

2020/4446/P: 126 Camden Road

Objection on grounds of conservation and access

The site has historical and architectural concerns

History

Lord Camden's estate, from Mornington Crescent to Brecknock Road, was built between 1790 and 1875 in Regency style. The estate architect, Joseph Kay, a founder-member and vice-president of the Royal Institute of British Architecture, set out the new Camden Road, built by Act of Parliament from 1825, which stretches northeast to the crest of the hill at Islington boundary.

At the intersection with St Pancras Way, Kay created Brecknock Crescent, later renumbered as St Pancras Way, looking northwards up the hill. Adjacent nos. 157 and 159 St Pancras Way are **Grade II listed**.

In 1825, the developer William Line took options on the east side of the road although the contract was transferred to Thomas Greenwood in 1829. Houses first named Brecknock Terrace were later re-numbered as Camden Road. They are within **Camden Broadway Conservation Area** and also **Camden Road Neighbourhood Shopping Centre**.

Architecture

No. 126 Camden Road holds an important place as the end-terrace house of a row of five houses almost 200 years old. The plot of 'no. 128' (once 1A Brecknock Place) extends directly onto the existing pavement because it was originally the side wall. The building line of the five-house terrace is set a metre back.

The terrace was built as Georgian Grade III houses. Shops were a Victorian addition. At the forecourt York stone, without railings, was used for goods to be placed in front of the window. There were no front 'lightwells' or 'stairwells'. The basements, entered from inside, would have been used for cooking, storage, animals etc. The history does not support lower floor residence.

At the front of No 126 there are two original York paving stones, one large (covered with a mat) and one small (on the right).



This front area should be preserved and the current change of use application rejected.

The terrace planning records unfortunately demonstrate lack of control by Camden Council against illegal development.

126 Camden Road



2008



2020

Planning history goes back to 1985. Approval for a front lower entrance and railings in 1996 lapsed. An application for change of use of the basement from retail storage to one-bedroom flat with front stairwell entrance in 2015 was withdrawn.

Compared with 2008, the current shop façade is improved. The name fascia has been reduced from excessive size and the front door appears more Victorian. However, safety railings have been placed outside the first floor windows – which are wrongly taller than normally in Regency houses, for example in historically-similar shops in Royal College Street (pictured here in 1970s) and elsewhere on the Camden Town Estate:



124 Camden Road (below) –

There is no recorded planning permission for the stairwell and front railings, and forecourt tiling, although they antedate the Conservation Area.



2008



2020

122 Camden Road (below)

– Applications to 2009 were for upper floor conversion to multiple occupation: all were refused. There is no application for creating, since 2008, a front stairwell with railings, removing York stones, raising the front entrance step, raising the internal height of the shop, and large window on lower ground floor.



2008



2020

120 Camden Road (below) – Change of use of shop and basement into flat and rear extension refused 2011 on grounds of 'preserving the old shop window and that lightwells not characteristic of this central neighbourhood shopping area'. The officer's report noted the lightwells 'at nos 118 and 124 Camden Road ... should not be treated as precedents [and would] add to the harm caused by the proposed alterations to the shopfront.'

Since that time there has been created a larger fascia, raised shop entry height with new door, a metal staircase, external railings, a gate and a stairwell to lower floor residence.



2011



2020

118 Camden Road (below)



2009



2020

Retrospective approval of a basement flat and front lightwell entrance and railings was refused in 2010 but accepted in 2011 through retrospective 'Legally Permitted Development'.



2008



2020