

## 4.7 STABLES HISTORY

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

1839 Work started on in 1837 and the goods depot opened to traffic in 1839. Stabling for 50 horses at the original 1839 goods depot was provided in the vaults below the railway sidings.

1848 In 1846-8 due to the rapid growth in passenger and goods traffic, new structures were built, including two engine houses, (including the Roundhouse – listed at Grade II\*). By 1849, increased goods traffic meant that 427 horses were employed on the site. As part of the 1846-7 remodelling, four stable blocks, with stalls for 168 horses, were built between the sidings and Chalk Farm Road and let to tenants, whilst other horses were stabled in vaults below the Construction Shop and the Pickford's warehouse on the east side of the canal.

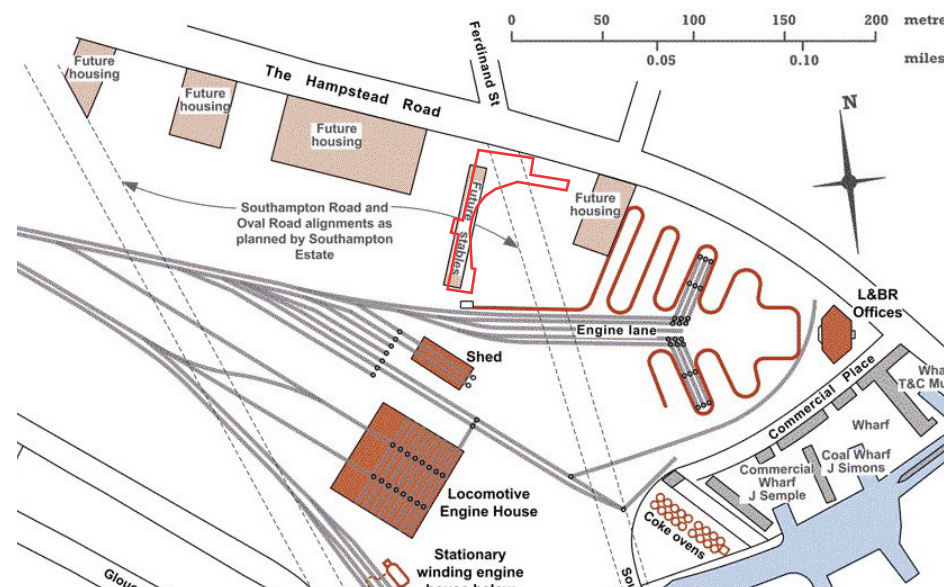
1856 In 1854-6 another major upgrading of the site was undertaken following the construction of the rail link to the London docks in 1851. In 1854-6, the further remodelling of the depot resulted in the demolition of the original free-standing stable blocks and the construction of the present blocks to the south-east. The four blocks are estimated to have stabled 162 horses and Stables Yard was linked to the rest of the depot by the Eastern Horse Tunnel. Major additional stabling had also been provided in about 1855 on the southwest side of Gloucester Road and more stable ranges on the north side in 1876. Both were linked to the Western Horse Tunnel, the second group by the existing horse stairs. Both groups have since been demolished.

1883 The Horse Hospital, as it came to be known, was built to the north-west of the other stables in 1882-3 and extended to the south-east in 1897. The first phase accommodated 92 horses with 40 more in the second phase.

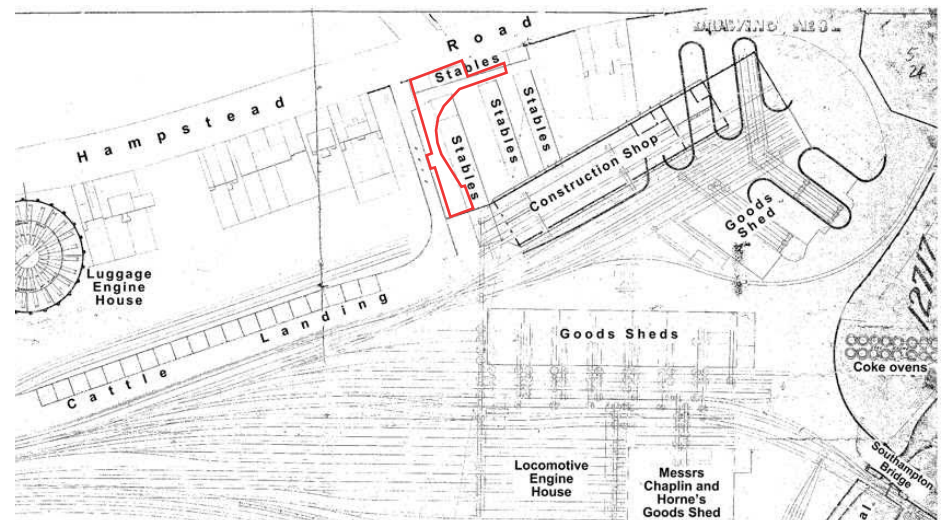
1900 The stables and 'Horse Hospital' Victorian railway goods depots required large numbers of horses for the transfer of goods and shunting of wagons. At its peak, around 700-800 horses were used at the Camden Goods Depot and by the early 1900s the LNWR provided accommodation for something like 6,000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

1998 The access road to Juniper Crescent was constructed.

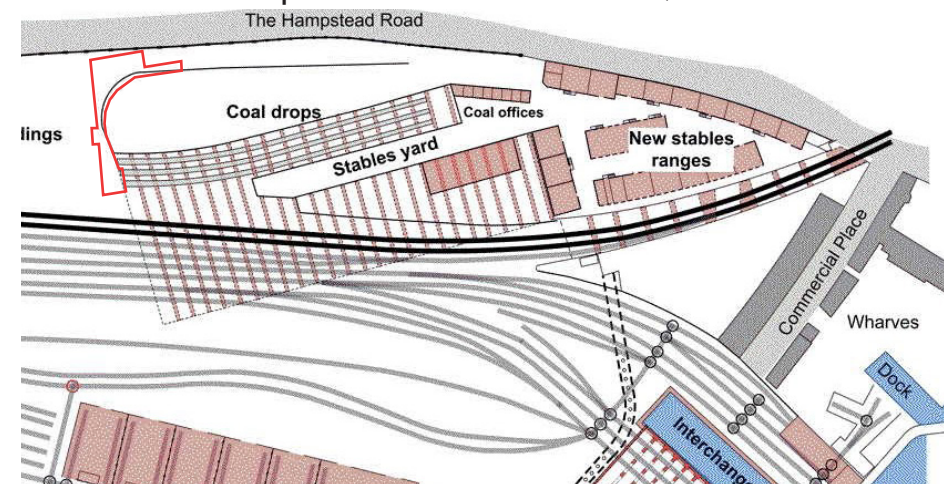
2000s Today the Horse Hospital has been converted to use as shops with a music venue on the upper floor, most recently occupied by FEST.



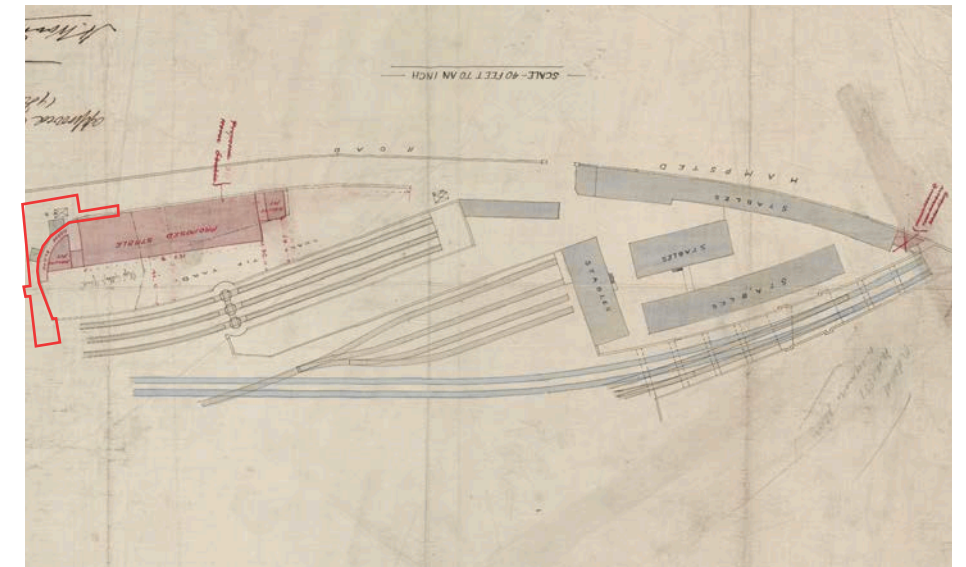
Camden Goods Depot of 1839 (Peter Darley)



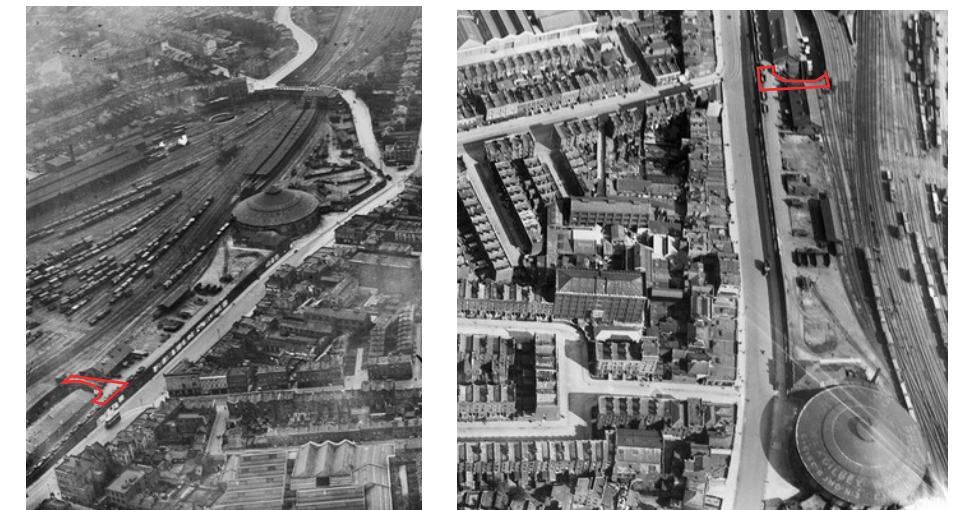
Camden Goods Depot: reconstruction of 1847 (Network Rail archives)



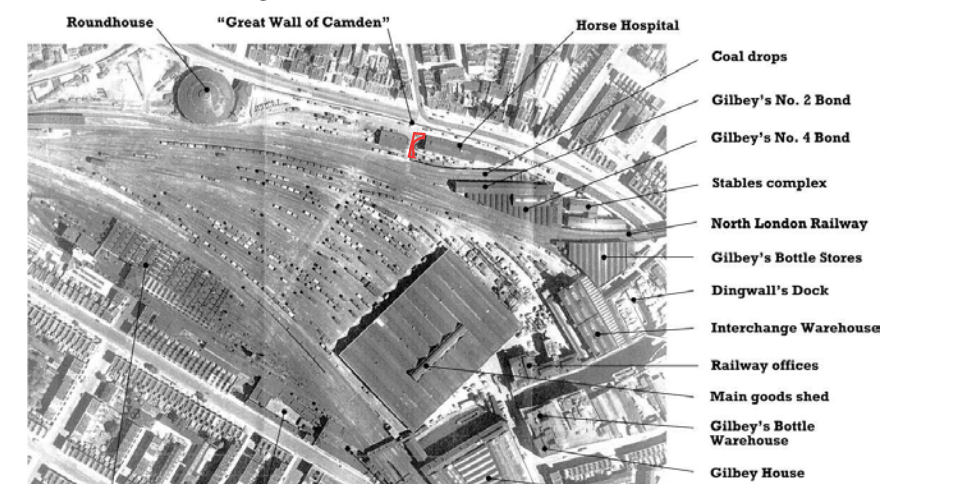
Camden Goods Depot: Reconstruction of 1854-6 (Peter Darley, from plans in National Archives)



National Archives, Proposed Stables for 92 Horses, Original Site Plan, 1883 (rotated)



1920, Historic England



Aerial photograph of Goods Depot, 1948 (English Heritage/National Monuments Record)



4.8 HISTORICAL PHOTOGRAPHS



View in Stables Yard facing Horse Hospital (centre), 1943  
© IWM (D 16820)



Stanley Sidings goods shed and Horse Hospital from west, 4 Dec 1971, MTT273\_13



View of north corner of Horse Hospital and horse ramp before the access road was created, pre-1998



View in Stables Yard facing Horse Hospital (right), 1975, Photograph by MT Tucker



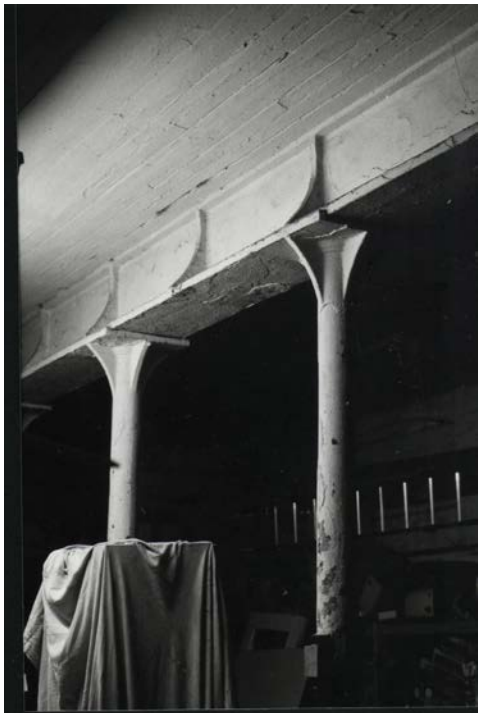
View in Stables Yard in the direction of Camden Lock Market, 1975, Photograph by MT Tucker



View of stables in Stable Yard, 1975, Photograph by MT Tucker



View of stables in Stable Yard, 1975, Photograph by MT Tucker



Columns inside Horse Hospital, 1975, Photograph by MT Tucker



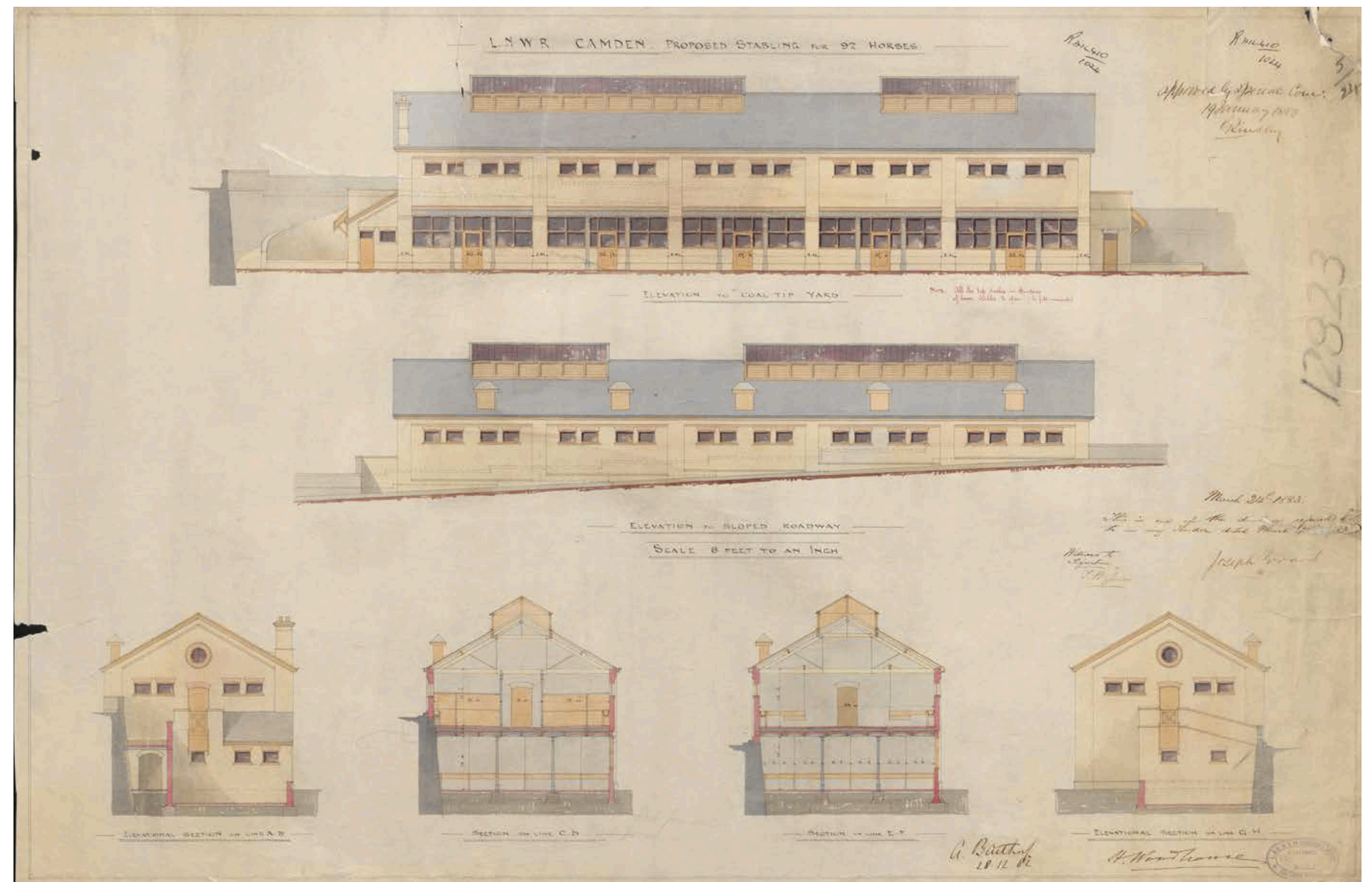
#### 4.9 DETAILS OF THE SETTING: THE HORSE HOSPITAL

##### EXTERIOR

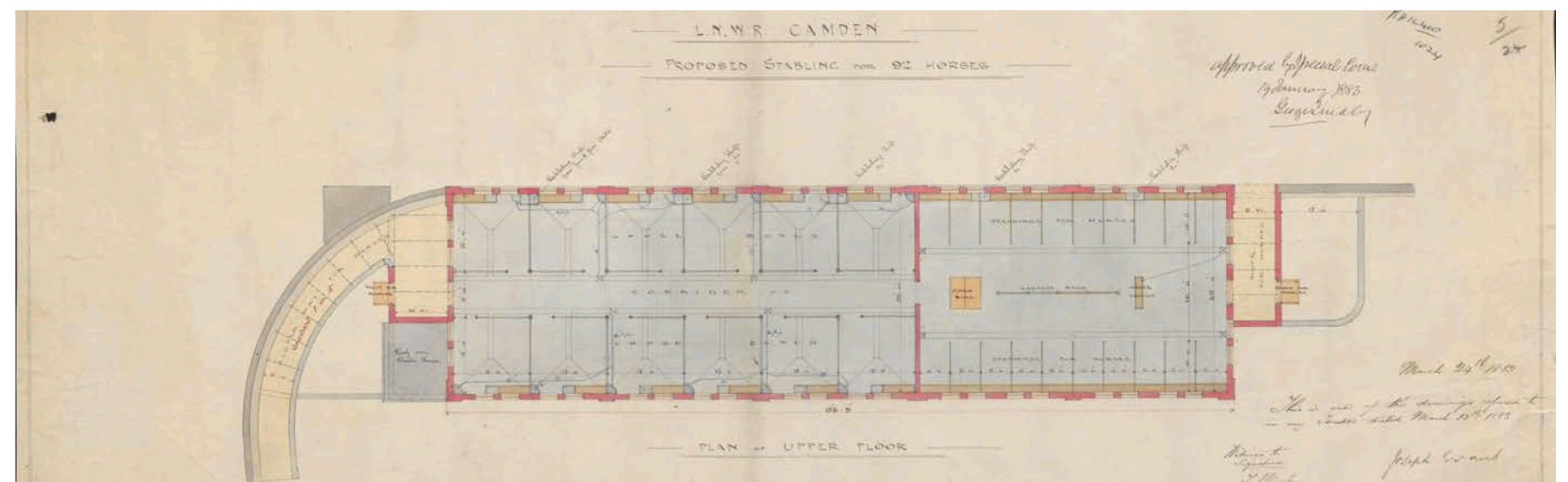
The building consists of two adjoining ranges, the larger western range dating to 1882-3 and the eastern to 1897, built on a narrow sloping site along the boundary wall to Chalk Farm Road. The building is of yellow stock brick laid in English bond and a pitched slate roof with two sets of wooden ventilation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

The bays of the western range are divided by brick pilaster strips into panels of plain brickwork, relieved by pairs of small segmental-headed windows set high up under a red brick dentil cornice. The ground-floor bays have pairs of cast-iron pilasters with classical detailing either side of wide openings and supporting cast-iron girders. The openings were originally flanked by large multi-pane wooden windows but this arrangement survives intact only in the central bay, others having been altered to incorporate varying modern shop fronts, some retaining the original upper windows. The large openings indicate that the building was probably originally intended to be used as cart sheds rather than solely as stabling. Due to the slope of the land, the northern elevation is expressed externally as a single-storey, detailed in the same manner as the upper storey of the south elevation. Two window openings towards the centre of the elevation have been converted into doorways opening onto a modern entrance platform. The upper storey of the west gable end has a central doorway flanked by paired windows and opening onto a raised brick platform reached from the horse ramp which curves round the west end of the building. At ground floor level is a small lean-to with sloping slate roof, originally the boiler house.

The eastern range is simpler with the side elevations having a continuous run of upper storey windows of the same pattern as the west range. This arrangement was repeated,



National Archives, Horse Hospital Elevations and Sections, 1883



National Archives, Horse Hospital Upper Floor Plan, 1883



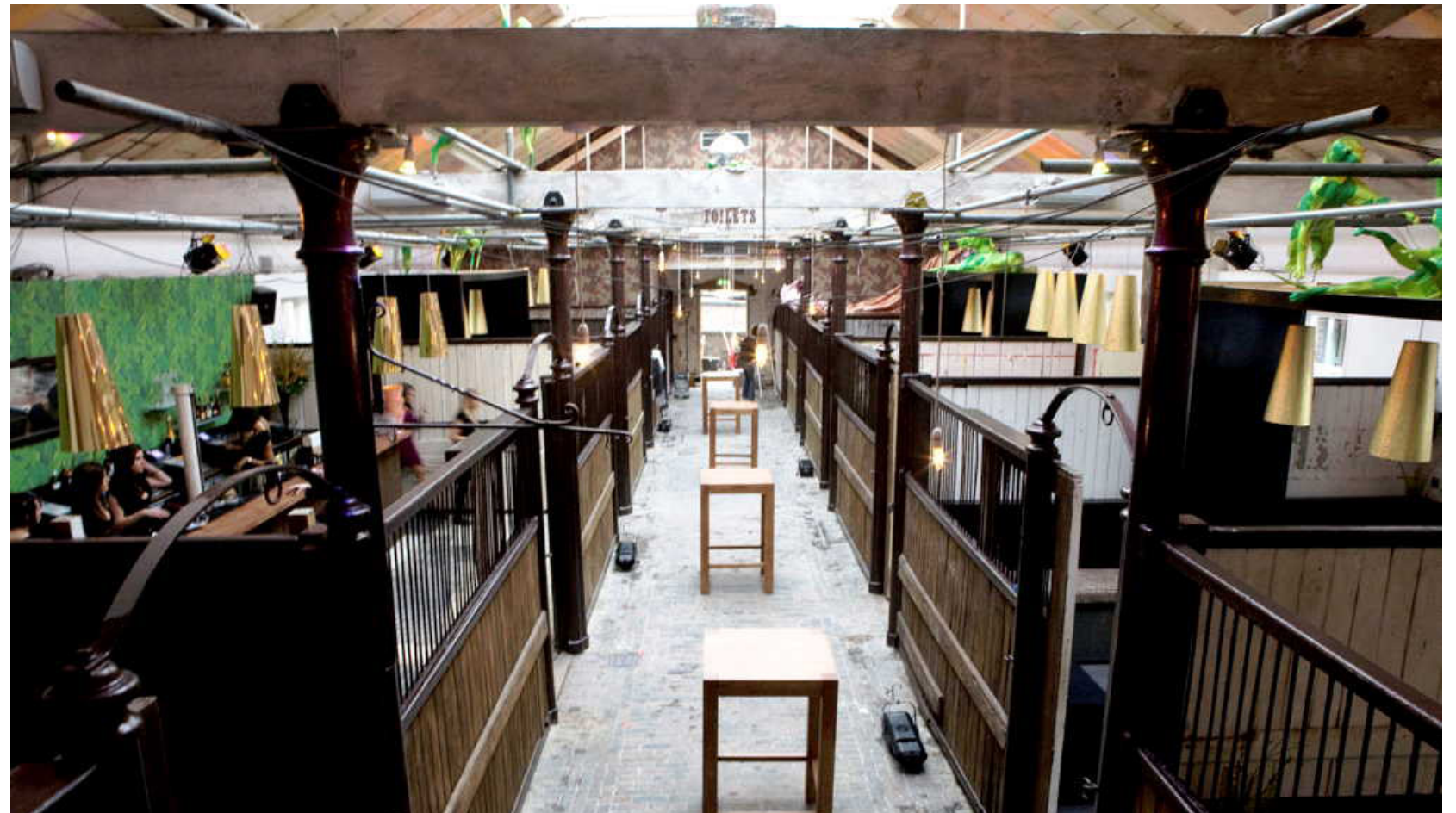
with larger windows, on the ground floor but some windows have been converted into doors including a large carriage entrance. The northern elevation has low windows on the ground floor due to the slope of the land and a large arched entrance with blue engineering brick quoins at the west end. This was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

#### INTERIOR

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

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

Source: <https://historicengland.org.uk/listing/the-list/list-entry/1258100>



Interior view of Horse Hospital First Floor

## 4.10 DETAILS OF THE APPLICATION SITE: THE TERRACE

#### SUBSIDIARY FEATURES

The high boundary wall to Chalk Farm Road, north of the Horse Hospital, was built circa 1846 to retain the fill deposited to raise the level of the Camden Goods Depot. The wall is of multi-coloured stock brick laid in English bond with broad brick piers and stone coping. The infill between the wall and the horse hospital is topped by a sloping roadway with stone setts and kerbs of stone sleeper blocks from the early days of the railway (the modern stalls which line the northern side of the roadway are not of special interest). At the west end of the building it joins the horse ramp which curves round the western end of the Horse Hospital and gave additional access to its upper storey. The horse ramp has brick retaining walls with stone copings and a stoned setted ramp. The curve to the east is a later realignment.

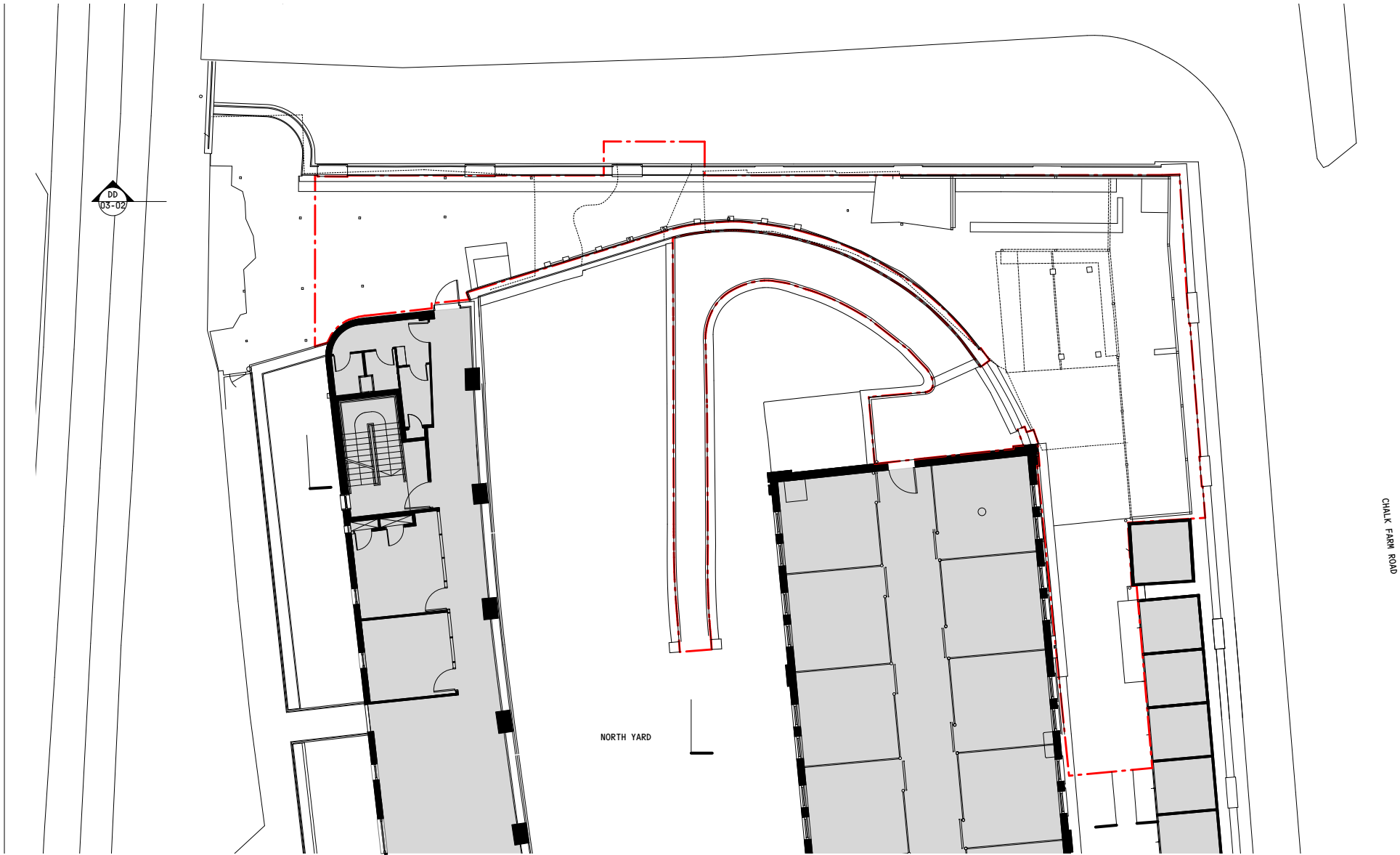
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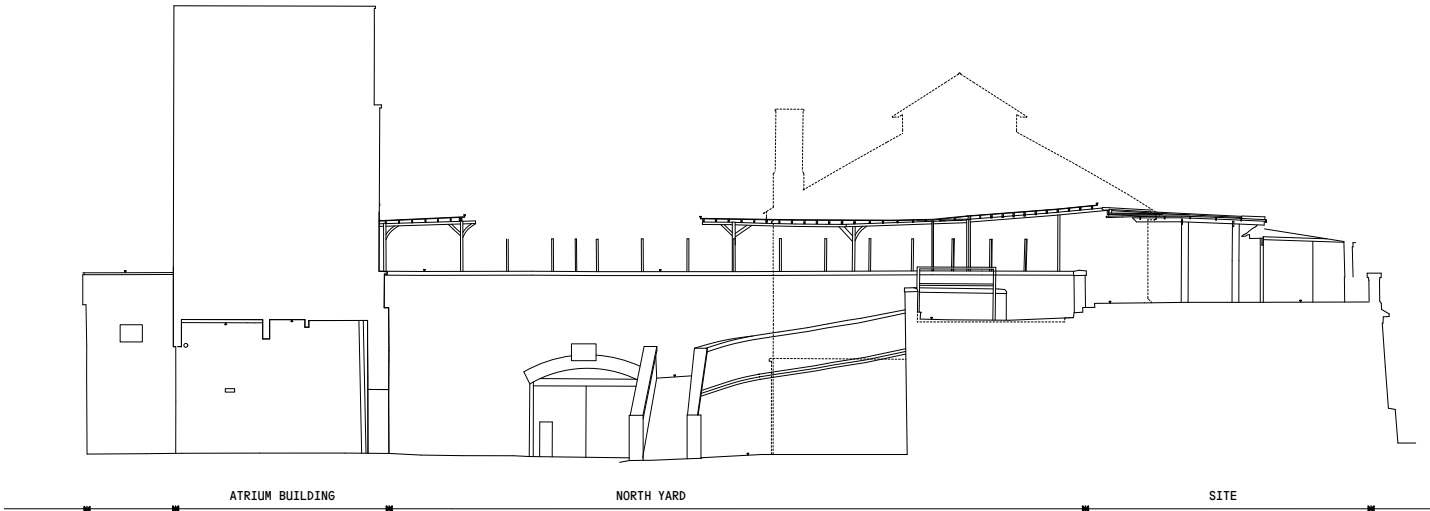
Exterior view of the Horse Ramp and terrace above

4.11 EXISTING STRUCTURES ON THE SITE TO BE DEMOLISHED

As part of the application, the existing unauthorised timber structures will be demolished and removed, as well as the timber flooring that lines the cobblestones.



Existing First Floor Plan



Existing Section



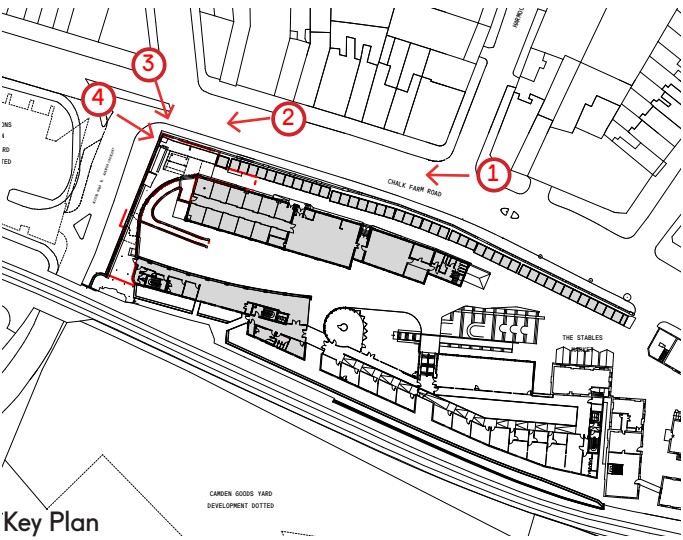
4.12 SITE PHOTOGRAPHS FROM CHALK FARM ROAD



1. Long view north-west on Chalk Farm Road



2. Short view north-west on Chalk Farm Road



Key Plan



3. View south on Chalk Farm Road



4. View south-east on Chalk Farm Road



4.13 SITE PHOTOGRAPHS FROM STABLES MARKET NORTH YARD



1. View from terrace into North Yard



2. View from North Yard towards terrace and horse ramp



3. View from North Yard towards terrace and horse ramp



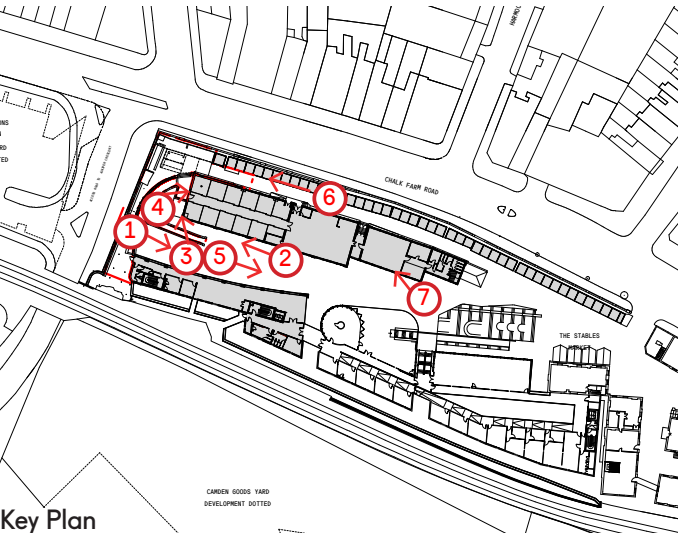
4. View horse ramp towards Horse Hospital gable end



5. View from North Yard entrance of Horse Hospital



6. View from Maker's Alley towards terrace



Key Plan



7. View of North Yard and Horse Hospital with site visible (left) above North Yard entrance