

Camden Broadway Conservation Area Appraisal and Management Strategy

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Part 1: Conservation Area Appraisal

Introduction

Purpose of the appraisal

The Planning policy context

National planning policy

Local planning policy

Summary of special interest

Conservation Area designation history

Location and Setting

Location

General character and plan form

Topography

Historic development

Character Appraisal

1. Main roads
2. Residential streets

Appendices

1. Listed buildings
2. Positive buildings
3. Negative buildings
4. Historic shopfronts
5. Streetscape audit

Maps

1. Camden Broadway Conservation Area location with the Borough of Camden Map
2. Existing Conservation Area Designation Map
3. Camden Broadway Conservation Area listed building Map 2008
4. Negative buildings Map 2008
5. Urban Grain map 2008
6. OS extract 1870-7575
7. OS extract 1894
8. OS extract 1914

Part 2: Management Strategy

Introduction

Monitoring and Review

Maintaining quality

Conservation Area boundary review

The management of change

Investment and Maintenance

New Development

Listed Buildings

Buildings at Risk

Maintenance and Repair

Enhancement Initiatives

Re-use of premises above shops and other commercial buildings

Control of demolition

New development and work to existing buildings within the Conservation Area:

- Quality erosion
- Shops fronts
- Fascias
- Estate agents boards
- Roof alterations
- Rear extensions
- Gardens and front boundaries
- Basement development
- Corner plot developments
- Telecommunication equipment
- Ventilation ducts and flues

Street furniture

Trees and open spaces

Traffic and air pollution

Enforcement

Planning advice

Bibliography

Part 1: Conservation Area Appraisal

Introduction

Purpose of the appraisal

Conservation Area Appraisals and Management Strategies are recognised as being of considerable importance in providing a sound basis for guiding the types of alterations and development that are likely to be acceptable or unacceptable in each area. The purpose of the documents is to provide a clear indication of the Council's approach to the preservation and enhancement of the Camden Broadway Conservation Area. The appraisal is for the use of local residents, community groups, businesses, property owners, architects and developers and is an aid to the formulation and design of development proposals and change in this particular area.

These documents will be used by the Council in the assessment of all development proposals affecting the conservation area.

The Planning policy context

National planning policy

The Planning (Listed Buildings and Conservation Areas) Act 1990 requires the Council to designate as conservation areas any "areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance." Designation provides the basis for policies designed to preserve or enhance the special interest of such an area.

Planning Policy Guidance Note 15, Planning and the Historic Environment. 1994

Local planning policy

The Council's policies and guidance for conservation areas are contained in the Replacement Unitary Development Plan 2006 and the Supplementary Design Guidance 2002. Links to these policy documents can be found at the end of this report.

Summary of the special interest of the Camden Broadway Conservation Area

The Camden Broadway Conservation Area is a small area comprising a mix of commercial and residential uses. Its character can be 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) which, on Camden Road and Royal College Street support commercial uses at ground floor level, and by the quieter, residential streets which run between these (Rousden Street and Randolph Street), the height, materials and plot layout broadly respect the C19 development of the area.

The railway line runs east-west through the conservation area and its twin supporting bridges are a major presence in the area.

Conservation Area designation history

Camden Broadway Conservation Area was designated by the London Borough of Camden on 20 September 2005.

Location and Setting

Location

The Camden Broadway Conservation Area is located between Camden Town and Kentish Town, close to Camden Road Station. St. Pancras Way forms the north-eastern boundary and the area contains a short length of Camden Road, a short length of Royal College Street, the north side of Randolph Street and all of Rousden Street. The area is bisected by the Richmond - Stratford railway line.

The Camden Broadway Conservation Area abuts the Jeffrey's Street Conservation Area to the west and the Regent's Canal Conservation Area to the south.

General character and plan form

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.

Topography

The land rises steadily from the south east of the conservation area to the north west.

Historic development

Wider Camden Town area

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). Camden Town's expansion as a major centre was advanced by the opening of the Regent's Canal to traffic in 1820. By 1830 the canal was carrying 0.5 m tons of goods per annum, rising to 1.0 m tons by

1850. Further improvements to transport, especially the coming of the railways from the 1830s onwards, meant that, by the second half of the 19th century, the development of Camden soon linked up with the southern end of Kentish Town.

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.

Unlike the relatively recent development of Camden Town, Kentish Town was first noted in 1208, during the reign of King John. Today, however, there are no visible remains of buildings dating to before the 18th century and its rural character has disappeared, as too has the River Fleet, which still runs through the area but has been culverted.

During the 18th century Kentish Town became fashionable as a rural retreat where wealthy London citizens built houses for the summer months. The Kentish Town races, established from 1733, further increased the area's popularity. With Kentish Town Road as a major north-south thoroughfare, the early 19th century witnessed an enormous development in building particularly during the 1840s and 1850s. Large areas of land were also acquired for railway development.

The urbanisation of the locality continued apace. 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. For example, a large coal depot was established in Holmes Road and Kentish Town and Camden Town became a centre for piano making 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 population of the borough of St Pancras (Kentish Town) grew from 46,000 in 1811 to 199,000 in 1861 and to 236,000 by 1881.

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. 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.

The immediate locale

The conservation area's core was part of the initial burst of development in the 1820s, built beside the newly laid out Camden Road - the new road from London to Tottenham - which passed over Regent's Canal via a bridge completed in 1820. 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. 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. Camden Road Railway station was opened in 1850; today's Victorian building was constructed in 1870. 'Camden Broadway', a triangular area formed in the junction of Great College Street (as Royal College Street was then known) and Camden Road, is identified on a pre-railway map of 1849. As the development was projected, a third road, Brecknock Street, would have formed a straight, northern side of the triangular space.

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 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. The whole of the area bounded by Randolph Street, St Pancras Way, Camden Road and Royal College Street was built by 1832, giving the area a distinct architectural unity.

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. 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 of Randolph Street. Damage resulting from World War II bombing also brought changes to the area's built environment.

Character appraisal

The Camden Broadway Conservation Area is a small area comprising a mix of commercial and residential uses. Camden Road is a busy, noisy highway flanked with properties with commercial uses on the ground floor and generally residential uses above. Royal College Street is similar but with less retail accommodation and less traffic. St Pancras Way, between Camden Road and Baynes Street, is residential with the notable exception of a garage

on a triangular site at the Camden Road junction. This road also carries high levels of traffic.

In contrast, Rousden Street is a narrow terrace with a relatively quiet residential atmosphere. Randolph Street is another primarily residential road linking Royal College Street to St. Pancras Way, passing beneath the railway bridges.

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).

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.

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.

Character areas

1. Main roads

Camden Road

Camden Road was laid out in 1820 as a new route running north-east from London to Tottenham. As it 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.

Proceeding northwards from North Road Bridge (listed at grade II, c.1820) over Regent's Canal, the southern boundary of Camden Broadway Conservation Area is defined by the curtilage of no. 94 Camden Road.

Nos. 94-100 (even) Camden Road are four four-storey terraced buildings, two windows wide, constructed of yellow brick. Though similar in appearance, no. 94 dates to the 20th century whereas nos. 98-100 are mid 19th century buildings with basements. Nos. 94-98 have modern shopfronts.

Occupying a prominent corner site at Camden Road's intersection with Royal College Street is a late 19th century building, in use as a public house by 1913 (*The Eagle*) and still in the same use (now called The Grand Union). The building, which is of four storeys on the Camden Road frontage, reducing

to three-storeys on its flank elevation, has a Victorian frontage with corbels and pilasters at either end of a long curved fascia that faces both Camden Road and Royal College Street.

Two low (5 metres headroom) iron railway bridges span the intersection of Camden Road and Royal College Street between two massive brick pillars. The intersection 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. The highly prominent bridge largely obscures northward views of Camden Road beyond but is of course now very much part of the urban character of the area.

North of the bridges, Camden Road is lined on either side by shops and businesses, some of which display their wares on the street, giving the impression of a colourful, busy urban shopping street. Some premises, especially above ground floor, are in need of maintenance and repair. Footways are wide and the carriageway carries four lanes of traffic. Walking north, there is no pedestrian crossing until the junction with St Pancras Way. Crossing the road is therefore difficult and the two sides of the street feel disconnected.

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 nos. 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.

The east side of the street 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, nos. 110-126 (even) 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). Unsympathetic shopfronts and fascias detract from their appearance and the architectural detailing has been lost from the ground floor except at nos. 118 and 120. 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 nos. 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. 128 is a single storey shop.

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 nos. 137-159 St Pancras Way and has harmfully altered the historic setting of the terrace.

On the west side, nos. 57 to 75 (odd) Camden Road form a continuous terrace dating from the 1830s and later. At either end of this row, nos. 57-61 and nos. 73-75 are of four storeys, acting as bookends to five older three-storey properties in between (nos. 63-71). No. 57 is the return of nos. 180-184 Royal College Street and has a dominant presence on this corner site. All have shopfronts of varying, generally modern character and materials, although remnants of corbelling survive at nos. 65, 69 and 75, and these have the potential to be repaired and restored as part of any future works to enhance the existing shopfronts. In contrast to the mainly brick facades of the other side of the street, the predominant appearance is white stucco or white painted brick. Nos. 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. The terrace has undergone much alteration, especially to window openings and windows and at ground floor level, but retains much of its historic character.

Attached to the north end of the terrace is a single storey coffee shop and, beyond, two trees that are important in the streetscape.

Royal College Street

A short stretch of Royal College Street from the canal to just north of Camden Road falls within the Camden Broadway Conservation Area. Camden Road Station and nos. 225 – 275 (odd) are within Jeffrey's Street Conservation Area and no. 193 falls within Regent's Canal Conservation Area.

Starting from the northern end, no. 190 is a three storey stucco building with basement, set back from the road. It was formerly the end of a 1850s terrace known as Broadway Terrace which was demolished to make way for the late 20th century development Foster Court, which lies outside the Conservation Area boundary. Adjacent to the east, nos. 186 and 188 are a pair of three storey yellow brick houses with stucco parapets. Both have modern shopfronts. No. 188 was formerly the office of the St. Pancras Gazette in the late Victorian and Edwardian periods, and from the 1890s the piano factory of Eungblut had a base at no. 186, which expanded as far as no. 180 after its main works in Plender Street were destroyed by fire in 1905. Two roadside trees make a positive contribution to the conservation area.

Nos. 180-184 (even) are a short row which are unified by height, building materials and design and can be read as a single composition. They were built in the 1840s. Taken as a whole, the row is a four-storey yellow stock brick building, nine windows wide, with a level parapet. Window openings align horizontally and alternate window openings are embellished with moulded stucco surrounds. The row consists of four properties: a single three window wide property between three two window wide properties. This row is particularly prominent in the streetscene because of its canted building line, scale and corner location. No. 180 appears to be vacant and is in a deteriorating condition. It is a substantial terrace of considerable historic interest which, though debased by insensitive shopfronts, alterations to

windows and installation of satellite dishes, makes a significant contribution to the conservation area.

This short row overlooks an open space, called Camden Broadway on a map of 1849, which now consists of a narrow carriageway that runs between the pavement and a kerbed triangular area and extends partly under the railway bridge. On this triangle is situated a brick 'box', which is a former public toilet, beside one of the bridge's supporting columns. Being located between two roads of fast moving, noisy traffic and overshadowed by the railway bridge, the area is somewhat blighted, and represents a significant opportunity for enhancement of the public realm.

South of the intersection, on the east side of Royal College Street, nos.168-178a (even) comprise a uniform three storey terrace of yellow stock brick (no.174 painted) with shopfronts to ground floor and first floor windows in shallow recessed round arches. At the east end of the terrace, no.166 has been rebuilt, in character with the street but with plastic windows and no recessed arch at first floor. At the northern end, squeezed between the end of the terrace and one of the railway bridge's supporting brick pillars, is a single storey shop. This terrace 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, including generally sympathetic shopfronts and shopfronts with historic features such as corbelling at nos. 168, 174, 176 and 178.

The west side of the road is dominated by the flank elevation of the Grand Union public house. To its south, nos. 211 and 213 are three storey dwellings dating from the mid 19th century.

Nos.197-209 comprise a terrace of 7 paired 2-storey plus attic and basement houses, with gabled central elevations and set back side entrance bays. Nos. 197 and 199 are the best preserved, and survive as dwellings. They have two-leaf timber raised and fielded timber panelled doors with transom light above, approached by three steps and with iron railings around a small basement lightwell. At ground and first floors are two over two paned timber sliding sashes. The elevation is enlivened by rusticated stucco quoins, a projecting cornice to the pediment and moulded window surrounds.

The entrance to nos. 201 and 203 are flush with the building line rather than recessed and have moulded window surrounds with a corbelled lintel at first floor, and modern shopfronts at ground floor with historic corbels surviving. Nos. 205 and 207, and no. 209 (half of a pair) are more eroded at ground floor level with poor quality and unsympathetic shopfronts and altered window joinery at first floor.

To the south of this terrace are nos. 193 and 195. They are two matching 3-storey stock brick houses with tripartite windows placed centrally and with elaborate stucco window surrounds. No. 193 falls within the Regents Canal

Conservation Area as it backs onto the canal, and no.195 is therefore at the southern boundary of Camden Broadway Conservation Area. It is marred by a highly visible roof extension, an unsympathetic shopfront and replacement windows.

St Pancras Way

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, formerly known as King's Road, follows the winding course of a much earlier rural route to Kentish Town.

On the eastern side of the street, nos. 56 and 58 comprise a semi-detached pair of villas with slightly projecting entrance bays; the front entrance to no.56 now lost and replaced by a window. They have a substantially raised ground floor, semi basement, shallow pitched slated roof with central slab chimney stack (pots are missing). The ground floor has channelled stucco, with ashlar incision to the render above and plain render at basement. No. 56 is now accessed via a porch at the side. The rear elevation, visible from Wrotham Road, is largely unaltered and retains timber sliding sash windows. No. 56 is bounded by a low wall with a raised garden behind, but there is no boundary to no. 58 and the large front garden has all been laid to hardstanding.

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 nos. 111-121, nos. 129-137, and nos. 139-159.

Nos. 111-121 (odd) St. Pancras Way is an early 19th century terrace of six houses, listed grade II, set back from the pavement. Each house is two windows wide, three storeys with basement and faced with stucco, channelled at ground floor. All the houses are embellished with decorative moulded plaster wreaths in the round arched recesses above first floor windows and most have original cast-iron balconies. The appearance of No. 111 has been adversely affected by the introduction of aluminium windows and external alterations to the ground floor. At the other end of the terrace, no.121 has a modern shopfront, a blocked front doorway and no first floor iron balcony. A tree in the front garden of no.113 obscures views of the complete façade of the terrace but provides scale and setting to this fine terrace, and contributes positively to the character and appearance of the conservation area.

Continuing north-west along St. Pancras Way, a stark six-storey yellow brick block of flats (Alan Chalmers House, nos. 123-127, named after their architect) dominates the streetscene. Built almost to the back of pavement and with little elevational detailing, this 20th century building has a negative impact on the prevailing character and appearance of the area.

Beyond Alan Chalmers House, nos. 129 -137 (odd) is a terrace of 19th century houses built in yellow stock brick, three storeys plus basement, and attic rooms in a mansard roof set behind the parapet. These were restored by Alan Chalmers, the architect of the adjacent block. The terrace as a whole is well

proportioned and has a pleasing symmetry in contrast to the adjacent unremarkable block of flats. Much of the detailing is modern, especially the roadside walls, utilitarian railings, and concrete front entrance steps. No. 135 was once the home of William Daniell (1769-1837), an artist and engraver of Indian scenes. The appearance of this terrace could be significantly enhanced by the uniform installation of traditionally detailed iron railings set into new low brick boundary walls.

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. This was designed as the eastern half of a formal crescent known in 1832 as Brecknock Crescent. The western half of the crescent has been 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 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. This large building greatly detracts from the setting of the terrace and harms the character and appearance of the Conservation Area.

The curving residential terrace, nos. 137–159 (odd), 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. The positive presence of the historic iron railings at street level enclosing small basement areas greatly contrasts with the situation to the front of 129-137 (odd), and demonstrates how the latter could be significantly improved by the installation of similar railings. The pavement here is tarmac, kerbed with wide lengths of natural stone. Each house is approached by one or two stone steps.

Nos. 157 and 159 are statutorily listed grade II. They possess historic architectural features that are present in many, but not all, of the other houses in the terrace including 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.

However, there is variety in design above ground floor level: the stuccoed houses in the terrace are painted in differing colours; nos. 147 and 149 are constructed in red brick whilst nos. 143 and 145 are stucco. Mansard roofs exist at nos. 139, 141, 143, 145 and 159; butterfly roofs exist at nos 147, 149, 151, 153 and 155. First floor windows of nos. 143 and 145 are round arched, those of nos. 139 and 141 are square headed.

2. Residential streets

Rousden Street

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.

Views east and west 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.

The north side of the street has been much altered but contains the grade II listed Greenwood Almshouses, built in the 1820s as twelve dwellings 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'. The twelve dwellings are in a terrace of four three-storey stucco houses in a distinctive Victorian Gothick 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.

Attached to the west of the almshouses, 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. 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.

The south side is more consistent in appearance, having a more or less 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. No. 24/25 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. Although undoubtedly more successfully in keeping with the appearance of the street than no. 17 opposite, the central square-headed doorway and red brick soldier courses above the windows are perhaps somewhat crude.

No. 22 has a traditional timber shopfront with moulded pilasters, console brackets and cornice. At the other end of the street, on the corner, stands no. 40 Randolph Street, also with a shopfront. This building has its frontage to Randolph Street, whose buildings are larger in scale than those in Rousden Street, and thus the building's tall side façade with heavily moulded parapet dominates the east end of Rousden Street.

Randolph Street

Randolph Street was named after Rev Thomas Randolph, a 19th century prebendary of Cantelowes.

The two railway bridges cut diagonally across Randolph Street, thereby creating two small distinct areas at opposite ends of the street. The southern bridge, painted grey with side railings has less visual impact than the northern bridge which has deeper sides and is painted blue.

On the corner with Royal College Street is a tyre-fitting business located in the rear of no. 166 Royal College Street, once an abbatoir to which cattle were walked to from Market Road in Islington. Unsympathetic replacement windows, signs and a modern fitting bay detract from the appearance of the building and area. Immediately adjacent, set back from the road behind a low wall, hedge and iron railings is a terrace of four early 19th century houses listed at grade II (nos. 25 to 28 Randolph Street) built in yellow stock brick and channelled stucco ground floors. Each house has three storeys with basements, the front door approached by three steps. First floor windows have gauged brick flat arches to recessed 6 over 6 paned sashes set in shallow round arched recesses with decorative cast-iron balconies, and ground floor windows with intersecting glazing in round arched openings with keystones.

Eastern end: a two metre high yellow stock brick wall topped with barbed wire leads under the railway bridges, past an entrance to the rear of Rousden Street and workshops beneath the railway arches, to nos. 38 to 40 Randolph Street. These three terraced houses (no. 40 turning the corner into Rousden Street) are the continuation of the listed terrace just passed, i.e. nos. 25 to 28, with identical building materials and architectural detailing. The rest of the terrace (nos. 29 to 37) was demolished in the late 1840s to make way for the railway. On the south side of the road, no. 3 Randolph Street displays alterations at ground floor level which indicate that it is two former terrace houses which have been converted to one larger house with a central entrance door. It is almost identical in design to the terraced buildings on the opposite side of the street, and is all that remains of the terrace that was demolished to make way for the railway and, later, Bruges Place.

Attached to the north of no. 3 Randolph Street is a three storey 19th century building, identified in O.S. map of 1870 as a public house. It was once known as the Camden Arms after Lord Camden the local developer and was licensed for theatrical entertainment until 1890. It is still in use as a pub, run by the Camden Brewing Co. The application of coarse cement render, modern signs and altered ground floor openings has eroded its historic appearance. The carriageway has been narrowed at the junction with St. Pancras Way, which has created space for customers to sit on the pavement beneath a tree.

Trees are a feature of this end of the street: two in the pavement in front of the public house and two in the rear garden of Alan Chalmers House make a positive contribution to the conservation area.

Key views

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

APPENDIX 1 - LISTED BUILDINGS

Listed buildings are structures or buildings of special architectural or historic interest which are included on the Statutory List of Buildings of Architectural or Historic Interest, maintained by English Heritage. The conservation area contains sixteen listed buildings in four groups.

<p>111-121 (odd) St. Pancras Way, grade II.</p>	<p>Terrace of 6 houses. Early C19. Stucco with channelled ground floors. 3 storeys and basements. 2 windows each. Round-arched ground floor openings with keystones. Doorways with fluted half-columns, fanlights and panelled doors; Nos 113 & 115 original doors, No.121 boarded up. Sashes in shallow recesses, No.17 with intersecting panes, No.111 has late C20 alteration. 1st floor square-headed sashes in shallow round-arched recesses with moulded plaster wreaths, continuous sill band and Nos 113-119 with good original cast-iron balconies; No.111 C20 cast-iron balcony; No.121 missing. 3rd floor sashes. Cornice and blocking course. INTERIORS: most retain original features.</p>
<p>157 and 159 St. Pancras Way and attached railings, grade II.</p>	<p>2 terraced houses. Early C19. Stucco with rusticated ground floors. 3 storeys and basements. 2 windows each. Round-arched ground floor openings with keystones; No.159 currently boarded and bricked up. No.157 doorway with fluted quarter columns, fanlight and panelled door. Windows with cast-iron guards. 1st floor casements round-arched with architraves to heads linked by impost bands; cast-iron balconies. Square-</p>

	headed, architraved sashes to 2nd floors. Cornice and parapet. INTERIORS: not inspected. SUBSIDIARY FEATURES: attached cast-iron railings with acorn finials to areas.
15 Rousden Street (Greenwood Almshouses), grade II	Terrace of 6 almshouses (numbering of street altered so that 15 includes what was Nos 13, 14 & 16). Early C19, altered late C20. Stucco in Gothic style. 3 storeys. 8 windows. 4 doorways with chamfered reveals, overlights with pointed lights and panelled doors. Square-headed sashes with chamfered reveals and pointed lights; ground floor with linked drip moulds carried over doorways; 1st floor with sill string and drip moulds; 2nd floor with drip moulds. Parapet. INTERIORS: not inspected.
25-28 (consecutive) Randolph Street, grade II.	4 terraced houses. Early C19. Yellow stock brick with channelled stucco ground floors. 3 storeys and basements. 2 windows each. Round-arched ground floor openings with keystones. Doorways, approached by steps, with fluted half column jambs, except No.25; panelled doors to Nos 27 & 28, and fanlights, Nos 25 & 26 patterned. Windows, in shallow round-arched recesses, with intersecting glazing and cast-iron guards. 1st floor windows, gauged brick flat arches to recessed sashes set in shallow round-arched recesses with cast-iron balconies, Nos 25 & 26 continuous. 2nd floor, gauged brick flat arches to recessed sashes. Stuccoed cornice and blocking course. INTERIORS: not inspected.

APPENDIX 2 – BUILDINGS WHICH MAKE A POSITIVE CONTRIBUTION

Buildings that make a positive contribution to the character and appearance of the Conservation Area are those that, whilst not statutorily listed, are nevertheless important local buildings in their own right and make a valuable

contribution to the character and appearance of the conservation area. The general presumption is in favour of retaining all positive buildings and any proposals involving their demolition will require specific justification.

The special character of this area is the uniformity of the standard building type. The strongly cohesive identity of the conservation area effectively means that all the original buildings in the area make a positive contribution unless otherwise listed below.

This list is not intended to be read as a definitive statement, and the contribution that these buildings make will be reviewed periodically.

Camden Road	Nos. 57 -75 (odd), 98, 102-106 (even), 110-128 (even), 128b.
Royal College Street	Nos. 154 – 156 (even), 168-178a (even), 180-190 (even), 195 – 213 (odd)
St Pancras Way	Nos. 129-155 (odd), 56 & 58.
Rousden Street	Nos. 21, 21a, 22, 23, 26-33 (consecutive)
Randolph Street	Nos. 2, 38, 39, 40, Camden Arms PH

APPENDIX 3 - BUILDINGS / SPACES WHICH DETRACT

Buildings and spaces which detract from the character or appearance of the Conservation Area and could, through sensitive enhancement or redevelopment, contribute more positively, are identified on the townscape appraisal map and listed below.

128a Camden Road	Garage on the junction of Camden Road and St Pancras Way
127 St Pancras Way	Cut of scale block of flats, at odds with the general height and grain of the conservation area.
17-20 Rousden Street (“Camden Court”)	Poorly designed post-war redevelopment
Open space adjacent to 154 Royal College Street	Currently used to park cars. Unsightly perimeter railings and advertising hoarding and supporting structure.

APPENDIX 4 - HISTORIC SHOPFRONTS

Well designed shopfronts contribute to the character of the area and are of townscape merit. The following have been identified as examples of good surviving historic shopfronts, having some or all of the elements of a traditional shopfront, or represent good examples of modern architecture:

Camden Road	nos. 106 (pub), 118, 120
Royal College Street	nos. 154, 156, 170, 172, 176, 178.
Rousden Street	no. 22

APPENDIX 5 – STREETSCAPE AUDIT

Street furniture, paving materials and fixtures constitute an important part of the public realm, which forms the setting of the built fabric. Most of this furniture and treatment dates from the 20th and 21st centuries, and reflects the requirements of modern traffic and pedestrians. This appendix outlines historic elements which reinforce the conservation area's predominantly 19th century character.

Railings (cast iron):

Very few original iron area railings remain within the conservation area.

Lighting columns:

There is one historic lighting column beneath the railway bridges on Randolph Street.

Bollards:

There are historic cast iron bollards in the following locations:

- Royal College Street – outside no. 184
- St Pancras Way – at the entrance from Camden Road
- Rousden Street – outside no. 23

Coalhole covers:

Found on Camden Road and St Pancras Way (within individual York Stone slabs).

Historic floor surfaces:

Little York Stone paving remains – this is found only in isolated examples on St Pancras Way. Granite kerbs are prevalent.

Every effort has been made to provide a true and accurate representation of the conservation area in the appraisal. An omission of any particular building, feature or space should not be taken to imply that it is of no interest.

Part 2: The Camden Broadway Conservation Area Management Strategy

Introduction

The government has introduced through new legislation, policy and procedure a new planning system in which the focus is on flexibility, sustainability, strengthened community and stakeholder involvement. Under the new system local authorities are required to produce Local Development Frameworks (LDFs).

The LDF, when it replaces the UDP, will comprise the London Borough of Camden Planning policies known as the Development Plan documents (DPDs), Supplementary Planning Documents (SPDs), and will include a high level of monitoring and community involvement.

The purpose of this Conservation Area Appraisal and Management Plan is to provide a clear and structured approach to development and alterations which impact on the Camden Broadway Conservation Area. The special qualities of the Conservation Area, which “it is desirable to preserve or enhance”, have been identified in Part 1.

A list of the legislation, council policies and key documents, which specifically relate to the Camden Broadway Conservation Area are listed at the end of this document.

Monitoring and review

The planning authority is required by current English Heritage guidance to review its conservation areas on a regular basis. This may involve the designation of new conservation areas, the de-designation of areas that have lost their special character or the extension of existing conservation areas. The special character of the Camden Broadway Conservation Area has been re-evaluated within the character appraisal and this forms part of the overall review.

As part of the review process the Council is seeking to complete an up to date comprehensive photographic record of all Listed Buildings and establish a visual survey of buildings, which make a positive contribution to the Camden Broadway Conservation Area. The photographic survey of Listed Buildings can be accessed via the Council’s web site. The Council will seek to encourage greater community involvement with the management of the Camden Broadway Conservation Area, such as with local groups and individuals.

Maintaining quality

To maintain the special interest and the particular character of the Camden Broadway Conservation Area in a sensitive and responsive way and to ensure the highest quality developments the planning authority will:

- from time to time, review the Camden Broadway Conservation Area appraisal and produce a management plan from which development control decisions and where required design briefs can be effectively achieved.
- require all applications to include appropriate forms, legible, accurate and up to date, fully annotated, scaled drawings.
- keep under review a list of buildings which, in addition to those already included on the statutory list, positively contribute to the character or appearance of the Camden Broadway Conservation Area, to aid decision-making and the preparation of proposals.
- require most applications for development within the Conservation Area to include a design and access statement – for information see www.cabe.org.uk
- produce where relevant and possible supplementary planning documents including design guidance and planning briefs – www.camden.gov.uk
- expect the historic details, which are an essential part of the special architectural character of Camden Broadway Conservation Area to be preserved, repaired and reinstated where appropriate.
- ensure that professional officers from the Conservation and Urban Design Team and Development Control can advise on all aspects of development which could affect the Conservation Area.
- carry out its duties in a fair and equitable manner – www.camden.gov.uk

Conservation Area boundary review

As part of the appraisal survey the existing Conservation Area boundary was reviewed. It was considered that no alterations to the boundary were necessary.

The Management of Change

Investment and Maintenance

The quality of the public realm and particularly the pedestrian spaces can make an important contribution to the vitality of town centres, and could help support higher levels of, and more appropriate, investment in the commercial part of the Camden Broadway Conservation Area. The Council will seek to

ensure that its own ongoing investment in the public realm in the conservation area respects and enhances its special character and will look for opportunities to make specific appropriate enhancements to the public realm and particularly to the pedestrian environment as one way of supporting the preservation of the area's distinctive character. That distinctive character will not be preserved or enhanced by standardised or poor quality approaches to property maintenance or occupation.

In the residential part of the conservation area, Council investment in the public realm, and control over inappropriate commercial encroachment, will support better investment in the building fabric of that area and help protect its residential qualities and environment.

New Development

It is clear from the conservation area appraisal that a key element of the distinctive character and appearance of the Camden Broadway Conservation Area is the area's broadly consistent architectural style, scale, form and materials.

High quality design, appropriate scale, form and materials and high quality execution will be required of all new development, including smaller alterations such as shop fronts, signage, and extensions which can harm the character and appearance of the area to an extent belied by their individual scale.

The Council will particularly encourage proposals which seek to enhance or, where appropriate, redevelop those buildings and spaces, which are considered to have a negative impact on the special character or the appearance of the conservation area (see Appendix 3).

Change in the residential part of the area will be more narrowly defined in terms of use but in parts of this area the pressure to increase the capital's housing stock may produce proposals for new development of a greater scale. Again, high quality design and execution will be paramount and the design statements supporting such applications will be expected specifically to address the particular characteristics identified in the appraisal including the formality and regularity of the streets within the conservation area.

Listed Buildings

The Camden Broadway Conservation Area has four groups of fine terraced buildings which are statutorily listed due to their special architectural or historic interest. They form a very important part of the historic quality and character of the area.

To check if a property is listed and for listed building advice contact - www.camden.gov.uk/planning/listed-buildings or www.english-heritage.org.uk

Listed Buildings at Risk

There are no entries within the Camden Broadway Conservation Area on the English Heritage Heritage at Risk 2008 Register.

For further information regarding the Heritage at Risk Register please refer to the English Heritage website www.english-heritage.org.uk.

The Council will ensure that any listed buildings, which are at risk from neglect, decay, under use or redundancy will be added to the register.

The Council has the authority to serve Urgent Works Notices see www.communities.gov.uk

Maintenance and repair

The Council encourages the routine and regular maintenance of historic buildings and buildings of interest to help ensure the preservation of the special character and appearance of the conservation area. www.maintainyourbuilding.org.uk

Enhancement Initiatives

The Council will encourage initiatives which will enhance the Camden Broadway Conservation Area and will provide information on possible funding sources and if appropriate apply for funding through special schemes.

Re-use of premises above shops and other commercial buildings

The parades of local shops within the Camden Broadway Conservation Area are considered to be a positive characteristic in the overall character of the conservation area. Where the floors above have become stores or left empty, the Council will seek to their active re-use.

Control of demolition

The total or substantial demolition of an unlisted building within the conservation area will require Conservation Area Consent. The Council will normally expect all buildings that make a positive contribution to the character or appearance of the conservation area to be retained, unless their loss is considered to be justified.

Guidance regarding demolition can be found in [PPG15](#) www.communities.gov.uk

New Development and work to existing buildings within the Conservation Area

New development or work to existing buildings within the conservation area is likely to require Planning Permission, Conservation Area Consent or Listed Building Consent.

Development proposals will be expected to preserve or enhance the character or appearance of the Camden Broadway Conservation Area. This also applies to developments which are outside the conservation area but would affect its setting, or views into or out of the area.

Urban design and landscape principles together with more detailed guidance on sustainable development and landscaping can be found in Camden's Supplementary Planning Guidance. Some key points include:-

- **Quality erosion and loss of architectural detail**

The appearance of characterful buildings within the conservation area is harmed by the removal or loss of original architectural features and the use of inappropriate materials. For example, the loss of original joinery, sash windows, front doors and natural slate roofs, can have considerable negative impact on the appearance of a historic building and the area.

Insensitive re-pointing, painting or inappropriate render will harm the appearance and the long-term durability of historic brickwork.

In all cases the Council will expect original architectural features and detailing to be retained, protected, refurbished in the appropriate manner, and only replaced where it can be demonstrated that they are beyond repair. Reinstatement of appropriate joinery in traditional designs will be encouraged.

- **Shopfronts, canopies and shutters**

Shopfronts are an important element in the character of the commercial part of the Camden Broadway Conservation Area.

The installation of a new shopfront, shutters or grilles or other alterations to the shopfront will need planning permission. Poorly designed shopfronts detract from the character and appearance of the conservation area, and the Council expects the quality, design and materials of new shopfronts to respond sensitively to their historic setting.

Detailed guidance on shopfronts can be found in section 43 of Camden's Supplementary Planning Guidance, which is available on the Council's website.

- **Fascia, signs and advertisements**

The installation of signage, and in particular illuminated signage, will usually require advertisement consent. A proliferation of signage, even of an appropriate design, could harm the character of the commercial parts of the conservation area.

Because of their size and scale, advertisement hoardings are not considered to be acceptable forms of advertising within the conservation area.

Proposals for advertising within the Conservation Area would be expected to conform to guidance set out in section 2 of Camden's Supplementary Planning Document.

- **Estate agents boards**

The proliferation of estate agents boards is an ongoing concern. The legislation concerning the display of advertisements is contained principally in the Town & County Planning (Control of Advertisement) Regulations 1992. One control mechanism is the use of Regulation 7. It is not considered at this time that a Regulation 7 Order is justified in the Camden Broadway Conservation Area.

- **Roof alterations and extensions**

The Conservation Area retains its historic rooflines which are clearly visible from the public realm and these are important to preserve without alteration. Fundamental changes to the roofline, insensitive alterations, poor quality materials, intrusive dormers or inappropriate windows can harm the historic character of the roofscape and will be resisted.

Roof alterations or additions are likely to be unacceptable where a building forms part of a complete terrace or group of buildings which have a roof line that is largely unimpaired by alterations or extensions, where its architectural style would be undermined by any addition, or where it already supports a roof extension.

In all cases guidance in the SPG should be considered before preparing roof extension schemes

- **Front boundary treatment**

The Council will resist the loss of soft landscaping and original boundary walls and railings where they remain, and will encourage the replacement of poor quality modern boundary treatments with well designed, historically appropriate railings and boundary walls.

- **Telecommunication equipment, cable and satellite dishes**

External telecommunications apparatus including cable runs can harm the appearance of an historic building. Guidance on the installation of telecommunication equipment including satellite dishes can be found in the Camden Supplementary Design Guide or by contacting the Planning Services above.

Street furniture and floorscape

The conservation area retains many of its granite kerb stones. These and other increasingly rare examples of historic street furniture add interest and character to the public realm within the conservation area. The Council has produced the Streetscape Design Manual to raise the standard of street works consistently throughout the borough. www.camden.gov.uk/streetscape

An audit of the historic floorscape and street furniture of the conservation area is included with this document (Appendix 5).

The planning authority will seek to encourage improvements to the public realm including the reduction of street clutter and improved street lamps, wayfinding and signage design. Information and advice can be found in the Council's Streetscape Design Manual. www.camden.gov.uk/streetscape

Trees and open spaces

The street trees are a valuable part of the streetscape and make a positive contribution to the character and appearance of the conservation area. Advice on street trees can be found at www.camden.gov.uk/streetscape.

The Council's free publication 'A Guide to Trees in Camden' contains information on the benefits of trees and the law relating to trees in Conservation Areas. Email urban.design@camden.gov.uk

If proposing building or excavation works to a property in the conservation area, consideration should also be given to the existence of trees on or adjacent to the site, including street trees, and the required root protection zones of these trees. Where there are trees on or adjacent to the site, including any street trees, an arboricultural report will be required with the submission of a planning application. This should provide a statement in relation to the measures to be adopted during construction works to protect any trees on or adjoining the site and justification for any trees to be felled. Further guidance is provided in BS5837:2005 'A guide for trees in relation to construction', or by contacting the Council's Tree Officer on 020 7974 2534.

Traffic and air pollution

Certain roads within the conservation area are major through-routes for traffic. For concerns about air quality Contact Online: [send air quality policy \(LB Camden\) your enquiry](#)

Website: www.camden.gov.uk/airquality

Enforcement

The Council has adopted an Enforcement Policy for handling complaints of unauthorised development and will investigate and where necessary take enforcement action against unauthorised works and changes of use. In operating that policy special attention will be given to preserving or enhancing the special qualities of the Camden Broadway Conservation Area.

Guidance regarding enforcement issues can be found in PPG18: Enforcing Planning Control and Circular 10/97: Enforcing Planning Control: Legislative Provision and Procedural Requirements (published by DETR).

The Planning Appeals and Enforcement Team can be contacted on line.

Website: www.camden.gov.uk/planning

Planning Advice

For general planning advice, including how to make a valid application, the Planning Services website should be consulted: www.camden.gov.uk/planning or alternatively: -

The Duty Planner Service, Camden Planning Services
5th Floor, Camden Town Hall Extension
Argyle Street, London WC1H 8EQ
Phone: 020-7974 1911; Fax: 020-7974 1930; Minicom: 020-7974 2000
(Textlink)

Times: Mon-Wed, Fri 09.00-17.00, Thu 09.00-19.00.

For advice on design and all work to historic buildings email: urban.design@camden.gov.uk

Archives and Information

Camden's historic archive provides valuable material relating to historic buildings, people and places and can be accessed on www.camden.gov.uk/localstudies

Listed Buildings within the London Borough of Camden
www.camden.gov.uk - listed buildings

Planning (Listed Buildings and Conservation Areas) Act 1990
www.opsi.gov.uk

London Borough of Camden Unitary Development Plan 2006
www.camden.gov.uk/udp

Supplementary Planning Guidance (2002)-
www.camden.gov.uk/supplementary-planning-guidance

Planning Policy Guidance 15 – Planning and the Historic Environment HMSO
www.communities.gov.uk

Streetscape Design Manual, LB Camden (March 2005) www.camden.gov.uk

Other useful contacts :-

English Heritage	www.english-heritage.org.uk
Society for the Protection of Ancient Buildings	www.spab.org.uk
Georgian Group	www.georgiangroup.org.uk
Victorian Society	www.victorian-society.org
20 th Century Society	www.c20society.org.uk