



128 CAMDEN ROAD,  
LONDON NW1

**HERITAGE STATEMENT**

Heritage consultancy services have been provided to inform and advise on changes being proposed to this building in Camden Road. As a Victorian building sited in the Camden Broadway Conservation Area, the proposals require an assessment of its architectural and historical significance and a qualified appraisal of the changes against design and policy criteria. The Council requires demonstration that the new design is in scale and the massing and appearance does not harm the character of the heritage asset. The Heritage statement supports a formal statement for planning, showing how the scheme preserves or enhances the character of the Conservation Area.



**2nd October 2020**

**ISSUE**

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## EXECUTIVE SUMMARY

- The site which is the subject of this assessment formed part of the first group of buildings developed on the newly laid out Camden Road in the early 19th century;
- Then like now, much of the surrounding activity was connected with new residential activity combined with an increase in retail and the later arrival of the railway.
- No.128 gains its context from buildings such as The Railway Station, no. 57 Camden Road and no. 126 Camden Road;
- The knowledge that a terrace was first built in the 1820s on a field gives it further significance in the relationship of buildings and the communities they served;
- No.128 forms part of an unusual deviation in the built pattern as it is of a scale that differs from all other buildings on Camden Road;
- The current main elevation to Camden Road would have been a side (or garden) elevation to the grand buildings on Brecknock Terrace (St Pancras Way) when first conceived;
- In the immediate setting of 128, red brick, stock brick and stucco (whitewash) are critical in providing form and appearance to the streets;
- There are many examples of terrace houses that originally had butterfly roofs set behind a parapet have been altered and have mansard roof extensions;
- The buildings on Camden Road and St. Pancras Way have a strong rhythm given by the terraces with shops below residential quarters and the many villa buildings;
- No. 128 is positively identified in the Conservation Area Appraisal as an example of one story shop building that contributes to the character of the area;
- The design presented here will adjust the window on the front elevation according to the alignment and size of those on the adjacent group at no's 122 - 126; The windows will be smaller as the building rises, in keeping with the local hierarchy;
- The proposal at the front is to extend on top of the retained shop building. A new second storey and mansard roof provide additional accommodation;
- At the rear, a new modest sized extension is set within the existing building line of the ground and first floor wing extension; It keeps the garden open and presents a fine subordinate addition;
- The principle of the project is to refer to the existing qualities of the building and to use the pattern of historic design which is seen in its immediate context;
- Being sited in an important space in North London the proposal pays due consideration to matters concerning the scale and appearance of the building and its relationship within the context of the street and in relation to the subject and surrounding buildings;
- The statement demonstrates how the proposed massing would not bring excessive bulk to the rear and that the mansard form would be of a high quality and the window size and style relevant to the context.

## 1.0 INTRODUCTION

### 1.1 Proposal

A Heritage statement has been prepared to inform proposals to construct a first and second storey extension on top of this two storey building.

No 128 Camden Road is within the historic part of London recognised as the Camden Broadway Conservation Area. This area was established in the early 19th century as the newly laid out Camden Road (the new road from London to Tottenham ) which passed over Regent's Canal via a bridge was completed in 1820. It subsequently contains a valuable heritage of historic buildings, spaces and areas which make an important contribution to Camden's distinctive identity.

The Camden Broadway Conservation Area is a small area comprising a mix of commercial and residential uses. No 128 is a two storey mid-terrace Victorian building with a retail unit at ground floor level and a self-contained flat at first floor. On either side of the building, there are three storey plus mansard roof buildings.

Reconciling change to outward facing aspects within this distinct setting is an exercise that demands a level of observation and sensitivity. The starting point of such an analysis has been to define the qualities of the building concerned and its relative significance. It is then possible to assess the degree to which the proposals will cause an impact on any identified value of the building and on the historic and architectural character of the Conservation Area.

#### **Overall Objectives:**

The building is currently arranged as a shop on ground floor with storage and unoccupied accommodation on the first floor. Such arrangement are constrained for business and family needs in the 21st century The new second and third floor will provide for additional accommodation.

An initial assessment created an understanding of the significance of the building as part of the development in Victorian and later years which marked this part of Camden historically. This information was used to inform design proposals with the architects and it will act as the standard by which any potential impacts on heritage assets will be measured.

The assessment of the building's architectural and historic character was followed by an evaluation of the setting of the area including an understanding of local scale and appearance. This provides an illustration of how new design is suitable and will provide an enhancement to the area.

The assessment forms a fundamental part of the planning approach, demonstrating to LB Camden that the scheme understands and responds to the sensitivities of being sited on a building in an important historic urban area.

At pre-application, the Council said they would not support additional height in this location as the existing two storey building is an important marker of two distinct building groups. The following report provides justifications to ease such concerns over visual prominence and the impact on historic character that a new extension may bring.

It is important to acknowledge the likely role the existing building had in the make-up of the early Camden Road, with its importance historically, linked to being formerly part of the corner building on ST Pancras Way, Consequently, an assessment of the significance of the buildings to the side of the subject building, shows that they have a distinctive character to that of no. 128. It is fitting then that the design will refer to the local significance of no 128, by way of retaining the existing building and creating suitable scale and detail above.

In this respect it is important to note how there is great mix of old and new buildings with a variety of styles and building types on both sides of no 128 Camden Road. The use of materials will ensure the character of the subject building and others in context is maintained and also shows how the contemporary can be introduced in a way that complements the old.

A new roof mansard will be sited back from the main building line and behind a parapet. This should ensure the setting is preserved and it is compatible with the adjacent buildings and elegant in its appearance. The design of fenestration may be done to complement the rhythm of openings in the adjacent buildings.

It is also proposed to convert the ground floor shop front in a way that relates to the style of adjacent older shop fronts. In this way it is possible to restore some of the finesse and elegance that once characterised the appearance of Camden Road in this location. This proposal would maintain the conservation quality of the building and ensure its life is extended for another 50 years.

### **Purpose and scope of the statement**

The proposal is assessed in relation to matters concerning the scale of the building and its relationship within the context of the street and in relation to the building itself.

The design has been assessed according to the special character of the Conservation Area and the architectural significance of the building. The subsequent design has been altered in size, is set back and uses contemporary materials in a way that that refer well to the 'older' buildings to its sides.

Early discussions have considered that any extra height given by a raised mansard could be effectively disguised behind the existing parapet. The report assesses the visual prominence of the building as a part of the local skyline and determines the degree to which this is an important gap in the street that marks the historic development of the street.

We are minded to note that by being located within a town centre, the gap which the building is considered to create is felt to a lesser extent compared to a narrow residential street.

In assessing options for design, the importance of the traditional hierarchy of windows is acclaimed and it is important that fenestration is treated in respects to immediate neighbours as well as to the subject building. We have also considered:

- The degree to which the rear, front and flank elevations are visible in the proposed will determine the extent to which the new form is considered to be congruous;
- The impact on the setting of the Conservation Area and adjacent Listed buildings;
- The quality of local precedence where other mansard extensions are seen.

## **1.2 Methodology**

This report is based on information collected from a variety of primary and secondary sources, including historic mapping. The observations made on the site have been reviewed in the context of documentary research. The subject building and surrounding buildings have been inspected by the author and a selection of photographs are included.

A collation of existing written and graphic information has been assessed in order to identify the likely character, extent, and significance of the known historic or potential archaeological interest in the resource, including their local, regional or national significance as appropriate.

This assessment has relied upon:

- Site visits made by the author of this report on 23 September 2019;
- Camden Broadway Conservation Area Statement, February 2009.

- Information from Camden Archives & Old maps

An evaluation of buildings and structures in the area helps give definition to the context of the building and its setting. A sample of relevant standing buildings are described, illustrated, and assessed for their potential historic importance and contribution to Camden Road. Housing, shops and transport infrastructure in the built-up area has played a significant role in local social history as well as making their own contribution to the streetscape.

As a building in the immediate context of Camden Road, the assessment considers **(in Section 2.0)**, the historic context of this central area in the borough, including the prevailing characteristics of the Conservation Area context to which it is adjacent. The assessment also considers the architectural influences of the immediate townscape and the visual setting within which the building sits **(Section 3.0)**.

An assessment of the significance **(Section 4)** of no 128 is followed by a description of relevant heritage policy. This analysis enables a further understanding of the potential impacts any changes to the site and the future design may have on the significance of adjacent buildings and the setting of the Conservation Area.

### 1.3 Policy Considerations

Regional & Local At a regional level the London Plan (July 2011)<sup>1</sup> provides the London wide context within which individual boroughs must set their local planning policies. Policies on public realm (7.5) and Heritage led regeneration (7.9) advocate schemes that utilise heritage assets to help stimulate environmental, economic and community growth. Policy 7.8 'Heritage Assets and Archaeology' is considered of relevance as it seeks to ensure heritage assets are safeguarded.

#### Local Plan

Section 38 (6) of the 2004 Planning and Compulsory Purchase Act requires that planning applications are determined in accordance with the development plan, unless material considerations indicate otherwise. The development plan in this instance comprises the Camden Local Plan (2017), which replaces the Core Strategy and Development Policies planning documents (adopted in 2010).

The Camden Broadway Conservation Area Appraisal (2009) is a material consideration and will be used by the council to test new development against the protection of its character and setting.

The Council pays particular attention to design matters when considering planning applications, including for its own developments, to ensure that the character of the area is enhanced and protected. For extensions and refurbishment, the Council will normally require the use of traditional materials as well as good modern design.

Section 7, Design and Heritage, sets out the various criteria by which new development will be monitored and managed, giving Camden's approach to promoting high quality places and preserving and enhancing its heritage. The Council will require that development respects local context, secures high quality design and character and preserves or enhances the historic environment in accordance with Policy D2 Heritage.

The following policies have been considered and addressed as part of the proposed planning and listed building applications.

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<sup>1</sup> Draft on Further Alterations to the London Plan published in January 2014



- Local Plan Section 7
- Local development Framework policies: D1 and D2

## 2.0 HISTORIC AND ARCHITECTURAL CONTEXT

### 2.1 Location and description

The whole of the area is bounded by Randolph Street, St Pancras Way, Camden Road and Royal College Street (all built by 1832) giving the area a distinct spatial unity.

The construction of the North London Railway (1846-51) resulted in the demolition of terraced houses on either side of Randolph Street and at the intersection of Camden Road and Royal College Street. This may well have had repercussions on the buildings to its sides such as the block in which no 128 is sited. The massive brick viaduct and two road-spanning iron bridges of the railway significantly altered the original character of the area, especially the street enclosure and residential character

North of the bridges, Camden Road is lined on either side by shops and businesses, giving the impression of a colourful, busy urban shopping street. No 128 occupies a prominent corner site at Camden Road's intersection with St Pancras Way and Brecknock Street. The two storey building is dwarfed on either side by four storey buildings and the context of the immediate street is broken by a dilapidated 1950's garage site in the island on the road to its immediate north.

It is evident that this current uneven character is a consequence of the former status of the building at no 128 as a garden elevation to the larger house on the corner of St Pancras Way.

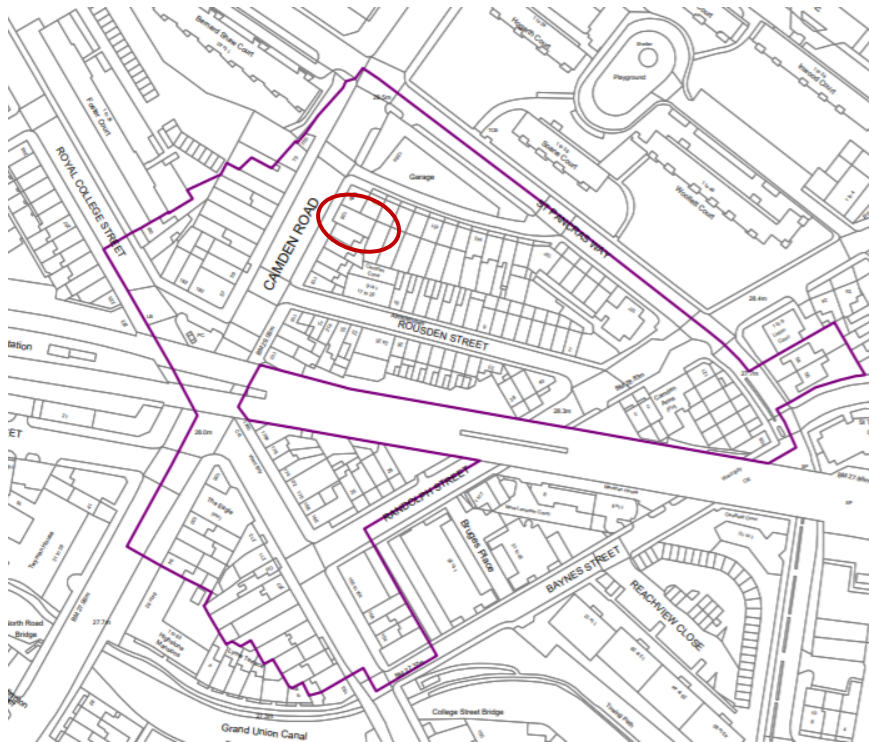


Figure 1: Site Plan



Aerial Plan

## 2.2 Summary History of **Camden**

Camden Town is a part of inner London. It was on land owned by Lord Camden. The land that became Camden Town was once fields outside London, between St Giles and the hills of Hampstead and Highgate to the north.

### **Early**

Lands in the Parish of St Pancras were recorded in the 1086 Domesday Survey. The Cantlowes manor and farm, of about 210 acres, were described in the Parliamentary survey of 1649 as belonging to St Paul's Cathedral, and its lease could be traded by one of the clergy. The lease was bought by a physician, Sir George Ent, in 1667. In 1682 he sold it to John Jeffreys, a City merchant who imported tobacco from north America.

Over three generations, the lease passed to Elizabeth Jeffreys, who married Charles Pratt, future Lord Camden. Camden Town did not start as a traditional English village centred on a green, such as Hampstead and Highgate. Nor was it a strip development along a main road, such as Kentish Town and Islington. It was, in the words of architectural historian of London, John Summerson, a 'Georgian suburb', newly created on fields either side of the River Fleet through permission of an Act of Parliament in 1788.

The Roque map of 1746 shows the Fleet, roads and fields. The road from Tottenham Court to Hampstead passes to the northwest. It divides at the Mother Red Cap inn and crosses the Fleet. Kentish Town is a straggle of houses along the road. Here, the inn and workhouse are identified as red, the River Fleet in blue and the Cantlowes demesne land is outlined in orange.

### **18<sup>th</sup> and 19<sup>th</sup> century**

Camden Town began life as little more than a handful of buildings beside a main road. In 1791 Charles Pratt, the first Earl of Camden, obtained an Act of Parliament that enabled him to develop land along the east side of Camden High Street, which he sold on leases of 40 years rather than the 99 that was customary in the better areas south of the New Road (today's Marylebone and Euston Roads). In the 1800s, the first houses were built along what is now Camden High Street and the Veterinary College was established by old St Pancras church.

A map of 1801 shows the land as a (hay) Rick Yard and open fields lying on the west side of a rural road known as Grays Inn Road, today's St. Pancras Way. Royal College Street (formerly Great College Street) and Camden Road were laid out in c.1820 and, with the exception of the north side of Camden Road, a map of 1832 shows that the conservation area's street pattern and built environment was complete by that date.

Camden Town's expansion as a major centre was advanced by the opening of the Regent's Canal to traffic in 1820, with four road bridges. There was also a cemetery for the St Martins-in-the-Fields parish and a new Chapel in classical style.



Other examples of discrete individual building carried out at this time was the construction in the 1820s of twelve dwellings on Great Randolph Street (now Rousden Street) in a terrace of four three-storey stucco houses. In 1840 four of the properties were converted into almshouses by Mrs Esther Greenwood as homes for aged women of 'indigent circumstances and good character'.



Greenwood, 1826

Comparison of an 1801 map, the 1834 Davies Map, 1849 St. Pancras Parish map and 1870 First Edition OS Map of Kentish Town and Camden show the dramatic change in the area from a landscape of fields to a network of streets and roads, much of it begun in the 1820s.

Camden Road was laid out in 1824 as a new route running north-east from London to Tottenham. Camden Road passed over Regent's Canal via a bridge completed in 1820. The development of villas and terraces on the east side of the road dates from the 1820s; the west side of the road was developed slightly later.

A terrace was designed as the eastern half of a formal crescent known in 1832 as *Brecknock Crescent*. The segment of space in front of the terrace is visible on an 1870 map as a formal garden but by 1894 contained a number of glasshouses and by 1914 the current garage building occupied the site.

It is likely that the building which now stands at no 128 formed the side or garden elevation to the grand house on the corner of Brecknock Crescent (no 159 St Pancras Way). Its diminutive low scale height is a record of its secondary status in relation to the main corner building.

New buildings were erected along King's Road (now St Pancras Way), at Jeffreys Street near Kentish Town and Randolph Street at the site of the former manor house. In the 1840s, building was along Camden Road and starting on squares either side. Unlike Camden Road and Royal College Street which were planned and laid out in a straight line as part of the early 19th century development of the area, St. Pancras Way, follows the winding course of a much earlier rural route to Kentish Town.

An extensive wave of house-building commenced around 1845, with the first examples of large houses being built around Camden Square. Soon, development was to spread along Camden Road, characterised by an essentially urban growth typical of mid nineteenth century London.

Development continued in 1850s along a third axis of St Paul's Road (now Agar Grove), up to Maiden Lane (now York Way). Camden Road Railway station was opened in 1850; the first station was a small wooden building on the south side of the viaduct (then much narrower), built on the site of watercress beds. The northern streets were completed by 1870, and the North London Railway was widened with Camden Town rail station rebuilt.

The 1870 OS Map shows how the North London Railway line was built on a massive brick viaduct above the southern end of Kentish Town between 1846-51 and cut through pre-existing urban fabric. The railway line was intended as a link to the docks on the London to Birmingham canal at Chalk Farm and was authorised in 1846 by the East and West India Docks and Birmingham Junction Railway Act. When it opened in 1850 it was alternatively known as 'The Camden Town Railway'. It was re-named the North London Line in 1853 once a further link had been made into the City.

In the latter half of the 19th century the area became fully urbanised. Schools and churches were erected, sanitation and street lighting were improved, old inns were rebuilt and new pubs were built. Horse drawn trams were introduced in the 1870s.

## **20<sup>th</sup> century**

The opening of the Camden Town Underground station in 1907 marked the full assimilation of this once rural area into the north-west suburbs of London.

During the Second World War the railways were a major target and the area suffered bomb damage. Slum clearance in the post-war period removed some of the terraced housing, replacing it with blocks of modern flats. Damage resulting from World War II bombing also brought changes to the area's built environment.

Rousden Street, once known as Little Randolph Street but later re-named after a Dorset village like the nearby Lyme Street and Lyme Terrace, is a short street which has its origins in the 1820s but has since undergone much repair, rebuilding and re-development.

Improvements to transport provided employment for the local population, which, by the end of the 19th century, had grown significantly. Many streets were changed when new housing developments and schemes were introduced in the 1960s. The conversion of Camden Lock's wharves and warehouses on the Regent's Canal to craft markets in the 1970s ensured Camden Town's future as one of London's top tourist attractions.

## 2.3 History of no 128

A building is first plotted on a map in this location in 1873, as part of a fully built section of street between Little Randolph Street and Brecknock Crescent. The buildings position at the centre of a developing residential area is shown in relation to the grid network of streets that fan off from Camden Road. By 1953 the form of the building has changed and rather than backing onto the garden of no 159 as it had before, the rear elevation is flush with the eastern wall of no 159. This represents a period of infill to the rear of no 128.

In 1853, the land was divided by major and secondary streets that crossed through the area around Camden Broadway. College Street and Camden Road were main roads, intersected by Little Randolph Street (now Rousden Street) and Camden Cottages. A small lane, known in 1853 as Brecknock Crescent formed an arc within the junction of Camden Road and Kings Road.

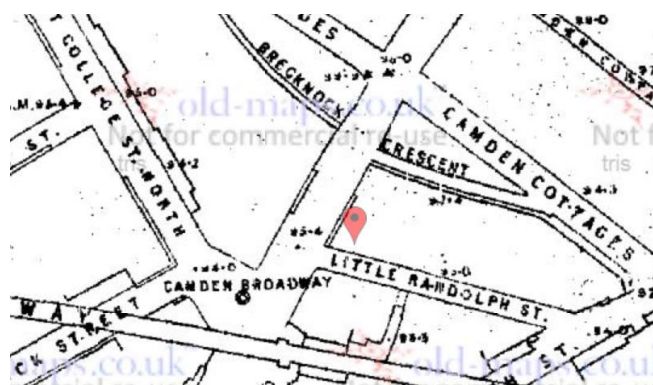
By 1873 this wedge of land was formed as orchards and it served the new terrace of buildings on its southern side, called Brecknock Crescent. No 128 is first shown on the 1873 map, formed as a boxed shaped plan, attached to the corner building on its north side and to a building which marks the end of a terrace on its south side. At this time the rear of the terrace buildings on the Crescent were generally flat, with the exception of the first one which backs on the rear area of no 128.

This peculiarity to the rear is shown in more details in the 1895 map, where the rear of the building which corresponds with 159 St Pancras Way is clearly protruding along the rear line of 128. At the turn of the century the land that forms the island to the north was in use as a nursery, reflecting the social and economic interests of the local residents at the time.

After the Second War and before 1953, the layout of no 128 may have undergone distinctive change. The OS map shows the length of the previously short plot has been extended to incorporate the previous rear wing of 159 St Pancras Way and extend beyond the rear build line of no 126. The reasons for this unclear, although the inability to build upwards (after possible bomb damage) may have seen the owner wish to extend out towards the back.

The extent of no 128 embraces the width at the rear of both no 128B Camden Road and no 159 St Pancras Way. The depth of the building is significant and marks its independence from the aforementioned buildings. From this time on no 128 is neither a rear nor side elevation to the adjoining buildings.

The post war map of 1953 does not show changes to elevations but reflects the changes in the areas use and layout. To this effect, one building at 25 Rousden Street is marked as a 'Ruin' and alms-houses are marked on the north side of Rousden Street. By 1970 the block known as Camden Court is shown squeezed in between alms-houses and rear of 118-128.



1853

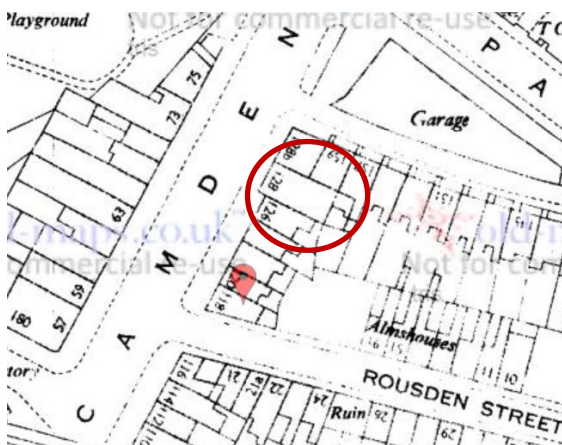




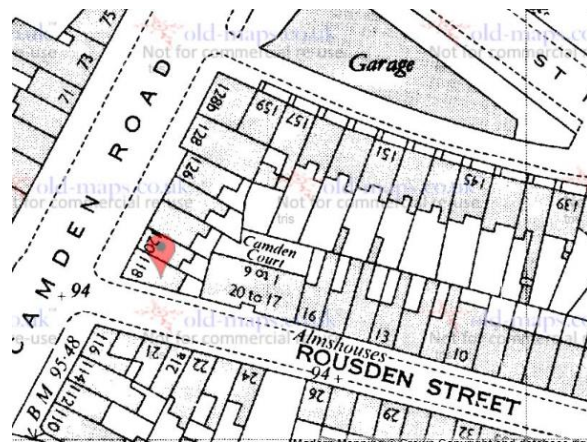
1873



1895



1953

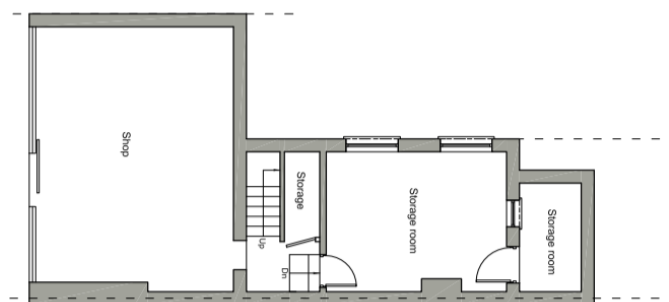


1970

### 2.3.1 The Built Character of No 128:

The building is a two storey mid-terrace Victorian building with a retail unit at ground floor level and a self-contained flat at first floor. On either side of the building are three storeys plus mansard buildings. The building is the last in the Camden Road terrace before the buildings turn the corner down Saint Pancras Way. At ground floor level it has a front extension in common with 128b Camden Road, causing the building to project beyond the building line established by the rest of the terrace.

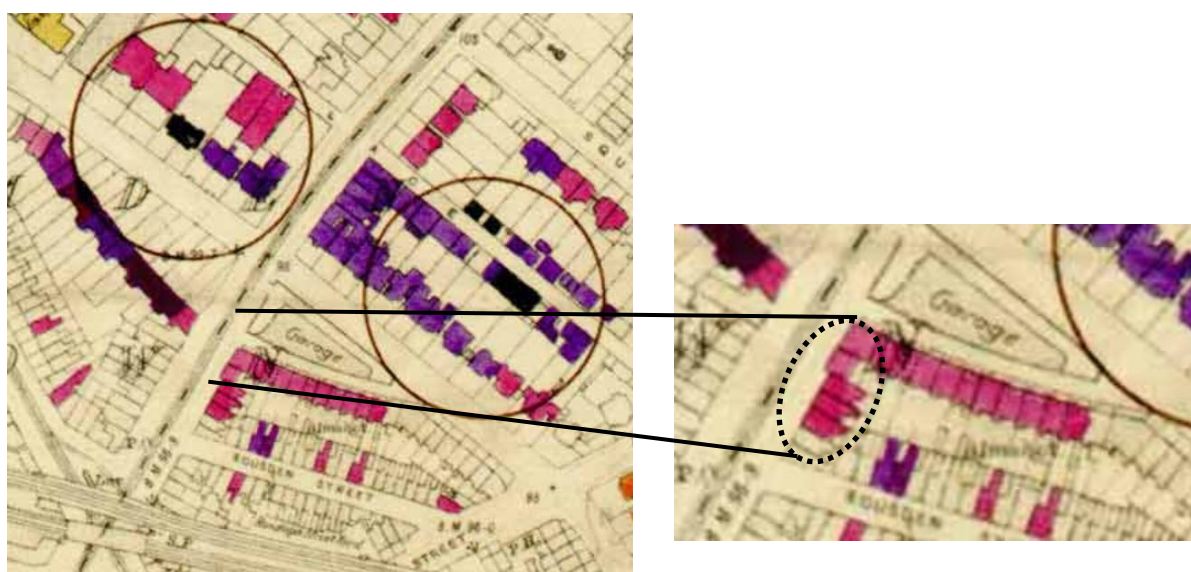
Its plan is 'L' shaped with a return wing at ground floor extending to the same building line as no 126. The space created in the wing significantly shallower principal section than its neighbours to allow for windows on the rear / flank elevation of its adjoining neighbour at 128b Camden Road.



Ground floor plan

The space has always been occupied by a building although it is noted that it changed in its scale and manner in the mid-20th century. There were transformations in this area after the 2<sup>nd</sup> War, of which no 128 and no's 116 – 126 were subject. The bomb map is a record of bomb damage, some of which could be repaired, but many houses were completely destroyed. The Railway Goods Yard, Tube Station and railway station were the main target of the raids leading to much damage in other places in the borough, most of which has now been hidden by redevelopment.

No. 128 and its adjacent buildings on Camden Road and St. Pancras Way suffered varying degrees of damage and there was a subsequent approach to repair. It is likely that no 128 had been of a larger scale and was subject to restoration after the war.



Colour Key References

- Black -Total destruction
- Purple - Damaged beyond repair
- Dark Red - Doubtful if repairable
- Light Red - Seriously damaged, but repairable at cost

7 Figure 2: Bomb Damage Map

<sup>7</sup> The London County Council Bomb Damage Maps, 1939-45



The overall character of the appearance of no. 128 in the townscape illustrates a different approach to its likely repair, resulting from this one period of time. Whilst the adjacent buildings were rebuilt or restored to their former scale and appearance, it is not known to what degree the rebuild of no 128 was carried out.

The lesser visual qualities of the building, in comparison with its neighbours on Camden Street and its host building on Brecknock Crescent, clearly suggest that it is a later, subordinate infill and never intended to be a frontage building in its own right. It does not match the 1820s houses to its south, with their elegant blind-arched windows, because it was built after them, and for a different purpose.

The main height of the building is two storeys, making it lower than no 126 to its west side and no 128b on its east side. On the other side of Camden Road all the buildings are of a greater scale with the exception of no 65 and no 77. The materials add to the overall architectural quality of the area with brick the predominant materials for the buildings.

The ground floor is stepped inward from the first floor. The building has no parapet above nor any means of terminating the building in terms of a roof. The front elevation is divided into two bays principally by the windows on the first floor both of which are on a lower line than those of no 126. The window uppers are softly arched and formed of up-facing bricks that give some rhythm to the whole and when combined with the windows, create a simple horizontal emphasis.

It is noted that the two storey elevation is one of its kind and only the one storey building (no 77) and three storey building without a roof (no 65) are examples of other irregular buildings.

## **2.4 Conservation Area Context**

### **Boundaries and layout**

There has been considerable change and development in the High Street, especially in the 19th century and after the Second War. The Camden Broadway Conservation Area Appraisal and Management Strategy Draft (2007) details the strong positive character of the area, with specific note being made that this part of the borough is one of the most historic areas.

Camden Broadway Conservation Area is a small area comprising a mix of commercial and residential uses. Its character is divided into two distinct types, and is defined by the busy, main traffic routes through the area (Camden Road, Royal College Street and St Pancras Way) where, on Camden Road and Royal College Street commercial uses are supported at ground floor level.

Camden Road is flanked by properties with commercial uses on the ground floor and generally residential uses above. This is contrast with the quieter, residential streets which run between these (Rousden Street and Randolph Street), where the height, materials and plot layout broadly respect the 19<sup>th</sup> century manner of development typical of the area.

The conservation area is an irregular shape which is traversed by three major roads, Camden Road, Royal College Street and St Pancras Way. There are two residential streets which are much quieter in character. The area's building types are broadly confined to three- or four storey brick terraces, some stucco-fronted or with stucco detailing at ground floor level. The east – west railway line bisects the area and has a significant presence within the conservation area.

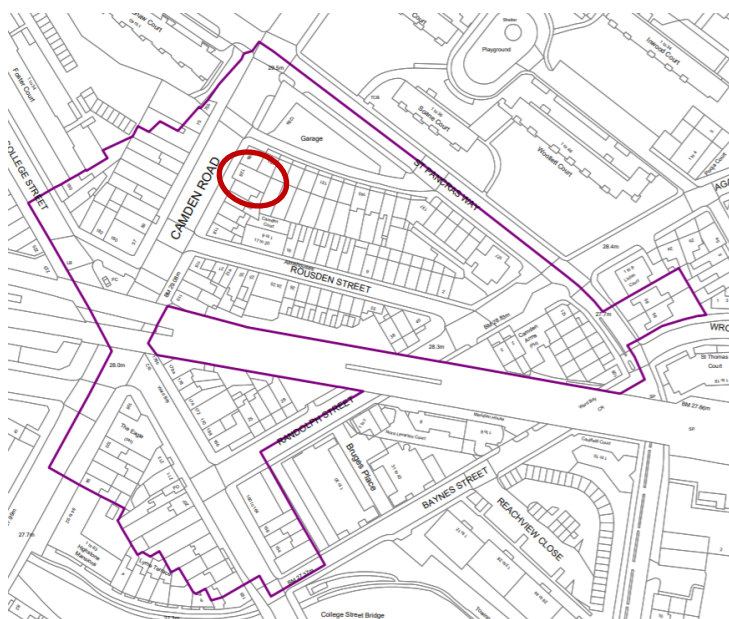


Figure 3: Camden Broadway Conservation Area boundary

### 2.4.1 The Camden Road character area

Of the sub-areas to the Conservation Area, the site is in the area known as Character area 1, Main road, Camden Road. As the road passes through the conservation area, it is a wide, straight thoroughfare, visually dominated by the railway bridges. Development on the east side of the road dates from the 1820s; the west side of the road was developed slightly later.

The southern boundary of Camden Broadway Conservation Area is defined by the curtilage of no. 94 Camden Road. No's 94-100 Camden Road are four four-storey terraced buildings, two windows wide, constructed of yellow brick. Though similar in appearance, no. 94 dates to the 20<sup>th</sup> century whereas no's 98-100 are mid-19<sup>th</sup> century buildings with basements. No's 94-98 have modern shopfronts.

'The Eagle' public house (now called The Craft House) is a late 19th century building occupies a prominent corner site (No 106) at Camden Road's intersection with Royal College Street. The building, which is of four storeys on the Camden Road frontage, reducing to three-storeys on its flank elevation, has a Victorian frontage that faces both Camden Road and Royal College Street.

The retail character of Camden Road is resplendent to the north of the bridge. Although some premises are in need of maintenance and repair above ground floor, the overall tone of the buildings that formed a thriving Victorian shopping street is still evident.

### 2.4.2 The Built environment

The **east side** of Camden Road dates from the 1820s and has a coherence of building height, design and building material that is not seen on the west side. On the east side, no's 110-126 is a terrace, broken by Rousden Street, of three-storey, two window wide properties built in yellow stock brick with ground floor shopfronts (*no. 114 is painted*).

No's 122 – 126 have a marked change of brickwork on the second storey with dark bricks added to repair broken bricks. This is evidence of the bomb damage caused in the second war and the subsequent rebuilding programme. Although no's 122 – 126 have mansard roofs, the fact that no's 118-120 do not have such a roof, suggests a difference in their treatment. Indeed, as 118-120 seemed to have escaped the worst of the damage and do not have evidence of rebuilding of the rooftop, then it seems that their roof was always as it is now, as a low pitched type set back behind the parapet.

Following this line of reasoning, it would be prudent to suggest that the mansards are later additions, made at the time of the repair and rebuilding in the mid-19<sup>th</sup> century. A photograph at Camden archives dated from the 1970's actually shows these buildings to be roofless at this time, illustrating that the current mansards were not in place until then.



**1970, photograph, 118-126 without mansard roof**

With the exception of no. 110 and no.116, the properties have tall first floor windows in shallow round-arched recesses. Uncharacteristically, the arches of no's 118 and 120 are constructed with red brick. No. 126 has the original window glazing pattern of six over six timber sashes, at first and second floor.

No's 110-128, 128b are noted as buildings which make a positive contribution and No. 128 is noted as a single storey shop.

The listed terrace on ST Pancras Way is three storeys plus mansard, which is the same height as the group of buildings to the side of no 128. Although they have an overall similar scale, it is the appearance of the features of the terrace buildings which draw greater attraction to their built quality.

Indeed, the distinctive quality of these two building groups should be considered to arise from their manner and appearance and not their scale.



No's 118-120



No's 110-116



No. 57

On the **west side**, *no's 57 to 75 (odd)* Camden Road form a continuous terrace dating from the 1830s and later. At either end of this row, *no's 57-61* and *no's 73-75* are of four storeys, acting as bookends to five older three storey properties in between (*no's 63-71*).

Although the terrace has undergone much alteration, especially to window openings and windows at ground floor level, it retains much of its historic character. Attached to the north end of the terrace is a single storey coffee shop (*no. 77*) and, beyond this, are two trees that are important in diffusing the scale of two large modern blocks on the corner with St. Pancras Way. *Bernard Shaw House* (5 storeys) and *no. 79* (7 storeys) are contrasting examples in massing and scale that mark the end of the older character of the Camden Road streetscape seen to the south.





**57-65**



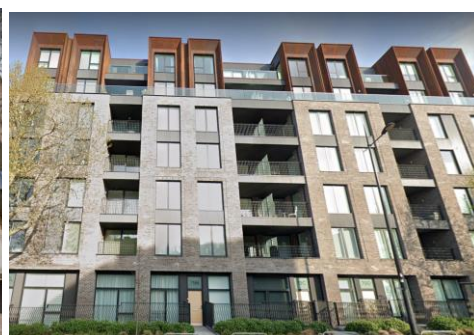
**67-75**



**No. 77**



**George Bernard Shaw House**



**No. 79 Camden Road**



### Royal College Street

This historic roadway forms a part of the roads which drove into the central junction of the Railway Station. The buildings which are close to Camden Road fall within the mid-range scope of no 128.

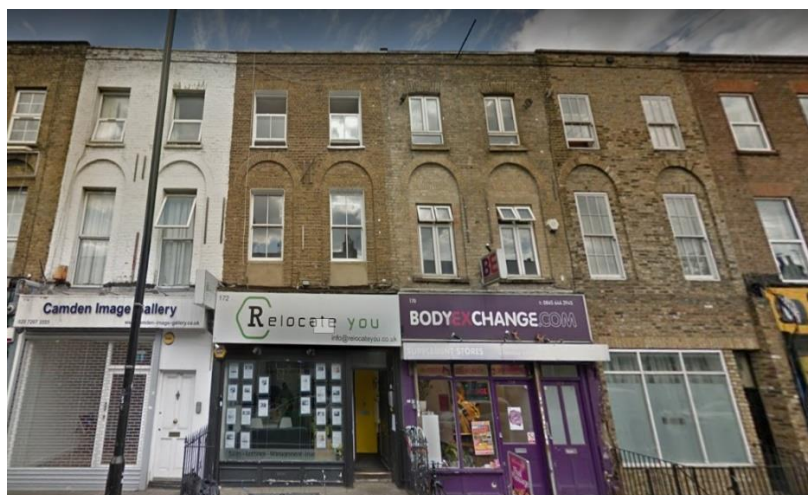
No's 180 -184 Royal College Street (1840's )are a short row which are unified by height, building materials and design and can be read as a single composition. They are a good example of a group formed as a row over four-storeys in yellow stock brick with a regular placing of windows and a level parapet across its whole. This row is a substantial terrace of considerable historic interest and is particularly prominent in the street scene because of its canted building line, scale and corner location. It is

South of the intersection, on the east side of Royal College Street, *no's 168 - 178a* comprise a uniform three storey terrace of yellow stock brick with shopfronts to ground floor and first floor windows in shallow recessed round arches. At the northern end, placed between the end of the terrace and one of the railway bridge's supporting brick pillars, is a single storey shop.

No's 168 - 178a dates from the early 19th century and, above ground floor, has similarities in design to terraces in Randolph Street and the east side of Camden Road. Though somewhat altered in appearance this terrace retains a significant historic character and appearance typical of the Camden Broadway Conservation Area; this includes generally sympathetic shopfronts and shopfronts with historic features such as corbelling at *no's 168, 174, 176 and 178*.



No's 180-184 Royal College Street



No's 168 – 174 Royal College Street

### St Pancras Way

Unlike Camden Road and Royal College Street which were planned and laid out in a straight line, St. Pancras Way is circuitous. Three distinct early 19th century three-storey residential terraces line the southern side of the road, punctuated by a tall, late 20th century, six-storey block of flats. These are no's 111-121, no's 129-137, and no's 139-159.

The latter two are in context of Camden Road as they form a part of the crescent which edges round the southern side of the 'island', to form an intimate fork of St Pancras Way.

No's 129 -137 (odd) is a terrace of 19th century houses built in yellow stock brick over three storeys plus basement, and attic rooms in a mansard roof set behind the parapet. The terrace is well proportioned and has a pleasing symmetry in contrast to the adjacent unremarkable block of flats (Alan Chalmers House).

The terrace continues but, at no. 137, the building line draws back from the main road to form a curved row overlooking a narrow street that joins Camden Road about 100 metres south of the main intersection of Camden Road and St. Pancras Way. The western half of the crescent was demolished and the land is now occupied by Bernard Shaw Court, a 20th century housing development on the north side of Camden Road (outside the conservation area).

The curving residential terrace, no's 137–159, consists of twelve properties, each two windows wide. It has a cohesive architectural composition arising from uniform three-storey building height, basements, aligned window openings and a strong horizontal line of first floor iron balconies and iron railings following the back-of-pavement line.

Only No's 157 and 159 are statutorily listed, as they possess historic architectural features that are present in many, but not all, of the other houses in the terrace. This includes cast-iron railings with acorn finials, doorways with fluted quarter columns, fanlights, cast iron guards to ground floor windows, and timber six over six sashes at second floor.

Yet, it is interesting that there is variety in design above ground floor level on all of this terrace, likely to represent an individual response to repair and rebuilding which took place after the War. The houses are painted in differing colours, some (no's 147 and 149) are constructed in red brick whilst others (no's 143 and 145) are stucco. Mansard roofs exist at no's 139, 141, 143, 145 and 159 whilst butterfly roofs exist at no's 147, 149, 151, 153 and 155. First floor windows of no's 143 and 145 are round arched and those of no's 139 and 141 are square headed.)

### **Rousden Street**

Rousden Street falls into the residential character area as it is a narrow terrace with a relatively quiet residential atmosphere. It has a more consistent scale and on the south side there is a uniform parapet height and recessed window openings aligned at first and second floor that create a strong horizontal line along the length of the street.

Although much altered the north side of the street contains the grade II listed Greenwood Alms-houses. The twelve dwellings are in a terrace of four three-storey stucco houses in a distinctive Victorian Gothic style and have square-headed sash windows with chamfered reveals and pointed lights under Tudor drip moulds. It was refurbished in the mid-1980s and again in 2004.

To the east is a terrace of eight flat-roofed two-storey houses (2-9) dating to the 1950s which replaced a 19th century terrace cleared following bomb damage. Although one storey shorter than the prevailing character, this short stretch of terrace is unassuming, and retains much consistency in appearance having been little altered.

### **Distractions to the Conservation Area**

The intersection surrounding the railway station is dominated by traffic and the pedestrian is confronted by a confusing array of vehicles, traffic lights, signs, roadside railings, a large billboard, kerbed traffic islands, road markings, bins and control boxes, none of which make a positive contribution to the historic character and appearance of the conservation area.

At 110-126 Camden Way, unsympathetic shopfronts and fascia's detract from their appearance and the architectural detailing has been lost from the ground floor except at no's 118 and 120.

In the southern quadrant of the intersection of Camden Road and St. Pancras Way stands an early 20th century garage building (now 'Camden Car Wash'). It, and the billboard advertising it supports, are completely out of character with the early 19th century character and appearance of the Conservation Area. This building occupies the former front gardens to no's 137-159 St Pancras Way and has harmfully altered the historic setting of the terrace.

George Bernard Shaw Court greatly detracts from the setting of the terrace and harms the character and appearance of the Conservation Area.

To the west of the alms-houses, no. 17 (Camden Court) is a 1950s building of little architectural merit which has horizontal rectangular window openings that are at odds with the vertical emphasis characteristic of the early 19th century buildings in the area.



**Camden Court**



**Camden car wash**



**No. 127 St Pancras Way**



**No's 118-120 Camden Way**

### **2.4.3 Spaces and Townscape Quality**

The area has a history of development, dating mainly back to the 18<sup>th</sup> and 19<sup>th</sup> century. Phases of incremental growth, new investment and development has resulted in a built environment containing many buildings dating from these historic periods, with many shop buildings on the ground floor continuing in the use for which they were built. Clearly, the damage done by bombs in the war mainly effected the upper parts of the buildings with roofs and top storeys being subject to the greatest harm.

The character of spaces within the area is logically connected to the location of the railway and the layout of streets around it and the former estates of Pratt and Brecknock. Camden Road runs a linear course in a south-west to north-east direction through this part of London directly emanating from Regents Park and heading towards Holloway Road; it is interesting to note how the main thoroughfare of Camden Road is perpendicular to the Regents Canal and streets either side of the road are generally aligned parallel to its movement.

The conservation area has a dense, tightly-knit urban form set amid and below a network of busy roads and railway lines. There is no park or other public open space. The few roadside trees in the conservation area positively enhance the appearance of the area.

Concentrations of early 19<sup>th</sup> century building are seen on all sides of the conservation area, around Camden Road, in the area bounded by St. Pancras Way to the north and Rousden Street to the south. A degree of enclosure exists in the streets that flow off Camden Road as the scale of building is generally 3 – 4 storeys.

On Camden Road the appearance of urban density prevails, with the rhythm given by the generally narrow retail shop form creating built unity. The network of streets that formed prior to the development of the railway and its ancillary activities, relate to the topography and historical development of Camden Road.

The town was originally centred on the industrial focus of the Regents Canal. Further improvements to transport, especially the coming of the railways from the 1830s onwards, meant that, by the second half of the 19<sup>th</sup> century, the development of Camden soon linked up with the southern end of Kentish Town.

The urbanisation continued apace, as the fields between Kentish Town, Camden Road and Leighton Road were laid out as an area of upper middle class housing with wide streets centred on a new church (St. Luke's, Osney Crescent), superior to the densely-built areas to the west of Kentish Town Road.



The railways brought new industries to the area with dozens of factories in the area. Industrialisation brought a subsequent increase in population and unfortunate social consequences in terms of poor housing, overcrowding and poverty.

The junction of Great College Street (as Royal College Street was then known) and Camden Road was a triangular area known as 'Camden Broadway' and identified on a pre-railway map of 1849. This spot marks the change to the commercial core of the old town. The Railway Station (listed Grade II) presents an impressive facade that provides an important and unique identity and character to the town.

The surviving parts of the old town have been included in the Camden Broadway Conservation Area. Of special architectural and historic importance are the early 19th century groups of buildings. 157 and 159 St. Pancras Way are strategically placed at the focus of the subtle curve which comes in from the south. Historic shopfronts are prominent at 22 Rousden Street and 118, 120 Camden Road. In combination with the pub at 106 Camden Road, these combine to create an attractive public space.

### **Age and style**

The 1950's witnessed a period of rebuilding and repair which is witnessed by the bomb damage map. Many buildings including no 128 were subject to a programme of renewal and restoration.

Still, the area's architectural character is largely drawn from its 19th century buildings, mostly three or four storeys and many with residential units above the shops. With the exception of the earlier groups of listed buildings from the early 19<sup>th</sup> century, many of the buildings are of a broadly similar period, around 1820's and 30's. Minor fluctuations in architectural style and function exist on the major roads and the residential roads, leading to a subtle variety in scale and character.

In general, the integrity of the Conservation Area has been largely maintained through the re-use of the historic buildings and the relatively controlled development of elevations. For example, although much changed, the public house of the Eagle (no 106) on the corner of Royal College Street and the railway station on the other side of the road are good examples.

### **2.4.4 Buildings that contribute to the Conservation Area**

The area contains sixteen buildings listed at grade II (located in four groups) and a number of unlisted buildings which make a positive contribution to the character and appearance of the conservation area, with most dating from the first half of the 19th century. Although the area has a cohesive early 19th century identity, each street within it displays different characteristics.

The area is characterised by its concentrated wealth of architecture, and the overall pattern of uniformity within each street. In direct context of the building at no. 128, the listed buildings of 157 and 159 St. Pancras Way (plus attached railings) and Greenwood Alms-houses are the most relevant.

Camden has a selection of fine Georgian buildings, from the town houses on St Pancras Way, the shop buildings on Camden Road, and the residential dwellings on Rousden Street. Listed buildings include no's 25 – 28 Randolph Street and the Railway Station (which is on the outer edge of the Conservation Area). These make an effective contribution to the character of the conservation area because of the way they are grouped together.





- Camden Broadway CA Boundary
- Listed Buildings
- Positive Buildings
- Negative Building/Sites

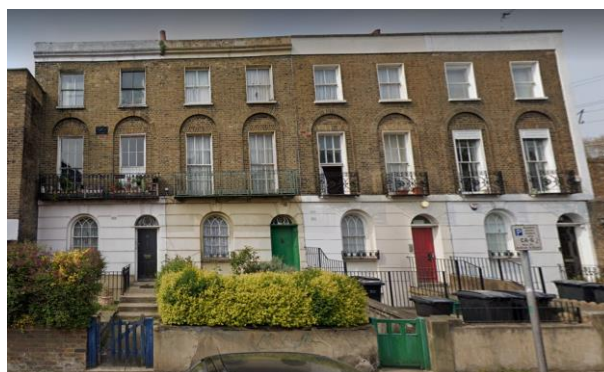
- Key views
- Local Views
- ★ Focal Point

**Figure 4: Built Heritage Sensitivities**

### Illustration 1: Important (Un) Listed Buildings



**Camden Road railway station (Listed)**



**No's 25 – 28 Randolph Street (Listed)**



**No. 22 Rousden Street**



**No's 157 – 159 St. Pancras Way (Listed)**



**No's 129 – 137 St. Pancras Way**



**No's 137–155 St. Pancras Way**



**Greenwood alms-houses, Rousden Street (Listed)**



**No. 106 Camden Road (former Eagle PH)**



Many of the buildings which are not listed are considered to make a positive contribution to the special character of the Conservation Area. Of the building types which make a particular contribution to the character and appearance of the Conservation Area, Camden Road is most represented by 19<sup>th</sup> century terraced buildings and shop fronts.

Most of these buildings are represented as being a part of a group on both sides of Camden Road. Few are individual structures. No 128 however is a building that is seen from both sides and does not form an obvious or logical part of a pair or group. The same is said of no 128b on its north side which is also of a different scale and appearance.

The combination of buildings with original shopfronts, the Alms-houses, terraces on St Pancras Way, makes the overall balance of building types an informative experience. All buildings are in a good state of repair although many have needed various types of refurbishment and renovation to ensure the walls and internal spaces are fit for occupation.

All are used on a daily basis, adding vibrancy to the wealth of architectural heritage within the Camden Road environs. Many of these are in the context of no 128 and are of interest for the quality of heritage they display.

As well as the listed buildings, there are a number of other important townscape buildings, such as the public House (The Eagle) at no 106 that forms an attractive corner to Royal College Street .

On the west side of Camden Road facing no 128, is an important group (no's 57 to 75) which testifies to the continuous mid-18th century terrace and the retail activity that has always taken place here. 110-128 (even) Camden Road is also considered to be a good example of a terrace, despite the changes that have taken place to the upper elevations following bomb damage. The scale and materiality are the factors which draw the 5 buildings together at 110-126, and it is unusual that the shortened and quite different looking 128 is brought into the same group.

Important townscape buildings include the groups on Royal College Street (No's 168-178a, 180-190) which are attractive rows of old buildings, arranged over three - four storeys with simple and ordered window placements. As a group they have interesting brick window arches on the first floor and good shopfronts. No 180 – 190 are grander and form a centrepiece in the apron of land abutting the railway bridge. They are over 4 storeys with raised parapets to the front and ornate windows stride out on the first and second storeys. The decoration of the front elevation by carved corbels and arched window surrounds gives this group greater gravitas and makes it the focal point of the group.

### **Building Materials and detailing**

Materials commonly found include traditional brick, stucco, wooden doors and eaves and some slate roofs. The similarity of 19th century residential buildings gives the area a distinct character.

On Camden Road the shopfronts generally have a varied modern character and materials, although remnants of corbelling survive at no's 65, 69 and 75. In contrast to the mainly brick facades of the other side of the street, the predominant appearance is white stucco or white painted brick. No's 65 and 57 are exceptions to this: no. 65 is a three-storey yellow stock brick building with red brick voussoirs above the windows and iron balconies at 1st floor.

No's 180-184 Royal College Street are unified by building materials and is a four-storey yellow stock brick building. Adjacent to the east, no's 186 and 188 are a pair of three storey yellow brick houses with stucco parapets. No's 94-100 (even) Camden Road are four four-storey terraced buildings, two windows wide, constructed of yellow brick.

Along Rousden Street the buildings on the south side are in brick whilst those on the other side are in a mix of whitewash and brick.

Round-arched ground floor openings with keystones 157 and 159 St. Pancras Way and at 25-28 (consecutive) Randolph Street. There is variety in design above ground floor level at St Pancras Way, as the stuccoed houses in the terrace are painted in differing colours. no's 147 and 149 are constructed in red brick whilst no's 143 and 145 are stucco.

Generally, the Victorian blocks are well detailed, with gauged brick flat arches (no. 25 to 28 Randolph Street), pediments (No's 197-209 Royal College Street), as well as distinctive parapets (no's 180-184 & no's 186 – 188 Royal College Street) steps to the front door and cornice (no's 197-199 Royal College Street and no. 22 Rousden Street). On Rousden Street the tall side façade of no. 22 with its heavily moulded parapet dominates the east end of Rousden Street.

Small details often vary and the corbels and pilasters at either end of a long curved fascia at no. 106 Camden Road are an exceptional example of refinement. No. 22 Rousden Street is typified by the traditional timber shopfront with moulded pilasters. The 1st floor casements at no. 157 and no. 159 St. Pancras Way are characterised by round-arched windows with architraves to heads linked by impost bands. Select examples of iron railings and gates to the ground floor also bring a prestige to these buildings.

### **Architectural influences**

There is a medium concentration of listed buildings within the Conservation Area, mainly comprising first-class Georgian townhouses. Most of these original Georgian terraced houses on St Pancras Way are of a grand scale and finely detailed.

The many fine Victorian stock include a wide array of building types, from attractive small shop buildings to villas and residential dwellings above shops. Many later 20th century infill buildings are also of interest, showing the continual development of the area. No's 24/25 Rousden Street is a late 20th century infill with references to the style of the rest of the terrace, although is the only building on the south side not to have a stucco ground floor.

Evidence of the earlier buildings survived into the early twentieth century and provided a template for the repair and renewal strategy adopted by owners after the war damage. Indeed, rebuilding was in the more fashionable brick and this became the main form of construction in the 20<sup>th</sup> century rebuilding programme.

The unity of appearance in the townscape illustrates its largely planned development, with the redevelopment of original buildings in the mid-20th century leading to some sympathetic and some less sympathetic interpretation of buildings. These adaptations and changes contribute much to the current built character of the area. In particular, the addition of mansards to the roofs of many of the buildings on the east side of Camden Road is very noticeable.

The unity of materials adds to the overall architectural quality of the area with brick the predominant materials for the buildings, mainly in stock brown or in a red. Stone is widely used for detailing and is a prevailing character of the area.

With the exception of no. 128 Camden Road, no. 65 and no. 77 Camden Road, the heights of existing buildings are within the range of 4 storeys, with the addition of a mansard roof areas a common phenomenon.

On the west side of Camden Road directly opposite no. 128 is a 4 storey block plus an additional roof set behind the parapet. It, along with the block of no's 57 – 63 and the group

from no's 118-126 form the immediate built context to the front of the subject site and act as a filter to the various group of buildings seen along the High Street. On the north side of no. 128, the garage island and the modern block at George Bernard Shaw House are not positive built forms to relate to.

No. 128 is not a distractive building and its height and mass work to step down from the mass of the buildings to its side. Its articulation and proportion is relatively simple and allow the reading of the more interesting details of the groups to its south and west to be made. No. 128 is, in its own right, of less interest as an architectural text as no. 126, as it has features that have clearly been demeaned through an incomplete attempt to rebuild the structure at one point in time.

## **2.5 Design in Context**

Where alterations have taken place, they have had scope to refer to much change in the urban context, although there are also some general patterns which refer to the established character of the street. There are isolated cases of where a historically important terrace (such as no. 180 Royal College Street) has been debased by insensitive shopfronts, alterations to windows and installation of satellite dishes. The appearance of no. 111 St. Pancras Way has also been adversely affected by the introduction of aluminium windows and external alterations to the ground floor.

In the case of no. 128, it is necessary to select a design which pay respect to the common architectural character of the immediate context, such as the scale at 3-4 storeys, the use of the brick and the tendency for mansard roof extensions.

Greater detail of buildings in context has been referred to above in 2.4.2 and 2.4.4, with a selection of representative photographs. This analysis of the architectural trends is essential in understanding the significance of the historic built environment and is a key part of establishing the context for development at no. 128.

Later and less impressive structures (such as George Bernard Shaw House) that are not included in the statutory list do not contribute to the character of the local townscape. Buildings which make a positive contribution were built to complement their surroundings and in particular the shape of the land between two streets such as St Pancras Way and Rousden Street for example.

The buildings to the south of no. 128 provide an attractive enclosure, whilst those to the north are generally a little more non-descript. Rather than there being an overriding sense of any one building providing a positive book end in the immediate context of no. 128, the presence of no 128b on the corner is nullified to a degree by the garage island.

No. 128b and George Bernard Shaw are not greatly respectful to the context of no. 128, as the latter introduces a completely new scale and appearance to the centre of the Conservation Area. Its scale is perhaps more inspired by the tower of a large civic building rather than the quality residential buildings that surround it.

### **Roof Profiles**

The surroundings have a unified roofscape and the historic scale of 3 – 4 storeys is an important part of the area's character. Whilst the scale of the conservation area is generally consistent with most buildings not rising above four stories, there are many buildings whose vertical elevation is enhanced by mansard roof top development.



Additionally, many of the houses originally had pitched roofs set behind a parapet. A large number of these have been altered and also have mansard roof extensions. In the subject area a few of the early buildings have elaborate roof forms, including attics (no's 197-209 Royal College Street, no's 129 -137 St. Pancras Way), shallow pitches (no's 56 – 58 St. Pancras Way) and chimneys, which form part of the original design conception. Mansards have become an acceptable form of roof extension, and their position behind the eaves and cladding in slate generally gives this roof form a quality finish to the upper storey of a building.

On St. Pancras Way, mansard roofs exist at no's 139, 141, 143, 145 and 159; butterfly roofs exist at no's 147, 149, 151, 153 and 155. First floor windows of no's 143 and 145 are round arched whilst those of no's 139 and 141 are square headed.

There are many instances where groups of buildings have been designed and detailed as groups, ranging from buildings grouped as a pair (no's 186 and 188 Royal College Street; no's 56 and 58 St Pancras Way) to modest rows (no's 180-184 Royal College Street) to longer stretches of terrace (Rousden Street, no's 94-100 Camden Road).

There is in general a consistent roofline in this section of the High Street and patterns are restricted to small groups of buildings that form completed compositions. Often it is the unified skyline of a terrace or group of buildings that is of interest and where the roof is exposed to mid-range views from the public realm.

In the terrace which no. 128 adjoins, it causes a sudden change in the vertical reading of the buildings. It is inconsistent with the built form to its south and due to the bomb damage and the lack of rebuilding, No. 128 does not have a historic roof form or structure and so a roof extension should be acceptable.

### **3.0 SITE AND VISUAL ANALYSIS**

#### **3.1 Setting of listed buildings and Views**

The Conservation Area has a small variety of building heights as seen in the subtly diverse blocks of buildings on different streets. The Railway Station is very much a central landmark which attracts its importance as the most important setting in the context of the Conservation Area.

The definite yet controlled movement of roof line on the buildings on Great College Street and St Pancras Way gives a lively and intimate character that relates well to the buildings on Camden Road. The scale of the modern blocks at George Bernard Shaw House are visible in mid and long range views taken from the Railway Bridge to the south. The more attractive compositions of St Pancras Way and Rousden Street are not seen until in close quarters.

The effect of the 'inbetween' composition is given context by no. 128 Camden Road which sits adjacent to the 'garage' island corner to the north and the attractive group at no's 118-126 to the south. In many ways it filters the relationship between the latter group and the terrace around the corner on St. Pancras Way. The scale and appearance of buildings on this stretch of Camden Road are generally defined by the roof line and unity of elevations seen in the blocks of terraces. Camden Road, St. Pancras Way and Rousden Street have a collection of historic roofs and existing roof extensions.

#### **Spatial Appraisal**

The Camden Road environs of the Broadway Camden Conservation Area is a major highway that stretches through a key part of north west London. It is enclosed on all sides by roads such as St. Pancras Way and Great College Street.

The integrity of the Conservation Area has been largely maintained through the repair and rebuilding of many of the historic buildings and the relatively controlled development of elevations in more recent times.

The conversion to residential on the upper storeys above shops on Camden Road has also preserved much of their Georgian character and fabric. The area retains the basis of its former historic street pattern based around St. Pancras Way and Great College Street whilst the variety of scale and appearance illustrates its largely planned development.

The linear layout of Camden Road is an important part of the area's character and helps create the setting for the approach to the Railway Station, no's 118 – 126 and the junction with St Pancras Way. At the same time the smaller routes (St . Pancras Terrace and Rousden Street) that twist through to connect with Camden Road provide greater intimacy that contrasts with the scale and massing of the major roads.

The Conservation Area has a general parity of building heights and on Camden Road there is one major contrast between the medium scaled buildings that populate the west and east sides and that of no. 128 which is of a much smaller scale. Whilst the overall heights of buildings is broadly of a range between 3 and 4 storeys, Bernard Shaw House provides exception.

The scale of the area is emphasised by the similarity of expression on each street, coupled with the simplicity of elevations and roofscapes appreciated from street level. Views within the Conservation Area sub area show a small range of structures, in terms of scale, form, fabric and date. The junction of Camden Road with St. Pancras Way is a dynamic receptor point in the Conservation Area, with the terrace at no's 137–159, no's 118 – 126 Camden Road and the Railway Bridge providing focal points at different points along the street.

The railway Bridge and the group of terraces contribute most to the section of townscape in this central part of the Conservation Area. Yet this is tarnished to a degree by the unattractive garage that sits immediately to the side of no. 128b and the modern block of George Bernard Shaw House.

This location gives visual focus on the east and west side of Camden Road and it gives a broadly symmetrical appearance to the street on its north-south axis. Visually, no's 122- 126 is the most satisfying building to view, as it comprises the full embodiment of a Georgian building, with the later mansard crown forming an attractive termination point.

No. 57 Camden Road on the west side is an important townscape building as it forms an edge to the railway bridge and station and also marks the start of the row that runs in a northerly direction up this side of Camden Road.

Whilst no. 128 can be framed in short and mid-range views it is not seen in the long range, largely due to the screening given by similarly massed buildings to its sides. In the immediate townscape it is only really the listed building at no's 157-159 St Pancras Way which has been compromised by the tall and unattractive building at George Bernard Shaw House and by the garage.

No. 128 is only apparent in short range views from Camden Road and can only be glimpsed from the railway bridge or from the other side of the garage. It does not form a focal point largely through lack of bulk and scale.

### 3.2 Visual Appraisal

The location of the highly prominent bridge that splits Camden Road largely obscures northward views. On Rousden Street, views in an east and west direction are terminated by buildings on Randolph Street and Camden Road respectively. This, together with the narrow width of the street and the presence of three-storey terraced housing on either side built directly onto the pavement, gives a strong sense of enclosure. The enclosed character diminishes slightly at the junction with Randolph Street where, on the north side, there is a short length of flat-roofed two storey housing

Looking south, the visual impact of the railway bridge is softened in comparison to the Royal College Street side, as it has been painted blue and supports restrained advertising and signage. Four roadside trees on the west side, outside no's 57, 63 and north of no. 75, help to mitigate against the harsh traffic-dominated environment and add significantly to the interest of this predominantly urban conservation area.

#### Viewpoints

There are several cafes and two pubs in the area but no church, school or industrial building, nor any building with landmark quality. (Camden Road Station (1870), listed at grade II overlooks the western part of the Conservation Area but is located within Jeffrey's Street Conservation Area).

Local views are identified which although not formally protected, nevertheless contribute to the enrichment of the area.

- View eastward along Rousden Street to Camden Arms Public House
- View westward along St Pancras Way of sweeping terrace

The west and east sides of Camden Road are the main position for taking views in both south and north directions. A pleasant panorama of yellow brick and stucco buildings over four storeys including roof extensions (mansards) is taken in a southerly direction; gauged brick arches, dormer windows and shop fronts are generally in evidence establishing the presence of the buildings at lower, middle and upper orders.

In this direction the repetition and general order of the terraces forms the visual focus, as the eye captures the quality of the buildings above the shops. The character of the group is part of the visual experience, as is the counterweight given by the mass of the railway bridge. Looking to the north, the visual experience is rather different, as there is a general sense of the road widening and opening up.

The terrace character is replaced by the placement of larger 20<sup>th</sup> century buildings built with much mass. The skyline is also populated by trees which help to break up the prolific sense of urban scale and bulk.

From the north at the junction of Camden Road and St. Pancras Way, the outline of no. 128 can be just made out. It is characterised by a break in the roofline between no. 128b and no. 126. It is possible to read the extended side parapet of no. 126 and there is clearly a void in the foreground. No. 126 is four storeys and double the overall scale of no 128. No 128b on the corner is also 4 storeys and double the scale of no 128. Although it is of a different material and width than no 126, no 128b appears to have an equivalent roofline.

The listed terrace on St Pancras Way is also 4 storeys and the overall similarity in height between this group of buildings and those at no's 118-126 Camden Road is broken by the gap at no 128. The difference between the St Pancras Way group of buildings and those on Camden Road is down to appearance and not scale.

Views from St. Pancras Way and Rousden Street to the east are limited due to the enclosure created by the massing of the buildings to the sides of these roads. Therefore, views of no. 128 are only taken from Camden Road and along the linear nature of the road as it comes in from the south west.

Local vistas are formed by the long, linear road that runs through the Town Centre. Along this road the focus is usually upon dominant, detailed landmark buildings, particularly the Railway Station building.

The views taken along Camden Road where the road meets on its east side at the junction of St. Pancras Way is of visual quality. The observer witnesses the arc of the terrace as it winds in an easterly direction down St. Pancras Way. It is unfortunate that the presence of the garage island on the north side of this terrace mars a full appreciation of the setting of this early 19<sup>th</sup> century group.

Due to the generous width of the road and its general linear nature many buildings and vistas can be appreciated from mid-range receptor points. Yet due to the shared front building line along the terraces and rows of buildings, it is not possible to isolated one particular building. Rather the unified scale and mass of a group is in the visual sphere.

Indivual buildings which occupy the receptor point are generally seen on street corners or are self-contained. With regards the former, no. 128b Camden Road and no. 159 St. Pancras Way occupy a corner that is faced by no. 75 on the other side of Camden Road. The space next to the railway station and bridge is visible from Camden Road and Royal College Street and includes the attractive group of 4 storey buildings at no's 178 - 184 Royal College Street. No. 57 Camden Way is the return of no's 180-184 Royal College Street and has a dominant presence on this corner site.

Long range views are not really possible due to the railway bridge at the south end and due to the more open road at the north end. Views into no. 128 are limited due to the enclosure created by buildings to it sides.

### **3.3 Heritage and Design considerations**

#### **CURRENT:**

The buildings of this part of Camden are interesting for their scale, extent, detail and condition that immediately marks them out as being important elements of the Borough. The overriding architectural character of the residential buildings and shop fronts is central to the Conservation Area.

This part of the conservation area reflects at least three phases of growth which are concurrent with significant pieces of architectural history. As some of the buildings constructed within the area were directly or indirectly connected to the growth of the Georgian settlement is a source for civic pride.

The Victorian expansion connected with the new railways is another phase illustrated through the built environment, as seen at the Railway Station and the public house at no 106 Camden Road. At this period in the latter half of the 19th century schools and churches were also built.

The desire in the mid part of the 20<sup>th</sup> century to rebuild and repair buildings damaged by the war saw a development in the civic consciousness. As owners and developers saw this as an opportunity to follow the previous historic form and scale of buildings but also make additions such as the design of new mansards.

The sense of a shared experience is enhanced by many outward facing design features frequently expressed along the street. The facades tend to have a balanced scale where the vertical dimension is in proportion to their horizontal scale. Frontages are characterised by



brickwork, regular ordering of windows at floor levels, altered shop fronts and a generally unified roofscape.

An understanding of how the building at no. 128 defined the extent of development in the previous century is gleaned from the immediate context of buildings to its sides. To the south and north of no. 128 many of the buildings have been retained although have been subject to adaptation and alterations in their elevations. Whilst at no. 128 the building was not repaired or rebuilt after bomb damage, it seems that it, along with no. 65 on the opposite side of the road, appears to be the only structure that did not receive due care and attention after the war.

The Heritage appraisal assesses the significance of this building to the Conservation Area as being neutral. The area is typified by a series of mainly mid-sized buildings of Georgian and Victorian origins, many of which have been altered and some have been refurbished (Greenwood Alms-houses). The area's building types are broadly confined to three or four-storey brick terraces, some stucco-fronted or with stucco detailing at ground floor level.

The movement from the Georgian development to the mid Victorian represents an example of the changes in the style and form of architecture from the residential to the civic. The evolution of building form is seen from the development of pairs and terraces, through to blocks and finally to tower buildings such as George Bernard Shaw House.

Within context of the listed Railway Station and the terrace to its north on St. Pancras Way, no. 128 is within a sensitive historical location. It is in the centre of the Conservation area of which its location is a centre point. The objective is to improve the efficiency of the upper order on the building and create an additional elevation so that it improves the relationship with the heritage buildings on all sides and makes an improved context to the Railway Station and St. Pancras Way.

Camden Road Railway Station is an impressive structure whose elevation and roof is visible from the south of Camden Road. However, as it is obscured by the railway bridge it is not visible from the north and so does not fall in the range of no. 128. In addition, the visual prominence of the group at no's 139 – 159 is an important part of the local skyline and one which Camden wish to retain through sensitive massing, scale and materiality in its context.

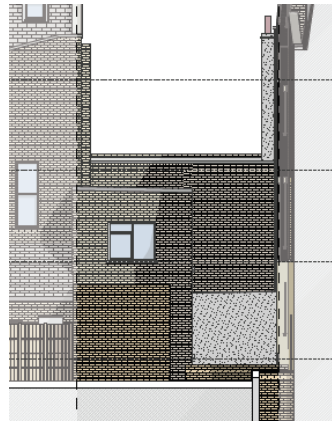
Yet the view of this curved terrace group is only taken from the narrow passage formed by the garage island to the right and the corner building of no. 128b on Camden Road. The view to the front of the terrace is seen in an angled view whilst the gap above no. 128 only reveals the flank north elevation of no. 126.

No. 128 is of a different height to no. 128b and the latter building forms the corner junction of two distinct building groups – the listed terrace of St. Pancras Way and the group at no's 118-126 Camden Road. No. 128 only relates to the group of St. Pancras Way in that its rear built form overlaps with the rear elevations on no's 157 – 159. This pair of listed buildings at the top end of St Pancras Way have seen much change to their rears and so the glimpsed view that can be taken of them from the south side of no. 128 can be said to be of little importance. Indeed, the view taken of the rear of the St. Pancras Terrace is not as important as the front elevation, by which views are taken from a different viewpoint.

The proposals to make external changes at no. 128 have required some sensitivity in judging its impact on visual receptors in this well-regarded area. Due to the 2-dimensional nature of its position on the roadside and the similarity of building groups and individual structures on the south and north sides of no. 128 there are strong visual connections at this juncture.



Existing Front elevation

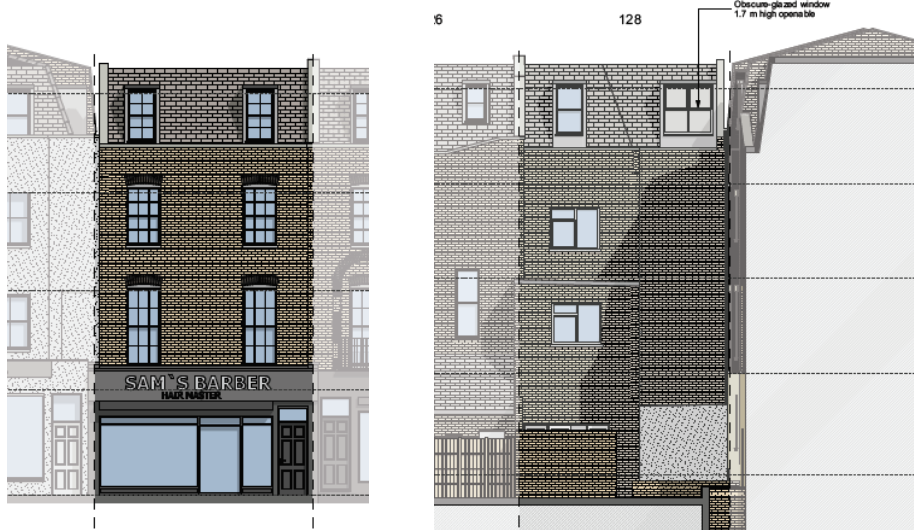


Existing Rear elevation

### 3.3.1 PROPOSED: Assessment of scale, design and appearance

The degree to which the front and rear elevations are visible in the proposed will determine the extent to which the new form is considered congruous to the subject building, the adjacent listed buildings and the conservation area. In this respect, the current elevation and scale of the building provide a potential location for a new extension behind and above the existing.

It is critical for the scheme to work within the framework of the floor plan and the location of the new is selected so it refers well to local views or relationships with listed buildings. Further, it is important that its visibility in deliberate views from Camden Road provides character and is an enhancement.



Front

Rear

Figure 5: Proposed





**i. Design References:**

A main issue in determining the most suitable proposal for this location is connected to the general strength and clarity of the upper order of no's 118 -126 and of the buildings in the locality at no's 137 - 159, with respects to parapets, windows and mansards. In the immediate context the relationship to the neighbouring buildings at 126 and 128b and to the differentiation of floor levels is critical.

The roof line is currently well below the comparable location of the eaves and the ridgeline of no's 118 – 126. The first floor window is lower than the comparable windows and it does not have a distinctive shop door on the left hand side of the ground floor as seen on all other buildings in this part of Camden Road. This however is a distinctive part of the old shop's built record and can be retained in the proposed.

Changes to the scale will need to take into account the legibility of the building in the short-mid range views from the south and north direction whilst longer views are not possible due to the presence of the Railway Bridge. In shorter range views from the junction with St Pancras Way and the junction with Rousden Street the upper storey and roof will need to blend well with the buildings in the near distance on this side of the road, knitting together a consistently scaled roof line. The use of identical brick and an identical mansard to the buildings on its sides will ensure the new matches the existing.

The retention of the first floor and the location of the new 2<sup>nd</sup> floor flush with the existing elevation will ensure that reference for built form is taken from the subject building on which it sits.

**ii. Mansard roof**

The design reference is dependent on the strong vertical emphasis seen in neighbouring buildings, for which the existing roofs can be reinterpreted. Currently mansards and dormers create a visual interest in several unified elevations in close proximity. The Railway Bridge is a typical but resplendent feature in the townscape, whilst the lack of roof formations on the modern blocks such as George Bernard Shaw House is a disappointment.

At no 128, it is proposed that the existing 'L-shaped' footprint at ground and first floor level can be used to influence the form of design upwards to roof level where it is completed with a mansard roof. To the rear, a modest two storey closet extension at 2nd and 3rd storey will relate to the existing floor plan and not be visible from Camden Road. This extension is tucked into one half of the existing rear wall.

The development area relates to the known depth of the building from the middle of the 20th century and the new walls on the 2nd and 3rd storey are built within the existing line given by the back wall on the ground and 1st storey.

In its own right, 128 is a brick building with brick headed windows giving it simple ornamentation. The immediate streetscape has many examples of mansards and dormers being incorporated as a part of the adapted form of the older buildings. Locally, there is much reference to elaborate design at roof level as seen in pediments (No's 197-209 Royal College Street), as well as distinctive parapets (No's 180-184 & 186 – 188 Royal College Street). Elegant blind-arched windows are common in the 1820s houses to its south, giving high quality to elevations.

The reference for the proposed is based on the effect of regularity, symmetry and repeated detail that is seen on the front of the buildings to the side at no's 118 - 126. The effect of putting on a mansard creates a flatter look which matches the desired façade of the building. This will allow further emphasis to the places on those elements of the elevation (ground and first floors) which give it historic reference. Also, the mansard design reflects the unity of materials seen in the area.



The mansard roof to the front is located fully behind the parapet with a 70 degree slope. To the rear, the outward leg of the mansard would wrap around the extension, creating an 'L-shaped' roof extension. It is a careful and controlled expression of a roof form which can be adjusted to take into account the complexities of creating a small extension to the middle orders of a building.

The mansard roof is elegant and by being set back from the parapet at the front and the rear its bulkiness is reduced. At the front, the alignment of the mansard is the same as adjacent buildings (126 Camden Road); this brings a comparable mass and scale. At the rear, the second lower slope of the roof has a gentle pitch which reduces the effect of weight on the eye of the observer.

Architecturally, there is a potential conflict between the new height at no 128 and the existing roof of 128B, as the mansard of the latter is clearly set back quite significantly into the centre of the roof. This leaves a distance between its angled roof slope and the brick gable wall of the new at no 128. Although this junction in the roof may appear slightly awkward to the observer, it is an honest expression of a later build; in a frontage which aspires to unify the terrace at no's 122-126, this marks a clean transition between old and newer design.

Although a non-traditional mansard form it would only be visible in private views from the rear of no 157 and no 159. The degree to which the rear of no 157-159 St Pancras Way is currently visible to the eye is minimal and it relates to parts that have been added to this building. So, the new will not obscure anything of significance to the rear here.

Analysis of the rear of no 126 and the groups to its south show the rooftop to be characterised by the outline of the former butterfly roof type. The mansards of no's 118-126 have been crudely sunk into this form in a way which does not bring great architectural merit to the rear as a composition. Indeed, the rear of no 128b is also anomalous too.

## **Windows**

The proposal to create an additional second floor is made possible through the design of the new elevation. The existing windows on the first floor do not offer an attractive match for the new. As the dimensions of the openings here are original then it is expedient to follow their width in designing the new windows. So, the first floor windows of the new elevation will reflect the width of the original and in order to be relevant to the context, will be extended in height by a small amount.

Compared with no 126 to the side, the existing upper cill of no 128 is far lower. It may be prudent then to refer to the windows on the south side and extend the height of the cill on the window of no 128, so they match. Then it is possible to size the windows of the new windows on the second and mansard storey accordingly, so they follow the traditional hierarchy of windows, with a gradual reduction in size as they move up the building. This makes the building feel lighter at roof level and it refers well to the size of the windows on the adjoining building.

The new windows on the 2<sup>nd</sup> and 3<sup>rd</sup> storey follow the context of no 126 where the windows get gradually smaller as the building rises. The new windows have a shared lower cill line in common with the first and the second floor of no. 128.

The size of the window in the mansard will ensure the new roof does not have an unsympathetic weight over the rest of the building and allows the new 3<sup>rd</sup> storey to be framed and appreciated in a subdued manner in relation to the lower and middle storeys below.

The two dormer windows to the front of the mansard are designed to fit in with the new order of the elevation and are proportioned to respect the hierarchy of windows, reducing in size when moving up the building.

At the same time, the new roof storey can be regarded as having a relevance to the surrounding roofline where there are many instances of mansard roof storeys being set back at an angle of 70 degrees from the eaves and creating a grand termination to the building below. In most cases the dormers are contained within lightly pitched mansards.

Given the fact that it is sloped and set back, the visibility at street level is reduced, leaving the overall appearance of the building as well structured with a lower, middle and upper order. Thus, the impact it will have on the groups and terraces in this location will be complementary.

Additional height will sit comfortably within the existing skyline and views taken from the top illustrate that the new addition will balance well with the roof heights of the building on all sides. Most importantly the additional height will still be significantly lower than the terrace elevation on St. Pancras Way and will be equivalent to the groups of buildings in its immediate proximity that are already 4 storeys high.

The new roof will be seen as having general parity to the surrounds; as befits the historic importance of the Conservation area. The rationale for extending it is based on its relation as part of the other buildings in its vicinity that were built in the Georgian age and have an existing or adapted roof storey.

### **Closet wing Extension**

The retention of the existing two storey closet wing (and the single window) to the south is critical in understanding how the rear of the building has been formed. The extension is topped with a flat storey roof which draws attention to the functional nature of the rear space and allows the viewer to make comparison to the more grand front elevation as capped by the mansard.

By stepping the line of the new storey plus mansard walls in from the existing rear walls of the closet wing, the extension becomes a subordinate feature which blends well into the existing rear extension. The modest size of the new and the elegant line of the mansard will reduce any sense of bulkiness and give the rear elevation brevity and a sense of finesse.

In addition, the extent of yard which forms the garden area of no 128 is retained and the amount of light and amenity space available here is unchanged. This clearly demonstrates a commitment to maintain open space in this tight urban landscape.

### ***Rear extension***

It is proposed to demolish the lean that is attached to the storage room of the closet wing on the ground floor level. This is an important move in opening up the site and maximising the opportunity for a garden that could be used as amenity space for the flat.

#### **iii. Materiality and appearance:**

The proposal to improve the outward looking manner of the building takes the most commonly witnessed materials facing the buildings in the immediate setting for its reference. There is room to align with the definition of roof levels as seen next door at 118 - 126.

In designing the front elevation, attention is paid to the fact that the building was originally a garden elevation (or rear outrigger) to 159 St Pancras Way. The current window spacings reflect neither those of no 126 Camden Road or 128B Camden Road.

The decision to take the mansard roof as the primary feature for change is influenced by the overwhelming character of roof fenestration in the Conservation Area. The formulation of the window location and patterning is about referring to the order as seen in the older buildings of the neighbourhood.

It is considered that a lightweight single storey addition facing Camden Road would reflect well the listed and locally listed buildings in its context and relate to its distinct roofline.

The additional brick storey follows the proportions and rhythm of the existing windows upwards giving this elevation order and prominence. The design makes concessions in respects to the relationship of the windows here and those next door.

The windows are the same size and on the same alignment as no 126 but due to the different status and origins of no 128 the spacing is different. Therefore, the proposed compensates for the greater width between windows on the new elevation by including two design devices. Firstly, the new does not imitate the ornamentation of the bricks arches of the first floor windows at no 126: Secondly, the dormers in the mansard are located in respect to the position of the windows below, this keeping a true line in the vertical alignment of openings.

In the life span of this building there have been changes, starting with the **damage in the Second War** and then witnessed in the 1970's when the new mansards were added. The decision to extend on the horizontal plane to the rear was a major factor in the rebuilding of the area after the war. The scope for a sensitively designed roof top structure does then gain precedence.

The proposal takes reference from the architectural unity shown by windows in the context of the building to impose a reading of the importance of this feature to the conservation area. In terms of materiality there is a strong presence in the surroundings of brick and stone. The proposed cladding of the new roof in dark grey tiles provides a conservation approach to crowning the building in a material which highlights the distinctive character of the slate roofs seen to the side. The choice of timber for the new windows also engages with the surrounding built heritage.

The use of a cladding form for the roof will bring visual improvements, ensuring a crisp and detailed appearance to the building and allowing better alignments with the neighbouring buildings. In addition, the brickwork is matched to the existing building, this being an appropriate choice of material.

### **Installation of new shop front**

The shop front will be reconfigured In order to accommodate a new entrance door at ground floor level. Its location to the side takes reference to many of the Victorian shop fronts which line this section of Camden Road.

It is not proposed to change the dimensions of the floor height or width of the ground floor, but rather retain this as an integral part of the original building. A new shopfront will be inserted with an architectural style that relates to the building and surrounding facades. A new stall riser will be introduced to provide greater solidity to the glazed façade and timber and render will be used for the elements around the window. It is important that the proportions of the glazed area to the solid parts is balanced and the proposed is an opportunity to get rid of the current rather garish feel of the shopfront. The suitable size of the fascia sign and its lettering is way of improving the ground floor elevation of the building.

### **3.3.2 Design Summary**

The mansard can be interpreted as a subservient roof top structure, which sits inset from the building line. It adds a horizontal movement which balances well to the vertical nature of the proposed building's massing. The addition refers to the general height and width of the existing roof, allowing it to integrate well with its historic context.

Its clean modern lines allow it to sit gently above the mass of the building and the differentiation in materiality between existing elevation and proposed extension adds an overall sense of one complementing the other. The additional second storey and mansard storey does not cause harm or create a negative impression on either 118 – 126 or the buildings in its setting. Rather they are discretely designed, so that the similarities in window design and size is enough to help the new blend in with the old. Whilst, spacing is kept as different between the windows of no 128 and no 126 so as to showcase the significance of the older more ornate buildings to the side.

In using tiles for the new roof storey, the building gains authentic character and style. The position and size of the new dormers relate well to the floor below. This provides an enhancement and shows how an old building can be adapted for contemporary uses in a way that balances with the past.

If the design were to shape the size of the new openings in relation to the host building then it would mean the extension would replicate the façade given by the first floor shop storey. Whilst being faithful to the original, this would run the risk of making the new appear the same as the old. If following this course of action there would need to be a demarcation somewhere on the new elevation indicating it is a later construction.

Instead, it is decided that the first floor window will be given extra height to make it the same as that of no 126. Then the design of the additional second storey above the existing elevation will complement the first floor elevation, as the second floor window will be designed to align with no 126 and the new windows here and above will be slightly smaller.

This helps it align with the hierarchy of window order seen on the buildings to the side and opposite on the other side of Camden Road.

The lining up of second and third storey above the existing will not impose on the hierarchy of the Railway Station and St Pancras Way. Instead it relates well to the context and shows how the contemporary can be introduced in a way that complements the old. Tiles on the mansard roof is a reference to the social/ public mode of the historic building and engenders a sharp and clear interpretation of its function as a shop with a house above.

The modification to the existing building is visually relevant, allowing the form of the main building to be seen and using a design to reinforce the integrity of the original building. The design pays much reference to no. 126 in respects of the ground, middle and upper floors. The new shop front is wholly dependent on reference to the pilasters, stall riser and glazing next door. The middle order refers, in a scaled down way, towards the dimensions of the windows and the roof mansard will replicate the pitch and slope of no. 126.

The additions therefore respect the integrity of the group of buildings that contribute to the distinctiveness of the Conservation Area. The design makes close reference to scale, proportions, building line and rhythm. By choosing particular reference to one building group at no's 118 - 126 the design appreciates that its history has been rather different to these other buildings which have seen more change.

The context in which this former garden elevation of no 159 St Pancras Way is understood has changed dramatically. The notion of an unaltered isolated low slung building is still observed to the trained eye and can be referred to, when looking at early maps. No 128 is an example of an unusual development along a major highway and minor street, that has, unlike many other buildings in the locality, been resistant to change.

### **The Impact on streetscene**

If a building such as this were to continue to remain idiosyncratic in the street scene, then the potentials for encouraging change and development to occur would be less. Yet, the proposed does sanction the retention of the old one storey shop, but it realises an opportunity



for creating new building above it. It is positive that new space can be created in respects of the example given by a quality group of buildings.

The design respects the former position of the garden, the extension is of minimal depth so as not to incur an insensitive mass and scale.

The new design recognises the group quality of the terrace on St Pancras Way and nos 120 – 126 Camden Road. By including elements which will differentiate it from these buildings, it will still be possible to read the distinguishing architectural character of these respective building types.

The addition of new built form in this location is part of the pattern of historic development along Camden Road. The development of an innocuous looking gap with well considered design will bring far better visual benefits to this side of the road.

Improvements to the front elevation will raise the status of this gap and allow the building to blend more effectively into the streetscape. Although the building has origins as being the garden elevation to St Pancras Way, in the current time its physical status is more connected with it being a frontage building to Camden Road. So, it is fitting to create a design which respects its quality as a building which has been independent of building trends on its sides.

In the 21st century, the proposals will create an attractive frontage with windows sized according to the traditional hierarchy. The spacing between windows is given to show the extensions are not an exact replica of the neighbouring building but is a contemporary interpretation.

## **4.0 HERITAGE IMPACT ASSESSMENT**

### **4.1 Assessment of Significance and Setting**

Policy guidance towards planning indicates the importance of evaluating the historic environment in making development decisions. It states in the NPPF that: 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 Government's objectives for planning in the historic environment are to deliver sustainable development by ensuring that policies and decisions concerning the historic environment:

- recognise that heritage assets are a non-renewable resource;
- take account of the wider social, cultural, economic and environmental benefits of heritage conservation;
- recognise that intelligently managed change may sometimes be necessary if heritage assets are to be maintained for the long term.

Assessments of significance are recognised as being critical when ascribing value to individual heritage assets, as well as to small groups of buildings to neighbourhoods and places. The idea of 'significance' lies at the core of objectives given by English Heritage, 'Conservation Principles, Policies and Guidance' (2008).

Significance is a collective term for the sum of all the heritage values attached to a place, be it a building an archaeological site or a larger historic area such as a whole streetscape.

The English Heritage document Conservation Principles (2008) identified four key values ascribed to heritage assets and emphasised the importance of understanding these values to define the significance of a place.

This assessment considers these four values:

- 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;
- Aesthetic value: the ways in which people draw sensory 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.

With respects to its evidential value, the fact that it was rebuilt after war and changed again in the 1970's gives it minimal value as a record of past human activity. Moreover, its recognition in the Conservation Area Appraisal as a single storey shop does not credit it with a great deal of historic value. It has little in the way of aesthetic interest and it would be difficult to find any person or group of people who can remember its place as a single storey shop one hundred years ago.

In addition, context and setting play an important part in understanding the significance of the place, as often expressed by reference to visual considerations. The protection of views is related to the protection of setting and is often considered to be like a work of art in its own right. It is recognised that not all parts of a heritage asset will necessarily be of equal significance. In some cases, certain aspects or elements could accommodate substantial change without affecting the significance of the asset.

This concept is reinforced by the government's objectives, which include "intelligently managed change" and which seek to ensure that decisions are based on the nature, extent and level of significance of heritage assets. Change is only considered to be harmful if it affects an asset's significance.

Understanding the significance of any heritage assets affected and any contribution made by their setting (**NPPF, para. 185**) is therefore fundamental to understanding the scope for and acceptability of change. What follows is an assessment of the significance of the heritage assets potentially affected by the proposals.

More specifically:

- i The surviving historic elements within the site;
- ii The contribution to the character and appearance of the conservation area; and
- iii The setting of listed buildings

#### **i The architectural and historic interest of the site;**

The site which is the subject of this assessment formed part of the first group of buildings developed on the newly laid out Camden Road in the early 19th century. Then like now, much of the surrounding activity was connected with new residential activity combined with an increase in retail and the later arrival of the railway.

No 128 was likely a wing built to establish the gardens of the buildings on the corner of Brecknock Road. This is evidenced in its low scale and simple window order on the first floor. The ground floor was subsequently adapted to be a shop.

The area in general is characterised by mainly high-quality buildings which have historically characterised this part of London. The building does not have 'special' interest to merit listing, but it is cited by Camden as being an example of a particular building type, the 'single storey shop'. Its projecting elements display minimal technical innovation for which the building can be said to represent the commercial influence of the 1820 and 30's.

It is a simple building with basic ornamentation; the basic window dressing details and elevational elements create a composition of average import. This said, it is an example of a single storey shop which would once have been typical in Camden Road, but have, over time, been lost.

With respect to the proposed having an effect on the pattern of historic development, it is considered that an increase in the building's scale to that of its neighbours illustrates the nature of development in urban areas; Built up areas are often seen in a state of flux where the former hierarchy of buildings and their spaces evolves. This is seen in the rear of the site where the former open garden space was to become infill in the mid-20th century. To the front on Camden, Road changes in the building order is seen on other corners, such as the garage site on St Pancras Way.

## **ii The contribution to the character and appearance of the conservation area;**

This report provides an assessment of the heritage value of the site and its wider setting including the heritage asset of this building which is within the Conservation Area. The building warrants some consideration as it is regarded as forming part of the eastern edge of Camden Road that marks the character of this section of the Conservation.

It is a building that reads as a minor part of the rich and unified historical and architectural narrative of the area yet lacks the same architectural detail and quality of the other buildings in its immediate context such as those on its immediate southern side on Camden Road.

No 128 occupies a narrow rectangular plot, which is a part of a continuous local historical context. As the influence of wealthy patrons and developers gave a new quality to the area and established the principle of 'terraces' becoming a fashionable form of residence. Undoubtedly, no 128 was formed as a secondary part of the terrace on Brecknock Terrace,

Yet, by being in the space formed by Camden Road its main façade is front facing and reference in the Conservation Area Appraisal is to the significance of the ground floor shop front which is the front elevation. Although its form as a one storey shop makes a contribution to the Conservation Area, it is the other suggestion that this is a garden wing return to no 159 St Pancras Way which is considered important.

This analysis suggests that Camden Council are saying that no 128 is both the secondary garden wing to no 159 St Pancras Way and the surviving evidence of a ground floor shop front.

## **iii The setting of listed buildings**

The special interest and character of listed buildings can be affected by the design of development which lies within their setting and surroundings. It is vital therefore that the proposals seek to enhance the settings of listed buildings in the immediate vicinity of the Railway Station and no's 137 – 159 St Pancras Way.

The area has developed in a relatively planned manner and consequently has a charm engendered by a common group of materials and styles. Buildings on Camden Road have been able to assimilate with the Classical and Gothic styles over the past 150 years.

In relation to the heritage context of the site, the Railway Station forms an important landmark. In addition to being close to an interesting heritage building it is also within the 'perceived' visual framework of an important work of urban planning (London's Railway Service). Although not directly visible the context of other listed buildings (i.e. Greenwood Alms-houses) in the Conservation Area is important.

No 128 is a building which stands in an indiscriminate way in relation to the overall scale and appearance of surrounding buildings. Further, the impressive structures and features of the adjacent buildings occupy the visual field, carrying a great interest with regard to their defining façade characteristics of floor levels, vertical elements and gables. No 128 downplays its visual connection with the buildings of 118 – 126 Camden Road and 157 – 159 St Pancras Way to its side.

The high significance of the surrounding setting means that proposals for 128 have implications regarding the architectural, historical, and artistic interest of the Conservation Area. The redevelopment of some buildings has been done well and the uniform character of the street's architectural past is still in evidence.

### Summary of Significance

No. 128 is a red brick building with simple ornamentation befitting its former identity as a one storey shop (or a garden wing to Brecknock Terrace). It is a building that falls within the unified architectural narrative of the Camden Road environs, where definitions between groups of buildings are mainly expressed through the materials, frontages, scale and rooftops found on different streets. Isolated buildings such as The Railway Station, no. 57 Camden Road and no. 126 Camden Road have great architectural and historic significance, to which 128 is very much a secondary element of the local built environment.

- The significance of this building to the Conservation Area relates to the historical context of the first half of the 19th century and the interest in property development and investment in social and commercial accommodation. Hence its early use as a shop;
- Camden Road has a strong and continuous local historical context, which dates from the early 19th Century when new development began to forge a relationship with the emerging new transport links, the movement of professionals to the area, coupled with the growing retail and trade opportunities and the desire to settle in a prestigious part of the city;
- The knowledge that a terrace was first built in the 1820s on a field gives it further significance in the relationship of buildings and the communities they served;
- No.128 forms part of an unusual deviation in the built pattern as it is of a scale that differs from all other buildings on Camden Road;
- The buildings on Camden Road and St Pancras Way have a strong rhythm given by the terraces with shops below residential quarters and the many villa buildings;
- A sense of unity at roof level is apparent with many buildings having mansards and pediments;
- 128 is not within a protected vista and it is not subject to restriction for new additions to the roof;
- Rather, no 128 is positively identified in the Conservation Area Appraisal as an example of one story shop building that contributes to the character of the area; *Therefore, it is important to keep the character of the shop building;*
- It has also been identified by Camden Council as being an example of a garden wing return to the corner building on Brecknock Terrace;
- Therefore, the design will not alter the windows on the ground floor, but rather isolate them by adding windows of a size that relates to no 126, on the new floors above.
- There are many examples of terrace houses that originally had butterfly roofs set behind a parapet have been altered and have mansard roof extensions;



- In the immediate setting of 128, red brick, stock brick and stucco (whitewash) are critical in providing form and appearance to the streets;
- Adjacent buildings to the north and south have good quality decorative elevations, whilst two buildings at the junction with St Pancras Way are regarded as having a negative impact on the Conservation Area.

## 4.2 NPPF Assessments

The NPPF constitutes the government's current national guidance and policy regarding development within the historic environment. The NPPF is a material consideration that must be taken into account in planning decisions and in this respect, it includes a clear policy framework for local planning authorities and decision makers.

NPPF reiterates that planning law requires applications to be made in accordance with the development plan unless material considerations indicate otherwise.

Section 16 of the revised NPPF deals with conserving and enhancing the historic environment in paragraphs 184 to 202. The NPPF places much emphasis on heritage "significance", defined 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."*<sup>13</sup>

The effects of any development on a heritage asset therefore need to be assessed against the four components of its heritage significance: its archaeological, architectural, artistic or historic interest.

Paragraph 189 makes it clear that the level of detail should be i) proportionate to the importance of the heritage asset and ii) no more than is sufficient to understand the potential impact of the proposal on the significance of the heritage asset.

The purpose of the planning system is to contribute to the achievement of sustainable development. The policies of NPPF, taken as a whole, constitute the Government's view of what sustainable development in England means in practice for the planning system.

According to paragraph 200, local planning authorities should look for opportunities for new development within settlements and within the setting of heritage assets to enhance or better reveal their significance.

The following paragraph recognises that not all elements of a conservation area will necessarily contribute to its significance.

Of relevance to the proposal Paragraph 201 states:

*'Loss of a building (or other element) which makes a positive contribution to the significance of the Conservation Area or World Heritage Site should be treated either as substantial harm under paragraph 195 or less than substantial harm under paragraph 196, as appropriate, taking into account the relative significance of the element affected ...'*

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<sup>13</sup> Annex 2, Glossary, p.74

Applying this to the building it follows that the greater the degree of change in areas deemed to be significant or contributory to significance, the greater the potential for harm and the need to proportionately justify that harm.

In respects to NPPF the following criteria for assessment are important in establishing the credibility of the proposal:

- Impact on significance (187, 188 and 189)
- Suitable design (110, 124, 125 and 126)
- Conservation of heritage assets (185, 192 and 193)
- The setting (190, 194 and 200)

**IN RELATION TO PARAGRAPH 187, 188 and 189:** the significance of the heritage assets affected and the contribution of their setting to that significance.

In the immediate setting of No. 128 there are two types of heritage asset; the adjacent listed buildings and the Conservation Area. The section on Urban context and Historic Review (2.3 – 2.5) gives information to help understand the significance of this heritage asset. It is one of many buildings whose contribution to the Conservation Area is described in 2.4.2.

No. 128 is of historic significance through the information it provides on the development of this plot of land as a garden wing to the Brecknock Terrace buildings and then a single storey shop building in the 19<sup>th</sup> century. Currently the external appearance is of a rather subdued brick building, sitting behind a flawed shopfront. This leaves a neutral impression to the elevations on this edge of the street; as such it does, as a lower status building, fall short with the other respectable buildings erected in the 19<sup>th</sup> century on its south and north sides respectively.

The proposed design in this location has been specifically crafted to cause no detrimental effect on the historic part of the street. The new roof recognises the opportunity for creating a balance against the heritage elements of the neighbourhood. As it will be visible the detailing of the extension has been designed so that it enhances any key heritage viewpoints taken along the road.

The external appearance has been carefully considered and designed to provide a high-quality building with easily accessible open space. The additions to the rear will allow the composition of this element of the building to allow to be read in relation to the retained open garden area and to the rear of no 157 – 159 St Pancras Way.

In conclusion, the development will improve the visual quality of this stretch of the street, enhancing the quality of the adjacent listed buildings and bolstering its relationship to the neighbourhood. Importantly, the identity of the former shop building on which the new will sit, is given a reading which will encourage the viewer to appreciate the old against the new.

**IN RELATION TO PARAGRAPHS 110, 124, 125 and 126:** the consideration of design should include scale, height, massing, alignment, materials and use.

The creation of a new second floor and mansard roof will, when done sensitively and to the high-quality proposed in the drawings, respond to the heritage sensitivities in the area and leave a positive impact on the street scene.

The current roof which is an indistinct part of the building, is to be built on with the new mansard located back from the eaves. The new parapet line will be flush with the existing

and the roof structure is to be set back in a way which does not compromise the fabric on the main elevations below.

The scale and shape of the new second storey structure and roof relate well against the linear character of Camden Road and the general alignment of roofs and dormers found in the Conservation Area.

The mansard is at a mid-height and so encourages the onlooker to focus on the roof and experience the form and its materials as part of the wider setting. Its integration in terms of design and size with the new second storey and the existing elevation allows the building to be appreciated as a whole and encourages it to be placed within the wider spectrum of Camden Road and the buildings which characterise this stretch of street.

Regards the materials used for the walls considerable attention is paid to the existing brickwork and traditional vernacular; so, the use of lead tiles on the roof is a well-established means of referring to the residential ethic so common in the area. The new roof uses materials that relate to other buildings in the context.

The scheme responds well to the architectural integrity of surrounding buildings at roof level whilst reflecting the character of the surface materials of many buildings. In its own right the ground storey will remain an expression of the 19<sup>th</sup> century movement which continues the historical narrative of this part of Camden.

A proposal of this quality that refers to the defining external features of Camden Road and surrounding buildings will have a positive contribution on the character and local distinctiveness of the historic environment.

The upper floors are created to become an attractive part of the streetscape with mansard roof and the predominant use of lead cladding inviting reflection about the setting of new building within the old.

The edge to Camden Road will continue to be expressed as a space where buildings are formed in a tight urban grain. The proposal to alter this edge of the road with a modest sized structure completes a rather innocuous gap in the streetscape; the streetscape at this point is marked by the appearance of two groups of buildings that are distinguished by their outward appearance rather than their scale. It is noted that due to the density and grain of this urban centre, the gap is not greatly obvious.

A scheme which makes the top proportional to the middle and lower orders of the subject building means it is contiguous to the urban and historic form. Architecturally, it is fitting that the scheme creates a well-expressed aspect to the roadside, from all directions.

To the sides and rear of the building, the overall shape of the mansard balances well against the character of the street. The dormer windows encourage the onlooker to focus on the relationship of the new building with the old.

**IN RELATION TO PARAGRAPHS (20, 185, 192 and 193):** Weight given to the significance of a designated heritage asset and its conservation

Due to the proposals taking place in the setting of adjacent designated heritage assets (listed buildings) and the urban area their due impact have been carefully evaluated for the purpose of this application.

Camden Road's prime historical significance is mainly gleaned from its role in illustrating the architectural history of North London from the 18<sup>th</sup> and 19<sup>th</sup> century through to the 21<sup>st</sup> Century. No 128's role as a one shop is a constant, giving the current site a context in the present day. The surrounding buildings have been generally retained as historic structures

of architectural value, with many being converted to flats or offices and other types of accommodation.

The proposed development and design will bring significant improvements to the public realm and the benefits to the residents, workers and walkers who regularly use the area. As the street is an important local asset, it is important to note that the scheme engenders improvement to the setting through the new second storey and roof, giving structure and visual quality to what is currently an 'incongruous' site. This will have positive repercussions for understanding and appreciating the street's role as comprising of listed buildings of value.

The proposed will enhance the setting for the important buildings to the sides, helping to unify the visual appearance of buildings on this section of Camden Road. It highlights for example the group at no's 118 - 126, promoting new aesthetic links to these and the other residential buildings in the short to mid-range zone.

The spatial and aesthetic qualities of the road at this point, such as the sense of the surrounding scale and mass of the buildings (St. Pancras Way), alongside the perception of built landmarks (Camden Road Station and Bridge) and historic forms (alms-houses on Rousden Street) have been considered, so that the intervention fits comfortably in its context. The scheme will add to the vitality of Camden Road at both street and roof level.

The conservation benefit of the proposal effectively sees imagination in the design process and how the new relates to historic features in the wider area and to the surrounding context. This aims to minimise conflict and bring greater clarity to a space that forms a part of the urban area whilst also in the setting of listed buildings.

#### **IN RELATION TO PARAGRAPHS 190, 194 and 200:** on consideration of setting

Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral."

The character of Camden Road has a sense of historic continuity, because of the built form on both sides of the street. The built form is configured through terraced buildings, whilst the siting of one low-scaled building (no 128) forms the pattern of development towards the junction with St Pancras Way.

No 128 has a more unusual sense of continuity due to its two storeys and the low pitch on the current roof, making the building look rather flat in the wider streetscape. It is understood that the subordinate status of no 128 is the result of the historic evolution of Camden Road and that the understanding of how the current building has arisen is a basis for determining its future disposition.

The opportunity of improving the relationship of its mass and roof with the surroundings has been seized through the design seeking to instate two new storeys and a quality mansard form on top of the existing. The use of lead tiles offers a modern interpretation of the tiles seen locally and compliments the other buildings in the area. By using such cladding, the overall impact of the new roof is relative and does not disrupt the hierarchy that forms the setting.

The front elevation is the principle façade and as such, careful consideration was given to creating a new second floor and roof form which have both strong architectural interest and has relevance to the typology found in the area. The appearance is influenced by features found on other buildings in the area such as the groupings of identically sized windows in symmetrical arrangements. This allows the façade to create a design that is typical of the buildings that form this distinct setting.



The new mansard creates an opportunity that is of public benefit and is part of the process of place shaping. It does not detract from views of the buildings that define the setting of this area but helps to complement and enhance them in a 21st century setting.

### **NPPF Summary**

In consideration of the policy assessments, the addition of a new second and roof storey to the building contributes positively to the character, distinctiveness and significance of the historic environment. The design takes into account the following characteristics of the building and its surroundings:

- The significance of nearby assets and the contribution of their setting.
- The general character and distinctiveness of the local buildings, spaces and the urban townscape that hinges around the site,
- The repeated elements of the streetscape and their role in making a sense of place to this part of the Conservation Area.
- The relative similarity in scale, materials, detailing, decoration and period of existing buildings and spaces
- Views into and from the site and its surroundings.
- The current and historic uses in the area and the urban grain.

### **4.3 Heritage Benefits**

The proposal will enhance the value of the conservation area bringing the building back to a good state of health. The premise for making additions to the building is that this will prevent further deteriorations and damage to a structure that is already weakened. The proposed roof has been designed in accordance with current roof design guidance of Camden Broadway conservation area.

The option under review has considered the general scale and height of the existing building and pays due reference to the existence of mansards on surrounding buildings, as well as the floor levels on the adjacent building at 102-126. Other buildings in the wider streetscape and especially those with 4 storeys, also provide useful design reference.

The two additional storeys are well expressed to the front of the building line on all sides, so that when looking at it from the street it will present itself as an addition evoking a respect for the style on top of a building that was originally designed with a shallow roof. At the same time the additional roof storey is discreet in its manifestation being stepped back from the existing building line and behind the eaves.

When evident in views the additional storey will occupy an element of the visual register that will present itself as an elegant crown on the building, adding quality and providing a suitable termination to its vertical movement.

No 128 has a history in respects to the development of a garden wing extension to the more illustrious houses on Brecknock Terrace (ST Pancras Way). The building has been adapted in later times as a shop and the current proposal engenders an additional chapter in the story of this building.

The changes proposed at the upper level have been designed to sit well within the interesting skyline started at the Railway Bridge and ending at 128a Camden Road. In this respect the building is in the central quarter of the main road and therefore affords an important relationship to the approaches that web out from here.

A roof extension takes into account the configurations seen on buildings in the context of the area. The knowledge that the adjoining mansards were added in 2002 gives weight to the case for making an addition to no 128. The design ensures the mass and siting of a new roof causes no effect on the height of the listed buildings on St Pancras Way and it merges well with the 4 storey buildings next door so as not to affect any additional height in the setting of the buildings which contribute to the character of the townscape

In many ways the creation of a mansard and dormer rooftop refer directly to the unique quality of the local skyline. In the immediate context there is a definite quality of constructing a familiar Classical motif within the setting of a nationally recognised townscape and its buildings. The new roof connects with the existing elevation and blends in seamlessly, creating a visually impressive termination to the building.

The proposed design has considered the general scale and height of the existing building and pays due reference to the existence of mansards on surrounding buildings, as well as the floor levels on the adjacent building.

The mansard is an addition that is clearly modern but helping to establish and evoke respect for the style seen in the immediate context. The second storey section is discreet in its manifestation being flush to the existing building line. When evident in views the additional storey will occupy an element of the visual register that will present itself as a part of the building, adding gravitas, design quality and providing a suitable vertical movement.

The changes proposed at the upper level have been designed to sit well within the interesting skyline. In this respect the building is in the centre of the Conservation Area and affords an important relationship to the approach to the streets that gather at this point. In many ways the creation of a mansard roof refers indirectly to the unique quality of the roofline at the railway Station and of listed buildings in its context.

In respect of National Policy, the degree of the harm caused to the historic environment is balanced against the wider design, public realm and community benefits. This statement finds that development of the building will upgrade an important space, whose significance is currently marred by a rather incongruous built part of the setting.

#### **4.4 Local Plan assessments**

The Council places great importance on preserving the historic environment. Under Policy D2 Heritage, The Council will require that development within conservation areas preserves or, where possible, enhances the character or appearance of the area.

Design will be measured on how well the pattern of built form, urban grain and open spaces is referred to. In cases where townscape is particularly uniform attention should be paid to responding closely to the prevailing scale, form and proportions and materials.

#### **Development Management**

Urban design and local character, extensions to existing listed buildings and alterations affecting conservation areas are all important considerations for the scheme.

The scheme takes into account that the Conservation Area retains many diverse historic buildings which are important to preserve. Fundamental changes to the elevation and roofline with poor materials, intrusive dormers, or inappropriate windows can harm the historic character of the townscape. Whilst butterfly roof forms, parapets, chimneystacks and pots and expressed party walls are of particular interest it is understood that the roofline of the neighbouring group at 102 – 126 has seen some fundamental changes in its character on at least two occasions. There is a record that new mansards were added in 1970 and 2002.

In relation to Policy D1 the scheme creates a positive relationship to the existing townscape and it relates to the scale and alignment of the existing street including its rear building area. The proposed relates well to the local context, is of a contemporary design and appropriate for its historic setting to the side of the Georgian terrace of St. Pancras Way.

### **Impact on Conservation Area**

The scheme is designed to promote the conservation and appreciation of the historic environment. It does this through retaining the Victorian shop building on the ground and first floor whilst building two new storeys above that refer in a diminutive way to the prevailing character of the windows and floor levels of the earlier structure.

It is in scale with its surroundings, of a 'considered' design and justified in respects to the improvements it brings to Camden Road. Materials are of a high quality and complement existing development.

This statement has identified the special character or appearance of the Conservation Area and acknowledges how it has been referred to in the design of new. The proposed responds to its context, local character and history whilst at the same time promoting an innovative approach to design that should promote or reinforce local distinctiveness.

In line with policy D1 the extension to this existing building is compatible with the special characteristics of the area, its buildings, spaces, settings and plot coverage, scale, form and materials.

In respect to D2, It will not harm the historic or architectural integrity and appearance of no 128, nor does it have an impact on the existing use of land and buildings. The proposal considered here respects the character, setting and local context, and reflects those features that contribute to local distinctiveness such as the topography of the site, views in and around this stretch of the street and other important features such as the boundary treatments.

The new extension conforms to the height, scale and proportions of no 128 and uses materials sympathetic to the character of the area in terms of colour and texture. The Extension is of exceptional design quality and should be permitted as it will have a positive effect on the architectural integrity of the group of buildings as a whole; it forms a congruous element in terms of two important features of the character area, the hierarchy of windows and the mansard roof.

In this respect the scheme relates well to adjacent buildings and to the surrounding townscape on the grounds of its scale, quality of materials and height. The integrity of existing detail and the scale of the features on no 128 are to be retained and reflected in a positive light by the new scale and materials of the extension.

The proposal promotes high quality design that makes a positive contribution to the overall environment. In addition, the new structure pays full regard to the characteristics of the Conservation Area as it gives a high priority to the objective of preserving or enhancing the character or appearance of the area.

### **Regional Policy Guidance: The London Plan 2018**

The London Plan outlines 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) states that development affecting heritage assets (in this case the Camden Broadway conservation area) and their settings should conserve their significance.

There is place for high quality sympathetically designed buildings within the conservation area, especially when they can help conserve the significance of the conservation area as an area of mixed use buildings in various sized plots.

## 5.0 CONCLUSIONS

The historic environment is considered, with the contribution made by the setting and context of the place a major factor. The scheme will greatly enhance the buildings contribution to the street scene and raise its importance in terms of group value.

The new design creates a visually satisfying interpretation of a building typology (mansard roof and dormers) popular in the area and so provides an enhancement to assets. The development includes high standards of sustainable and inclusive urban design, providing for an extended life-time of the building itself through excellence in quality, use of durable materials and efficient operation.

The design described here takes measures to ensure there will be a reflection of the elevational features seen to the side and the use of fine lightweight contemporary approach to ensure it respects the existing building. The scheme respects the existing scale and nature of the one storey shop building on which it sits. Rather than obscuring this locally important building the new design will shed light on its age and form.

On balance, and due to the extent of its public visibility, the roof top addition would not be harmful to the significance of the building. Nor would it have a significantly harmful impact on the setting of the Conservation Area, or the setting of the adjacent grade II listed buildings of St Pancras Way, Rousdel Street and Great College Street, given its scale, form and separation from these heritage assets.

Along with the use of setback on the mansard storey the addition of two dormers will ensure it connects well with the scale and form of distinctive buildings in its context. The addition of a classically inspired roof design will enhance the general unity of Camden Road and allow the unique character of the Railway Station to be thrown into relief.

As the conservation area is the important heritage asset, it is important to note that the scheme will engender improvement to the setting through the new extension and elevation, giving visual interest to what is currently an untypical façade and rooftop. This will balance well within the setting and help create focus on the important buildings to the side and front.

From a visual point of view the design creates a better link across Camden Road in all directions, forming a more interesting context to the junction with ST Pancras Way than present and allowing the 4 storey (plus roof) buildings to be signposted. Effectively the new mansard storey will sit well in relation to the four storey buildings either side and the larger modern blocks that bring scale to the wider setting, particularly on the north side of the St Pancras Way junction.

The improvement to the scale makes an announcement that the quality of the skyline in this part of the Conservation Area is high and it gives a means of signposting the connection at this level with the other significant buildings in the locality.

There are a number of potential heritage benefits that weigh in favour of this scheme, including:

- It enhances the significance of a heritage asset and contribution of its setting;



- It is an appropriate design for its context and makes a positive contribution to the appearance, character, quality and local distinctiveness of the historic environment;
- It better reveals the significance of a heritage asset and therefore enhances enjoyment of it and the sense of place;
- The materials, scale and details are carefully arranged, so as to remain complimentary to the existing buildings in immediate context;

In respects to local policy the scheme will relate well to adjacent buildings and to the surrounding townscape on the grounds of its scale, quality of materials and height of buildings.

In respects of National Policy, the degree of the harm caused to the historic environment is balanced against the wider design, public realm and community benefits. This assessment finds that the proposal to change no. 128 would upgrade a building whose significance is largely underscored by its diminutive scale.

The proposed external changes to the building would be an appropriate solution to a building in this location, particularly as a result of its design which, if based on a mix of traditional and contemporary architecture, and its use of materials, will sit well within the locality.

The proposal fits well with the pattern of historic development along this stretch of Camden Road. The extensions are congruous with the buildings in the streetscene and contemporary elements are added to reflect the long-held independent character of no 128. Such changes will enhance the character and appearance of the host building and bring townscape benefits to Camden.