

Camden Stables Market
Chalk Farm Road
NW1 8AH
Unit 88, North Stables Yard

DESIGN & ACCESS AND HERITAGE STATEMENT - For Listed Building Consent and Planning Application

Ventilation Grilles

March 2020

INTRODUCTION

1. This Design and Access Statement and Heritage Statement has been prepared as supporting documentation for the application for Listed Building Consent and Planning Permission for a proposed ventilation grill on the front of Unit 88 of the Listed GII* Horse Hospital. The building is located within the Regent's Canal Conservation Area, in the northwest corner of The Stables Market, Chalk Farm Road, London NW1 8AH.

2. The purpose of this statement is to provide a general overview of the potential impact of the proposal on the special interest of the listed building.

3. Hartshorn-Hook Enterprises has worked closely with the Heritage Team at Camden Markets to resolve a satisfactory design that we consider to be acceptable in both design and heritage terms.

4. In essence, the proposal comprises the installation of one ventilation grill on the front elevation of the Horse Hospital Unit 88. Please refer to the accompanying drawings for further details on the design rationale.

5. This document should be read in conjunction with the [Grill Specification](#), which shows the proposed locations and design of the grilles.

HISTORICAL CONTEXT

6. The complex of stables now at the core of Stables Market was developed by the London and North Western Railway Company from 1854. The horses stabled here, some 421 by the turn of the century, supplied much of the power for the large LNWR goods yard at Chalk Farm. 7. The first group of stable ranges built in 1854-6 were one-and-a-half storeys. They were raised to their present height, and a further stabling range (the Horse Hospital) built, in two phases of expansion and alteration in the 1880s and around 1900.

8. The 1883 section of the Horse Hospital is five bays wide delineated by pilaster strips with two sets of two windows in each bay. A horse ramp runs up the north side of the building and has been damaged and repaired a number of times. Unit 88 forms part of this range. 9. The later section of the building c1895 was added on at the eastern end and comprises five bays with 7 windows to the north and 9 to the south. Built in the same style and materials, the two buildings are read as one.

Figure 1: The Stables Market shown in red line; Unit 88 is marked by a blue square and labelled The Farrier

PLANNING HISTORY

10. The following table shows previous planning and Listed Building Consent applications for improvements to the Horse Hospital:

Application reference	Description of Development	Decision	Date
2015/1133/L	Cleaning, repointing and repair of the Horse Hospital boundary wall lining Chalk Farm Road.	Granted	01/05/2015
2016/2479/L	Installation of 7 x projecting signs and 4 x fascia signs to south elevation, 3 x projecting signs to east elevation, 2 x projecting signs to north elevation, 3 x board and lettering signs to west elevation of the Horse Hospital building.	Granted	02/06/2016
2016/2458/P	Refurbishment of Unit 92 of the Horse Hospital Building including new mechanical & electrical services	Granted	10/08/2016
2016/3208/L	Refurbishment of Unit 92 of the Horse Hospital Building including new mechanical & electrical services.	Granted	10/08/2016
2016/3606/P	Alterations to front elevation of Horse Hospital Building; sub-division of building into 5 single retail units.	Granted	10/08/2016
2016/3812/L	Alterations to front elevation of Horse Hospital Building; sub-division of building into 5 single retail units.	Granted	10/08/2016
2016/4733/P	Change of use of units 87 & 93 from retail (Use Class A1) and Sui Generis to Restaurant (Use Class A3), external alterations including installation of replacement mechanical and ventilation equipment.	Granted	13/12/2016
2016/5329/L	Change of use of units 87 & 93 from retail (Use Class A1) and Sui Generis to Restaurant (Use Class A3), external alterations including installation of replacement mechanical and ventilation equipment.	Granted	08/12/2016
2016/6370/L	Structural reinforcement to the roof to unit 92 of the Horse Hospital.	Granted	17/01/2017
2019/2037/L	Various internal works to Unit 92 of the Horse Hospital (retrospective).	Granted	07/08/2019
2019/4580/L	Reopening and widening of internal doorway between Units 87 and 88 at ground floor level in the Horse Hospital.	Granted	15/10/2019
2019/4891/L	Stables Market, Horse Hospital MEP upgrade	Granted	07/11/2019
2019/4715/P	Stables Market, Horse Hospital MEP upgrade	Granted	07/11/2019
2020/4300/L	Stables Market, Horse Hospital windows and escape doors (breaches)	Granted	09/11/2020
2020/4269/P	Stables Market, Horse Hospital windows and escape doors (breaches)	Granted	09/11/2020

2020/473 2/P	Units 87-88 Use of the ground floor as restaurant and drinking establishment space with ancillary events (sui generis)	Granted subject to s106 agreement	
2020/473 1/P	Use of the first floor as an immersive theatre space, drinking establishment and ancillary events (sui generis)	Granted subject to s106 agreement	
2020/585 0/L	Installation of canopy structure across the terrace at first floor level, new plant equipment enclosure, flooring, lighting, planters, signage and all other associated works.	Pending	
2020/579 3/P	Installation of canopy structure across the terrace at first floor level, new plant equipment enclosure, flooring, lighting, planters, signage and all other associated works.	Pending	
2020/578 9/A	Installation of 6 signs at fascia level on the canopy.	Pending	

11. The frontage of Unit 88 was recently rebuilt according to 2016/3606/P and 2016/3812/L. The new grill, subject of this application, is therefore proposed in a new wall built with reclaimed materials to match the historic shopfronts.



Figure 2: Unit 88 in 2016



Figure 3: Unit 88 in 2021



PROPOSAL

12. The proposal comprises the installation of a ventilation grill on the south elevation (wall) of Unit 88 of the ground floor of the Horse Hospital. Existing bricks will be carefully cut out to allow for the grill to be fitted. The grille size is 229 x 152mm.

13. The proposed grill is the 977 J&JW Longbottom foundry ornamental grill that is in keeping with the historical character of the building and has been previously approved for use in the rest of the stables range.

14. The works are operational requirements for a proposed Flueless Gas Stove in order to accommodate contemporary standards.

DESIGN AND ACCESS

15. Layout

Not affected by the proposals.

16. Use

Not affected by the proposals.

17. Scale

Not affected by the proposals.

18. Landscaping

Not affected by the proposals.

19. Appearance

The historical character and appearance of the stable buildings will not be adversely affected by the proposal.

20. Access

Not affected by the proposals

IMPACT ASSESSMENT AND NPPF JUSTIFICATION

20. The proposal comprises removal of a small section of the recently reinstated exterior walls, which are visible from the public realm. However, due to the location and size of the proposed grill, it will be inconspicuous and fitting in style, thereby minimising visual impact.

21. The National Planning Policy Framework (NPPF) considerations provide supplementary information which will enable the planning authority to assess the likely impact of the proposed works on the Horse Hospital.

22. All policies in the NPPF adopted 27th March 2012 constitute the government's view of what sustainable development means in practice. The NPPF contains an express presumption in favour of sustainable development which should be taken into account when making planning decisions.

23. Paragraph 131 of NPPF states that: *"In determining planning applications, local planning authorities should take account of:*

- the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation; and*

- the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality"*

The proposal has been driven by the need to ensure continual and sustainable solution for the listed building and to meet all current standards in a respectful manner towards the historic environment.

The proposed grill is a minor intervention that will enable ventilation for a new heating source. The style and material of the grill are in keeping with the character and appearance of the heritage asset.

In order to maintain economic vitality, the Horse Hospital must retain its functionality. Currently there is no proposal in place to allow for ventilation. The proposed alteration will ensure continued effective use and operation of the building.

24. Paragraph 132 of NPPF states that: *“When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification”*.

It is considered that this minor alteration to the existing fabric will not cause harm to the special interest of the heritage asset. The existing elevation is a reconstruction therefore there will be no impact on historic fabric.

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

The proposed works involve “less than substantial harm” to the heritage asset. It is considered that securing and maintaining their viable use outweighs the minor impact of the proposed alteration on the exterior walls.

CONCLUSION

25. The proposed grill is of a suitable design in terms of materials and details and adhere to the existing historic character of the site.

26. The proposal is consistent with the spirit of local policies and national conservation principles, particularly NPPF policy principles guiding the determination of applications for consent relating to the heritage assets.

27. It is considered that the proposed works cause “**no harm**”. There is no removal of historic fabric and the building’s services will be improved..

28. This proposal will have no impact on the historic fabric and low visual impact. The proposed alterations will not adversely alter the special interest of The Horse Hospital

George Hartshorn
Hartshorn-Hook Enterprises

Appendix 1: Grille specification

Figure 4: Grille design.



J&JW LONGBOTTOM LTD

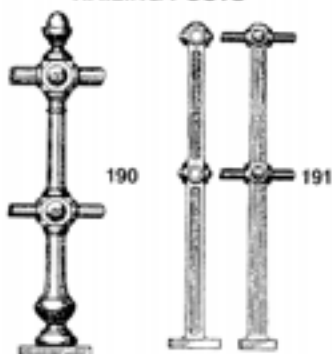
AIRBRICKS

	970	SQUARE HOLE PATTERN 229 x 76mm 9" x 3" 229 x 152mm 9" x 6" 229 x 229mm 9" x 9" 305 x 229mm 12" x 9" 305 x 305mm 12" x 12"
	971	SQUARE HOLE PATTERN with loose front fitted with four brass screws 229 x 152mm 9" x 6" 229 x 229mm 9" x 9" 305 x 229mm 12" x 9" 305 x 305mm 12" x 12"
	974	SCHOOL BOARD PATTERN 229 x 76mm 9" x 3" 229 x 152mm 9" x 6" 229 x 229mm 9" x 9" 305 x 229mm 12" x 9" 305 x 305mm 12" x 12"
	975	LOUVRE PATTERN 229 x 76mm 9" x 3" 229 x 152mm 9" x 6" 229 x 229mm 9" x 9" 305 x 229mm 12" x 9" 305 x 305mm 12" x 12"
	976	HIT AND MISS PATTERN 229 x 76mm 9" x 3" 229 x 152mm 9" x 6" 229 x 229mm 9" x 9" 305 x 229mm 12" x 9" 305 x 305mm 12" x 12"
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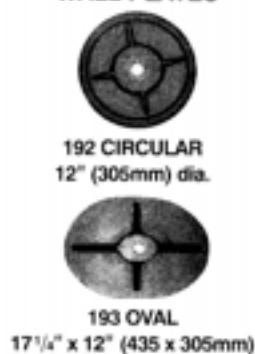
NEW!
100mm (4")
CIRCULAR

DETAILS OF OTHER SIZES AVAILABLE ON REQUEST

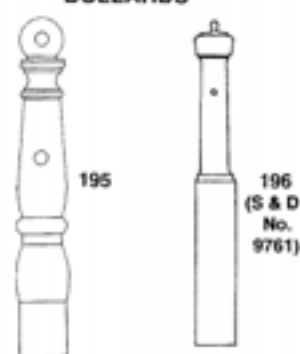
RAILING POSTS



WALL PLATES



BOLLARDS



RAILING POSTS and BOLLARDS can be Supplied With / Without Holes: also LINKS for Holding Chain can be added, as required. Detailed drawings with full dimensions etc., available on request.

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Figure 5: J&JW Longbottom catalogue



Figure 6: Front elevation of unit 88 of the Horse Hospital where grille is to be installed.

Appendix 2: Listing Description

LIST ENTRY

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

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

Grade: II* Date first listed: 30-Sep-1981

Date of most recent amendment: 28-Jan-2013

Location

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

Summary

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

Reasons for Designation

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

- * Architectural interest and intactness: a fine example of a C19 industrial stabling complete with horse ramps and interior fittings, including stalls, mangers and hay racks;
- * Historic interest and group value: an important component of the Camden Goods Depot, one of the most complete groups of C19 railway buildings and associated canal structures in England.

History

The Camden Goods Depot was originally constructed as the London terminus for goods traffic on the London and Birmingham Railway (L&BR), the capital's first inter-city main line railway and the largest civil engineering project yet attempted in the country. The site was chosen by Robert

Stephenson (1803-59), the company's engineer, since it allowed interconnection for freight with the London docks via the Regent's Canal, built 1812-1820.

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

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

In 1854-6 another major upgrading of the site was undertaken following the construction of the rail link to the London docks in 1851, and further increases in goods traffic which required a larger marshalling yard. The North London Railway (NLR) lines were repositioned to the north of the site and the recently built construction shop dismantled (leaving its vaults) to make way for this. Sidings were extended to the edge of the canal either side of the interchange basin which was realigned and enlarged to its present size. As a result of these changes in layout a new stables yard was constructed between the NLR tracks and the Hampstead Road. This contained four new stable ranges with a horse tunnel (the Eastern Horse Tunnel) linking them to the marshalling yards to the south. At the same time further stables were built on the western side of the mainline tracks off Gloucester Road (now Gloucester Avenue) and linked to the goods depot by the Western Horse Tunnel.

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

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

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

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

1876. Both were linked to the Western Horse Tunnel, the second group by the existing horse stairs. The first group was demolished in the 1960s (to make way for Waterside Place) and the second group in 2000. The Horse Hospital has been converted to use as shops with a music venue on the upper floor.

Details

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

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

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

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

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

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

gave additional access to its upper storey. The horse ramp has brick retaining walls with stone copings and a stoned setted ramp. The curve to the east is a later realignment.

Sources

Books and journals

Biddle, G, Britain's Historic Railway Buildings, (2003), 13

Cherry, B, Pevsner, N, The Buildings of England: London 4, North, (1998 revised 2001), 365-366

Other

Peter Darley, Stables Complex and Underground Features in Former Camden Goods Depot, 2010,

Appendix 3: Significance Assessment

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

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

The numerous surviving features throughout the Horse Hospital, although many have been altered by subsequent changes of use and alteration, provide evidence of the original function of the building. The historical value of the building is recognised by its statutory Grade II* listing, as an important part of a distinctive group of former stables.

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

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

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