</a>	Change of use of the first floor and part of the ground floor (Unit 93) from retail use (Class A1) to a mixed use comprising art gallery/exhibition space and bar (Sui Generis).	Granted	01/11/2007
07/04/2008	<a href="#">2008/1438/P</a>	Submission of details of a management plan to reduce noise and disturbance pursuant to condition 6 of the planning permission dated 01/11/2007 (2007/3365/P) for Change of use of the first floor and part of the ground floor (Unit 93) from retail use (Class A1) to a mixed use comprising art gallery/exhibition space and bar (Sui Generis).	Granted	12/03/2010
10/10/2008	<a href="#">2008/4507/A</a>	Retention of 4 x banners signs attached to the northern side of the scaffolding which spans the central section of the Proud Gallery Building (Sui Generis) for a temporary period until the scaffolding is removed.	Granted	25/11/2008
26/03/2009	<a href="#">2009/1222/A</a>	Retention of 2 x non-illuminated display signs to the boundary wall fronting Chalk Farm Road to the east of the Proud Gallery Building.	Refused	11/05/2009

Date of application	Application reference	Description of Development	Decision	Date
26/03/2009	<a href="#">2009/1275/L</a>	Alterations for retention of 2 x non-illuminated display signs to the boundary wall fronting Chalk Farm Road to the east of the Proud Gallery Building.	Refused and warning of enforcement action	11/05/2009
22/12/2010	<a href="#">2010/6306/A</a>	Retention of and revisions to 2 x non-illuminated projecting banner signs to the north elevation facing Chalk Farm Road of existing art gallery/exhibition space and bar (Sui Generis).	Refused	14/02/2011
22/12/2010	<a href="#">2010/6307/L</a>	Retention of and revisions to 2 x non-illuminated projecting banner signs to the north elevation facing Chalk Farm Road of existing art gallery/exhibition space and bar (Sui Generis).	Refuse and warning of enforcement action	14/02/2011
22/12/2010	<a href="#">2010/6355/A</a>	The display of 1 x non-illuminated projecting sign to the south elevation, 1x non-illuminated projecting sign on the boundary wall fronting Chalk Farm Road and 1 x non-illuminated projecting banner sign on the northern elevation. The retention of 1 x hanging sign with neon lettering to the north elevation at existing art gallery/exhibition space and bar (Sui Generis)	Granted	14/02/2011
11/03/2015	<a href="#">2015/1133/L</a>	Cleaning, repointing and repair of the Horse Hospital boundary wall lining Chalk Farm Road.	Granted	01/05/2015
16/05/2016	<a href="#">2016/2479/L</a>	Installation of 7 x projecting signs and 4 x fascia signs to south elevation, 3 x projecting signs to east elevation, 2 x projecting signs to north elevation, 3 x board and lettering signs to west elevation of the Horse Hospital building.	Granted	02/06/2016
09/06/2016	<a href="#">2016/2458/P</a>	Refurbishment of Unit 92 of the Horse Hospital Building including new mechanical & electrical services	Granted	10/08/2016
09/06/2016	<a href="#">2016/3208/L</a>	Refurbishment of Unit 92 of the Horse Hospital Building including new mechanical & electrical services.	Granted	10/08/2016
08/07/2016	<a href="#">2016/3606/P</a>	Alterations to front elevation of Horse Hospital Building; sub-division of building into 5 single retail units.	Granted	10/08/2016
08/07/2016	<a href="#">2016/3812/L</a>	Alterations to front elevation of Horse Hospital Building; sub-division of building into 5 single retail units.	Granted	10/08/2016
28/09/2016	<a href="#">2016/4733/P</a>	Change of use of units 87 & 93 from retail (Use Class A1) and Sui Generis to Restaurant (Use Class A3), external alterations including installation of replacement mechanical and ventilation equipment.	Granted	13/12/2016
28/09/2016	<a href="#">2016/5329/L</a>	Change of use of units 87 & 93 from retail (Use Class A1) and Sui Generis to Restaurant (Use Class A3), external alterations including installation of replacement mechanical and ventilation equipment.	Granted	08/12/2016
15/12/2016	<a href="#">2016/6370/L</a>	Structural reinforcement to the roof to unit 92 of the Horse Hospital.	Granted	17/01/2017

## URBAN CONTEXT AND DESIGNATION

*'This complex of multi-storey stables, sometimes known as Stanley Sidings, was developed by the London and North Western Railway Company from 1854. The horses stabled here, some 421 by the turn of the century, supplied much of the power for the large LNWR goods yard at Chalk Farm. Bounded to the north by Chalk Farm Road, or Hampstead Road as it was known before 1862, the triangular site was separated from the goods yard to the south by the viaducts of the North London Railway but was linked to it by underground tunnels. The two- and three-storey stock brick buildings of plain industrial appearance are typical of the stabling complexes found in or near other railway goods yards and main-line termini by the late 19th century yet their survival as a group is unusual. The first group of stable ranges built in 1854-6 were one-and-a-half storeys. They were raised to their present height, and a further stabling range built, in two phases of expansion and alteration in the 1880s and around 1900'.<sup>1</sup>*

During the 1880's expansion a new stable block, known as the Horse Hospital, was built to accommodate further 92 horses.

The 1883 section of this building is five bays wide delineated by pilaster strips with two sets of two windows in each bay. A horse ramp runs up the north side of the building and has been damaged and repaired a number of times.

The later section of the building c1895 was added on at the eastern end and comprises five bays with 7 windows to the north and 9 to the south. Built in the same style and materials, the two buildings are read as one.

To the north of the Horse Hospital is a boundary wall that abuts Chalk Farm Road. This was built in 1854-6 as a retaining wall to raise the level Camden Goods Depot. The wall retains infill and a roadway finished with granite setts. The roadway slopes up towards the west end where the horse ramp begins and curves around the Horse Hospital. Materials of the boundary wall include multi-coloured stock brick and stone used for the coping and sub-coping.

The site was vacated in 1973, and many of the buildings were demolished, tracks lifted, and various parcels of the land were sold into different ownerships. After 1973 the sidings and Camden Lock were used for various light industrial and storage uses including garaging.

The market activities started at the same time and continue to this day.

## PROPOSALS

This application seeks permission for the new distribution of mechanical and electrical services, the removal of unsuitable cabling and pipes attached to the elevations of the building, the relocation of essential services, and the replacement of required external fittings such as CCTV cameras, high level luminaires, and emergency lighting. The proposals also include the relocation of the existing AC condensers on the west elevation to the building to a restricted area in the ramp against the Chalk

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<sup>1</sup> Royal Commission on the Historical Monuments of England; Historic Building Report; Former LNWR Stables, Camden, London NW1; September 1995. Crown Copyright.

Farm Wall. A new application is being prepared for the refurbishment of the ramp stalls including the final design of the AC enclosures. A temporary timber hoarding will be provided as enclosure until the approval of such application. The temporary hoarding will be made of timber, with secure access to the units, below the height of the chalk Farm wall, and painted black.

The list below is for main works only; not a fully detailed schedule of works.

#### Rectification of breaches

Works to existing elevations to remove unauthorised services installations are detailed on the drawings and include but are not necessarily limited to the following:

- Removal of surface installed cabling from elevations, making good all services openings, including removal of all fixings, brackets and supports. New wiring to be provided via new internally run containment system, all new services to be back entry with no surface cabling.
- Removal of unauthorised flood lighting installations to all elevations and replacement with approved alternative similar to existing approved luminaires to South elevation.
- Removal of existing above ground gas pipework installation local to unit 93/94 on South Elevation and rerouting with new below ground pipework to give new vertical above ground pipework entry tight to external wall as detail.
- Removal of existing CCTV and WIFI and replacement with approved replacement in positions as indicated upon the drawings.
- Relocation of existing A/C external equipment local to unit 87 on West elevation to new proposed equipment compound on the north elevation ramp as indicated on the proposal drawing, including new below ground routed external DX pipework.

#### Proposed Works

- Provision of new internal containment as detailed on the drawings at first floor level to route lighting and power cabling, CCTV and data cabling to serve new positions on building external elevations with no externally run cabling.
- Provision of new IGuzzini Luminaires similar existing approved fittings, all fittings will be from the Woody range, however due to the lower mounting heights particularly on the North elevation these will be of a smaller size (although visually similar) than the fittings used elsewhere in the Market.
- Provision of new in ground floor boxes for market provision and for retail connections to illuminate the requirement for sockets and adaptable boxes to be fitted to the building brickwork elevations. These to be fed via extensions off the existing below ground ducted infrastructure and access chambers in front of the South elevation of the building.
- Provision of new plant compounds on north ramp to house existing A/C equipment serving first floor areas and to give provision for A/C units for ground floor retail units. All DX pipework to be routed in ducts below ground from high level ground Floor Horse Hospital to external compounds on north ramp as indicated on the drawings.
- Relocation of toilets consented in application 2016/5329/L to the space under the horse ramp.

## USE

The existing planning use will be retained.

## AMOUNT

The proposals subject of this application do not add any built areas. There will be no increase in the existing square footage of the building.

## LAYOUT

There are no proposed changes to the layout of the building.

## SCALE AND APPEARANCE

No change is proposed to the external appearance and scale of the listed building.

## LANDSCAPING

There are no open spaces requiring landscaping within this application.

## PRE-APPLICATION

Site visit was carried out with Ms C. Bond, Ms L. Hazelton, and Ms E. Beaumont on 31/01/2019.

## HERITAGE CONSIDERATIONS

### *Significance Assessment*

The National Planning Policy Framework (NPPF) defines 'Significance' as 'The value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting'. 'Conservation Principles, Policies and Guidance for the sustainable management of the historic environment', describes instead a range of heritage values, arranged in four groups, which may be attached to places as follows:

- Evidential value: the potential of a place to yield evidence about past human activity.
- Historical value: the ways in which past people, events and aspects of life can be connected through a place to the present – it tends to be illustrative or associative.
- Aesthetic value: the ways in which people draw sensory and intellectual stimulation from a place.
- Communal value: the meanings of a place for the people who relate to it, or for whom it figures in their collective experience or memory.

The numerous surviving features throughout the Horse Hospital, although many have been disturbed or modified by subsequent changes of use and alteration, provide evidence of the original function of

the building. The historical value of the building is recognised by its statutory Grade II\* listing, as an important part of a distinctive group of former stables.

The Horse Hospital, like the other Stables Market former stable buildings is essentially a utilitarian building, but it does, unlike the other buildings, exhibit a certain aesthetic intent in its detailing which sets it somewhat apart from its neighbours. This quality is essentially defined by the treatment of its elevations and the arrangement of red brick dentil courses, segmental window heads, an oculi window to the west elevation and the cast iron pilasters framing openings to the ground floor level south elevation. Indeed, it is this external aesthetic quality together with the remaining interior original stable fixtures and fittings which have allowed the buildings designation as Grade II\*.

The Stables Market and its listed buildings have a strong identity and sense of place nurtured by the former historical industrial use. The original purpose of the stabling has been superseded. There are no possible horse-related activities that may be carried out within the site, and there have not been since the 1950's/60's. The market use established since the late 1970's/80's, is the reason why this area of Camden achieved worldwide recognition. The communal values of the site can be associated to the later but firmly established market function, as proved by the studies and polls carried out since its inception. The fact that the buildings are still in use brings together past and present common uses by the community, reaffirming its communal value.

The significance of the building is considered high in all ranges of heritage values.

#### *Proposed works and impact on the significance of the Horse Hospital*

The proposals aim to rectify inappropriate previous interventions through the removal of unsympathetic mechanical and electrical services from the elevations; new external luminaires and fittings are proposed in a contemporary industrial style subservient to the historical character of the building. The new services distribution has been designed using cable basket containment systems at high level; no chasing or intervention to the historic walls is proposed other than fixings of trays and risers as shown in the application drawings. Where and if required, all repairs will be carried out to match existing.

Research and professional judgement have been used to determine the significance of the asset. The values have been defined using the following grading scale:

VERY HIGH/HIGH: Elements belonging to the original concept and design, fundamental part of the building typology and contributing to its townscape presence. These parts should be retained.

MEDIUM: Internal elements that belong to the original structure, concept and design and still possess some original features, i.e. possible remains of fireplaces. This category also comprises those ensembles that represent very good surviving examples of spatial organization of the original structure. For these parts alterations, changes or removals have to be treated with particular attention.

LOW OR NEGLIGIBLE: Internal elements that remain from the original plan-form but do not have any value per-se and, due to later alterations, have lost their contextual meaning. These parts can be removed according to new design decisions.

The impact of the proposed works on the individual architectural elements was assessed following the BS 7913:2013 table 'Magnitude of impact plotted against value'; the magnitude of the impact may be either adverse or beneficial.

VALUE	VERY HIGH	NEUTRAL	SLIGHT	MODERATE/LARGE	LARGE/VERY LARGE	VERY LARGE
	HIGH	NEUTRAL	SLIGHT	SLIGHT/ MODERATE	MODERATE/LARGE	LARGE/ VERY LARGE
	MEDIUM	NEUTRAL	NEUTRAL/ SLIGHT	SLIGHT	MODERATE	MODERATE/ LARGE
	LOW	NEUTRAL	NEUTRAL/ SLIGHT	NEUTRAL/ SLIGHT	SLIGHT	SLIGHT/ MODERATE
	NEGLIGIBLE	NEUTRAL	NEUTRAL	NEUTRAL/ SLIGHT	NEUTRAL/ SLIGHT	SLIGHT
		NO CHANGE	NEGLIGIBLE	MINOR	MODERATE	MAJOR
MAGNITUDE OF IMPACT						

The schedule lists the proposed works to the listed building. It is not intended to be fully comprehensive, but to give sufficient guidance on the preparation of proposals for repair and upgrade.

#### *Summary Impact appraisal of Works*

Note: Principal works only. This is not a fully detailed schedule of works.

PROPOSED INTERVENTION	MAGNITUDE	IMPACT
Removal of surface installed cabling from elevations.	MODERATE/LARGE	BENEFICIAL
Removal of flood lighting installations and replacement with approved alternative.	MODERATE/LARGE	BENEFICIAL
Removal of existing CCTV and WIFI and replacement with approved replacement.	MODERATE	BENEFICIAL
Relocation of existing A/C external equipment local to unit 87 on West elevation to new proposed equipment compound on the north elevation ramp.	MODERATE/LARGE	BENEFICIAL
Provision of new internal containment as detailed on the drawings at first floor level to route lighting and power cabling, CCTV and data cabling to serve new positions on building external elevations with no externally run cabling.	MODERATE/LARGE	BENEFICIAL
Relocation of toilets consented in application 2016/5329/L to the space under the horse ramp.	NEUTRAL	NEUTRAL

Historic England Conservation Principles accepts that change is part of the life of heritage assets: 'Change in the historic environment is inevitable, caused by natural processes, the wear and tear of use, and people's responses to social, economic and technological change'. We believe that the proposed works are necessary to facilitate the occupation of the building in the short and long term, and the impact is considered generally beneficial to the preservation of the values and significance of the listed building.

## PLANNING CONSIDERATIONS

This section provides supplementary information about the extent of the impact of the proposals on the significance of the heritage assets affected in accordance with National and Local Policies.

### Planning (Listed Building & Conservation Areas) Act - Section 66 & 72

*Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires that when considering whether to grant planning permission for development which affects a listed building or its setting, the decision maker shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possess. Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 also provides that, in respect of development affecting conservation areas, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.*

- The proposed alterations to the exterior of the building are considered beneficial therefore the character and appearance of the asset and conservation area will be preserved.

### National Planning Policy Framework March 2012

*126 - Local planning authorities should set out in their Local Plan a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or other threats. In doing so, they should recognise that heritage assets are an irreplaceable resource and conserve them in a manner appropriate to their significance. In developing this strategy, local planning authorities should take into account:*

- *the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;*
- *the wider social, cultural, economic and environmental benefits that conservation of the historic environment can bring;*
- *the desirability of new development making a positive contribution to local character and distinctiveness; and*
- *opportunities to draw on the contribution made by the historic environment to the character of a place.*

*128 - In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance [...]*

*131 - In determining planning applications, local planning authorities should take account of:*

- *the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;*
- *the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and*
- *the desirability of new development making a positive contribution to local character and distinctiveness.*

*132 - When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction*

*of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification. [...]*

*134 - Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.*

- The impact of the removals and replacements on the exterior fabric of the building has been assessed as generally beneficial;
- It is our belief that the electrical and mechanical upgrade will support the continued use of the listed building securing its long-term future.

The London Plan March 2016

The London Plan defines the overall strategic plan for London, setting out an integrated economic, environmental, transport and social framework for the development of London over the next 20–25 years.

*Policy 7.8 - Heritage assets and archaeology*

*Strategic*

*A - London's heritage assets and historic environment, including listed buildings, registered historic parks and gardens and other natural and historic landscapes, conservation areas, World Heritage Sites, registered battlefields, scheduled monuments, archaeological remains and memorials should be identified, so that the desirability of sustaining and enhancing their significance and of utilising their positive role in place shaping can be taken into account.*

*B - Development should incorporate measures that identify, record, interpret, protect and, where appropriate, present the site's archaeology.*

*Planning decisions*

*C - Development should identify, value, conserve, restore, re-use and incorporate heritage assets, where appropriate.*

*D - Development affecting heritage assets and their settings should conserve their significance, by being sympathetic to their form, scale, materials and architectural detail.*

*E - New development should make provision for the protection of archaeological resources, landscapes and significant memorials. The physical assets should, where possible, be made available to the public on-site. Where the archaeological asset or memorial cannot be preserved or managed on-site, provision must be made for the investigation, understanding, recording, dissemination and archiving of that asset.*

*Supporting text*

*4.29 - London's built and landscape heritage provides a depth of character that has immeasurable benefit to the city's economy, culture and quality of life. [...] Ensuring the identification and sensitive management of*

*London's heritage assets in tandem with promotion of the highest standards of modern architecture will be key to maintaining the blend of old and new that gives the capital its unique character.*

*4.30 - Crucial to the preservation of this character is the careful protection and adaptive re-use of heritage buildings and their settings. [...]*

*7.31A - Substantial harm to or loss of a designated heritage asset should be exceptional, with substantial harm to or loss of those assets designated of the highest significance being wholly exceptional. Where a development proposal will lead to less than substantial harm to the significance of a designated asset, this harm should be weighed against the public benefits of the proposal, including securing its optimal viable use. [...]*

- It is considered that the proposal will have a beneficial impact by enhancing the elevations and upgrading the building services, therefore no harm will be caused by the proposed intervention to the heritage asset at large.

## Draft New London Plan

*Consultation for the Draft New London Plan ran from 1 December 2017 to 2 March 2018. The Examination in Public (EiP) is targeted for autumn 2018, and adoption of the plan in autumn 2019. Although not yet adopted, the Draft Plan policies are a material consideration as they hold weight, albeit limited weight, in decisions going forward. As such the proposal has taken into account the Draft Plan policies. Policy HC1 Heritage Conservation and Growth*

*(c) Development proposals affecting heritage assets, and their settings, should conserve their significance, by being sympathetic to the assets' significance and appreciation within their surroundings. The cumulative impacts of incremental change from development on heritage assets and their settings, should also be actively managed. Development proposals should seek to avoid harm and identify enhancement opportunities by integrating heritage considerations early on in the design process.*

*(d) Development proposals should identify assets of archaeological significance and use this information to avoid harm or minimise it through design and appropriate mitigation. Where applicable, development should make provision for the protection of significant archaeological assets and landscapes. The protection of undesignated heritage assets of archaeological interest equivalent to a scheduled monument should be given equivalent weight to designated heritage assets.*

## Supporting Text

*7.1.3 Ensuring the identification and sensitive management of London's heritage assets in tandem with promotion of the highest standards of modern architecture will be essential to maintaining the blend of old and new that gives the capital its unique character.*

*7.1.7 Heritage significance can be represented in an asset's form, scale, materials and architectural detail and, where relevant, the historic relationships between heritage assets. Development that affects the settings of heritage assets should respond positively to the assets' significance, local context and character to protect the contribution that settings make to the assets' significance. In particular, consideration will need to be given to impacts from development that is not sympathetic in terms of scale, materials, details and form.*

## Camden Local Plan 2017

The Camden Local Plan sets out the Council's planning policies and replaces the Core Strategy and Development Policies planning documents adopted in 2010. The Local Plan will cover the period from 2016-2031.

## Policy D2 Heritage

*The Council will preserve and, where appropriate, enhance Camden's rich and diverse heritage assets and their settings, including conservation areas, listed buildings, archaeological remains, scheduled ancient monuments and historic parks and gardens and locally listed heritage assets.*

### *Designated heritage assets*

*Designed heritage assets include conservation areas and listed buildings. The Council will not permit the loss of or substantial harm to a designated heritage asset, including conservation areas and Listed Buildings, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss [...]*

### *Policy D2 Listed Buildings*

*To preserve or enhance the borough's listed buildings, the Council will:*

*j. resist proposals for a change of use or alterations and extensions to a listed building where this would cause harm to the special architectural and historic interest of the building; and*

*k. resist development that would cause harm to significance of a listed building through an effect on its setting.*

- The proposals have been designed taking in consideration the above policies and guidance. The significance of the asset has been assessed according to BS 7913:2013, and the Conservation Principles, Policies and Guidance for the Sustainable Management of the Historic Environment, HE 2008.
- It is our belief that the proposals are generally beneficial, improving the condition of a valuable heritage asset and ensuring the building continuous use, hence safeguarding the significance that the building and the stables complex hold for present and future generations.
- It is considered that the proposed alterations do not affect the special interest of the building; the level of proposed intervention is acceptable in conservation terms and is substantiated by the research undertaken.

## APPENDIX I

Items rectified through this application

### Old list - outstanding tasks

Number	Description	Location	PP	LB C	AD V	Harm
69	4 no. external lighting units fixed to brickwork, along length of elevation at eaves level.	Horse hospital, north elevation (Forming part of 1882 West Range)	x	x		
76	7 no. external lighting units fixed t	Horse hospital, north elevation (Forming part of 1882 West Range)	x	x		
80	2 no. external lighting units fixed to brickwork at high level	North Elevation (Forming Part of Eastern Range Single Storey)	x	x		
81	Alarm box fitted to brickwork below projecting spring course	North Elevation (Forming Part of Eastern Range Single Storey)	x	x		
85	1 no. CCTV camera fitted to brickwork at 1st floor level.	East Elevation (Forming Part of 1897 Central Range)	x	x		
97	2 no. CCTV cameras fitted to brickwork at 1st floor level at eastern corner.	South Elevation (Forming part of 1882 Western Range)	x	x		
105	1 no. external lighting unit fixed to brickwork	South Elevation (Forming part of 1897 Central Range)	x	x		
110	Waste pipe punched through removed brick-header between ground and first floor levels.	South Elevation (Forming part of 1897 Central Range)	x	x		
126	2 no. air conditioning units and associated pipework fixed to brickwork at ground floor level.		x	x		
131	1 no. CCTV camera and associated cables fixed to brickwork at upper first floor level, north corner.		x	x		
132	Security-alarm box and light unit fixed to segmental brick arch at first floor level.		x	x		

### New list

40	AC units	Horse Hospital	x	x		
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## APPENDIX II

### LIST ENTRY

Name: HORSE HOSPITAL WITH RAMPS AND BOUNDARY WALL AT NORTH OF SITE

List entry Number: 1258100 Location: STABLES YARD, STABLES MARKET, CHALK FARM ROAD

Grade: II\* Date first listed: 30-Sep-1981 Date of most recent amendment: 28-Jan-2013

#### Location

Statutory Address: STABLES YARD, STABLES MARKET, CHALK FARM ROAD

#### Summary

Stables. Built 1882-3 for the London and North-Western Railway. Designed by the London and North Western Railway (LNWR) Engineer's Department. Extended 1897. C20 conversion to market use.

#### Reasons for Designation

The Horse Hospital, Stables Yard is listed at Grade II\* for the following principal reasons:

\* Architectural interest and intactness: a fine example of a C19 industrial stabling complete with horse ramps and interior fittings, including stalls, mangers and hay racks;

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

#### History

The Camden Goods Depot was originally constructed as the London terminus for goods traffic on the London and Birmingham Railway (L&BR), the capital's first inter-city main line railway and the largest civil engineering project yet attempted in the country. The site was chosen by Robert Stephenson (1803-59), the company's engineer, since it allowed interconnection for freight with the London docks via the Regent's Canal, built 1812-1820.

Work started on a 25-acre site north of the canal purchased from Lord Southampton in January 1837 and the goods depot opened to traffic in 1839. The site included the stationary winding engine house for pulling trains up the inline from Euston to Camden (listed at Grade II\*); a locomotive house; 18 coke ovens for making smokeless fuel for locomotives; two goods sheds and stabling for 50 horses; stores and a wagon repair shop. There were also cattle pens and offices. The sidings, the locomotive shed and No.1 Goods Shed were all constructed on brick vaults. Further goods sheds and stabling was subsequently built for the public carriers, such as Pickford & Co, who had rights to the distribution of goods on the L&BR until 1846 when the L&BR decided to carry out the carriage of goods through their own agents – the same year L&BR merged with other lines to become the London and North-Western Railway (LNWR). The Pickford goods shed was built in 1841 (enlarged in 1845) by William Cubitt (1791-1863) on the south side of the canal and linked to the goods yard by a second wooden railway bridge and was the first such rail, road and canal interchange building

In 1846-8 due to the rapid growth in passenger and goods traffic and the increase in locomotive size, the Goods Depot was overhauled to the designs of the Resident Engineer, Robert Dockray (1811-71). New structures were built, including two engine houses, notably that for goods engines (now the Roundhouse – listed at Grade II\*) to the north of the main line tracks, and one for passenger engines to the south (demolished in 1966). There was also a construction shop for repairs to the north of No. 1 Goods Shed and other structures including a new railway bridge to the former Pickford & Co warehouse.

In 1854-6 another major upgrading of the site was undertaken following the construction of the rail link to the London docks in 1851, and further increases in goods traffic which required a larger marshalling

yard. The North London Railway (NLR) lines were repositioned to the north of the site and the recently built construction shop dismantled (leaving its vaults) to make way for this. Sidings were extended to the edge of the canal either side of the interchange basin which was realigned and enlarged to its present size. As a result of these changes in layout a new stables yard was constructed between the NLR tracks and the Hampstead Road. This contained four new stable ranges with a horse tunnel (the Eastern Horse Tunnel) linking them to the marshalling yards to the south. At the same time further stables were built on the western side of the mainline tracks off Gloucester Road (now Gloucester Avenue) and linked to the goods depot by the Western Horse Tunnel.

Further changes to the site took place in the later C19 including the construction of the LNWR goods shed in 1864, then the largest in the country (enlarged in 1931 and subsequently demolished). The goods depot closed around 1980.

The surviving elements of Camden Goods Yard, along with the Roundhouse, stationary winding engine house, Primrose Hill Tunnel Eastern Portals (also listed at Grade II\*) and Regent's Canal represent a particularly important concentration of C19 transport and industrial buildings illustrating the development of canal and rail goods shipment.

The stables and 'Horse Hospital' Victorian railway goods depots required large numbers of horses for the transfer of goods and shunting of wagons. At its peak, around 700-800 horses were used at the Camden Goods Depot and by the early 1900s the LNWR provided accommodation for something like 6,000 horses nationally.

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

## Details

**EXTERIOR** The building consists of two adjoining ranges, the larger western range dating to 1882-3 and the eastern to 1897, built on a narrow sloping site along the boundary wall to Chalk Farm Road. The building is of yellow stock brick laid in English bond and a pitched slate roof with two sets of wooden ventilation louvers on the ridge of the western range. Details are in red brick consisting of floor bands, dentilled cornices, segmental window heads and oculi to the end gables of the western range (that to the eastern gable obscured by the later range). The two-storey southern elevation is stepped back to mark the building phases. The first phase comprises five bays and had accommodation for 92 horses using both storeys. The second phase comprises three two-storey stable bays (with the easternmost bay stepped back) and a single-storey mess with a hipped roof on the eastern end. This accommodated a further 40 horses.

The bays of the western range are divided by brick pilaster strips into panels of plain brickwork, relieved by pairs of small segmental-headed windows set high up under a red brick dentil cornice. The ground-floor bays have pairs of cast-iron pilasters with classical detailing either side of wide openings and supporting cast-iron girders. The openings were originally flanked by large multi-pane

wooden windows but this arrangement survives intact only in the central bay, others having been altered to incorporate varying modern shop fronts, some retaining the original upper windows. The large openings indicate that the building was probably originally intended to be used as cart sheds rather than solely as stabling. Due to the slope of the land, the northern elevation is expressed externally as a single-storey, detailed in the same manner as the upper storey of the south elevation. Two window openings towards the centre of the elevation have been converted into doorways opening onto a modern entrance platform. The upper storey of the west gable end has a central doorway flanked by paired windows and opening onto a raised brick platform reached from the horse ramp which curves round the west end of the building. At ground floor level is a small lean-to with sloping slate roof, originally the boiler house.

The eastern range is simpler with the side elevations having a continuous run of upper storey windows of the same pattern as the west range. This arrangement was repeated, with larger windows, on the ground floor but some windows have been converted into doors including a large carriage entrance. The northern elevation has low windows on the ground floor due to the slope of the land and a large arched entrance with blue engineering brick quoins at the west end. This was originally entered via a short horse ramp from the setted roadway on the embankment running along the north of the building but has now been re-modelled as steps.

**INTERIOR** The 1883 range has cast-iron columns with bell capitals, supporting brick jack arching on the ground floor and timber roof trusses on the upper floor. The original brick-paved floors survive on both floors. The western section of the first floor retains twelve horse stalls with iron doorposts and timber boxes below the iron grilles and rails. Some stalls retain their mangers and hay racks and the remains of the wooden ventilation shafts. The stalls were used for the resting of tired or lame horses and their existence probably accounts for the building becoming known as the 'Horse Hospital' although it was unlikely to have been used for veterinary purposes. No stable fittings survive on the ground floor.

The interior of the 1897 range is plainer with I-section stanchions supporting the brick jack arching. No stable fittings survive in this range.

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

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