



DESIGN AND ACCESS AND HERITAGE ASSESSMENT

Stables Market
Listed Buildings planters

INTRODUCTION

This document sets out the proposals for the installation of planters under the stone windows' sills and over the timber sills in the listed GII Chalk Farm Stable, Provender Store, Tack Room, and Long Stable in the Stables Market.

Listed building is consent sought for these decorative items addition to enliven the market.

URBAN CONTEXT AND DESIGNATION

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, Gilbey's No.2 Bond, built c. 1885.

[...] 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.¹

The first phase of stabling, the four western ranges constituted by The Chalk Farm Stable, Tack Room, Provender Store, and Long Stable, was built between 1854 and 1856. They were designed by the LNWR staff of the Stafford office and had a capacity of 148 horses. The ranges were mainly one and a half storeys, with ground floor stabling and haylofts above. In 1880- 3 an additional storey was added to three of the stables while the Provender Store was raised by the addition of two storeys in place of the hay lofts. The goods were lifted through hoists to the upper storeys where fodder and nutrients were stored and feed was processed by machinery².

These stables have been statutorily listed as being of special architectural or historic interest, Grade II, since 1981), as part of the group known as STANLEY SIDINGS, STABLES TO EAST OF BONDED WAREHOUSE. The assets are described as '*Four blocks of industrial stabling, now workshops and warehousing. C 1855-1870, with later Victorian additions. For the London and North-Western Railway Company's Camden Goods Yard. Stock brick, with hipped slate roofs, some stone lintels. Some iron columns internally, but floors and roofs generally of timber*'.³ The stables are situated within the Regent's Canal Conservation Area, Sub Area 1, to the west of the section between the Oval Road and Hampstead Road bridges.

¹ Regent's Canal Conservation Area, Appraisal and Management Strategy, London Borough of Camden. Adopted 11 September 2008 pp.17

² Camden Goods Station through time, Peter Darley, 2013 pp.61

³ Historic England, Listing Description, <https://historicengland.org.uk/listing/the-list/list-entry/1258101> (accessed 02/04/2019)

PLANNING HISTORY

The market use began in the 1970s in the adjacent Camden Lock Market, later expanding to the Stables, Buck Street, and the former Canal Market.

Continuous growth transformed the site obscuring its historic character, with stalls, retail units and canopies being haphazardly added to the buildings. Such uncontrolled interventions caused widespread and severe neglect, decay and damage to highly valuable and vulnerable historic fabric.

The former Stanley Sidings, now Labs Group, have been working with Camden Council and local amenity groups since 2013 to recover and enhance the built and cultural heritage of the Stables Market and to secure the protection of the assets for the appreciation and enjoyment of present and future generations. Since 2013 over 40 applications have been approved and the listed buildings are now refurbished and upgraded.

PROPOSALS

This application seeks permission to install metal planters with natural flowers in the former stable buildings.

The metal planters measuring 1200x200x200mm will be supported by cast iron brackets fixed to the mortar joints. The planters are made of galvanized steel in a matt black finish.

The selected cast iron brackets are proposed in a black waxed finish, estimated size 218mm deep x 150mm height.



Proposed cast-iron brackets

Maintenance, plant renewal, and watering will be carried out twice weekly.

Chalk Farm Stable

Two planters are proposed in the single storey end of the building and six planters in the first floor (known as the 99s).

All planters will be fixed underneath the stone cills.

Long Stable

Four planters are proposed under the stone cills in the north elevation of the Long Stable (ramp side).

Provender Store

Six planters are proposed under the stone cills at first floor level in the north elevation, and eight planters on top of the timber sills belonging to the semi-circular windows above the doors on the south elevation. The latter will be self-standing.

Tack Room

Five planters on brackets are proposed in the east elevation of the Tack Room, and two more in the north elevation. All of them under the stone cills at first floor.

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 four stable buildings form a single group listing. As such, their main value is placed on their historic and architectural contribution to the complex to which they belong. The interiors of the buildings have been largely altered and stripped of original features.

The use as stables/stores has been superseded since the 1960s, when a major government endeavour took place to move industry out of London. The site was fully vacated in 1973, and

many of the buildings demolished, tracks lifted, and various parcels of the land 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 this time in a rather ad hoc fashion, commencing with small stalls located externally to the stable buildings. Gradually shop units and canopies were added to the buildings and by the 1980s it was a well-developed marketplace.

The significance of the stables complex is considered high, given the role the buildings played during the commercial expansion through the canal and railway, and later on as world renowned market.

IMPACT OF THE PROPOSED WORKS IN THE SIGNIFICANCE OF THE STABLES

The proposed planters will not obscure any significant architectural features or otherwise visually harm the appearance of the buildings and are considered to be acceptable in terms of their locations, proportions, materials and design. Overall, it is our belief that the proposal would preserve the setting and special architectural interest of the listed buildings.

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 planters will not affect the significance of the listed GII former stable buildings, and the impact is considered generally beneficial.

CONCLUSION

The proposals have been designed taking in consideration the National Planning Policy Framework 2012, The London Plan 2016, and the Camden Local Plan 2017. The significance of the assets has been assessed according to the Conservation Principles, Policies and Guidance for the Sustainable Management of the Historic Environment, HE 2008.

The installation of the planters is considered generally beneficial, adding to the vitality of the market in general and the building in particular.

It is therefore considered that the proposed planters do not affect the special interest of the buildings; the level of proposed intervention is acceptable in conservation terms and is substantiated by the research undertaken.

APPENDIX I

HISTORICAL BACKGROUND

By Royal Commission on the Historical Monuments of England; Historic Building Report; Former LNWR Stables, Chalk Farm Road, Camden, London NW1; September 1995. Crown Copyright.

This complex of multi-storey stables, also known as Stanley Sidings, was developed by the London and North Western Railway Company (LNWR) from 1854. The horses stabled here supplied much of the power for the large LNWR goods yard at Chalk Farm.

Bounded to the north by Chalk Farm Road (known as Hampstead Road 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.

A 22 acre site at Chalk Farm was acquired by the London and Birmingham Railway company soon after its formation, for a terminus and depot. When development began in 1835-37 it was as a goods depot, linked to the Thames by the Regent's Canal and subsequently to the docks by the North London Railway, built in 1850-1.

In the 1840s and 1850s substantial buildings were constructed around the edge of the site, including the Southern Goods Shed, built in 1845 and rebuilt after a fire in 1857, and a goods shed north of the canal, replaced by the Interchange Warehouse in 1900-5. The Chalk Farm stables were linked to both of these buildings by underground tunnels.

Horses were required for a wide range of haulage duties in the yard as well as for distributing goods outside; others were needed for shunting locomotives. Early provision for the horses was apparently in makeshift accommodation or below ground in the vaults of the goods station. By 1849 some horses were being stabled in the south eastern corner of the goods yard, and it seems likely that the expansion of this part of the yard in 1855 led to the construction of the stables at the triangle site.

The first phase of stabling, the four western ranges forming the triangular group A-D in the modern site plan, was built between 1854 and 1856, as indicated as indicated on a site plan of 1856 (The National Archives, RAIL 410/2072). They were designed by the LNWR staff on the Stafford office and had a capacity of 148 horses. The ranges were mainly one and a half storeys, with ground floor stabling and haylofts above.

In the early 1880's the whole site underwent a phase of expansion and alteration with additional storeys added to the western ranges between 1880-3. During this period, a bridge connection between the Provender Store and the Tack Room was also created.

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 this time in a rather ad hoc fashion, commencing with small stalls located externally to the stable buildings. Gradually shop units and canopies were added to the buildings and by the 1980s it was a fully-fledged marketplace.

APPENDIX II

PLANTERS IMAGES



LABTECH



