

Mansfield Conservation Area Appraisal and Management Strategy

Adopted 4 December 2008



Note of Thanks

Camden Council would like to thank the members of the Mansfield Conservation Area Committee for their commitment and hard work over the last 18 years and for producing the draft which this appraisal is based. Their knowledge and extensive research contributed significantly to producing this appraisal.

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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 Mansfield 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, and are considered to be a material consideration in decision making.

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 sets out guidance on assessment and designation, policies for conservation area's control over demolition and on trees.

Local planning policy

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

Summary of the special interest of the Mansfield Conservation Area

The Mansfield Conservation Area can be divided into 2 sub areas of distinctly different character. Sub area 1: Fleet Road runs from west to east, it is a busy, one way road, urban in character which contains commercial premises and retail units mixed with residential properties: Sub area 2 is predominantly residential in character and is laid out on a loose grid pattern with long roads running from east to west and shorter roads running from north to south.

Conservation Area designation history

Mansfield Conservation Area was designated by the London Borough of Camden on 11th September 1990.

Location and Setting

Location

Mansfield Conservation Area falls within Gospel Oak which is located between Hampstead, Maitland Park and Kentish Town on the edge of Hampstead Heath. The Mansfield Conservation Area boundaries are Parliament Hill and the London Overground North London Line to the north, Gospel Oak Station to the east, and Fleet Road and Mansfield Road to the south.

The conservation area lies mostly within the Gospel Oak ward and partly within the Highgate ward, within the London Borough of Camden. A location map of the conservation area within the borough is attached.

General character and plan form

The conservation area is an elongated diamond shape with through-roads running from east to west along the northern and southern boundaries, and shorter roads running from north to south on a loose grid pattern. A map of the area is attached.

Topography

The land rises steadily from the south east of the conservation area to the north west. A topographical map is attached.

Historic development

The earliest sign of development in the area is the 'Hedge', the Anglo-Saxon ditch on Hampstead Heath which still marks the boundary between the former parishes of St John at Hampstead and St Pancras. The two residential areas, which comprise the Mansfield Conservation Area lie on either side of this boundary, where it descends from the height of Parliament Hill.

Each area was originally developed in the second half of the 19th Century and, with few exceptions, the area remains as it was in about 1910 when building was completed.

Fleet, Agincourt, Cressy, Constantine, Mackeson and Lisburne roads, with some 330 houses, a Methodist church, shops, ambulance station, primary school and a commercial/industrial estate were built within the Parish of St John at Hampstead, which later became part of the Borough of Hampstead.

Mansfield, Roderick, Shirlock, Rona, Courthope, Estelle and Savernake roads with some 380 houses, ten shops, a primary school, railway station and an

Anglican parish church are within the ancient Parish of St Pancras which later became the Borough of St Pancras.

The tree-planted streets contain solid three-storey Victorian family houses of remarkable uniformity which have kept their original external features, and provide a coherent example of late 19th century urban residential development.

Eastern area

The area bounded by Roderick, Savernake and Mansfield roads was formerly part of the Manor of Tottenham. This manor originally extended from Camden Town to Kenwood, and had been in the possession of the canons of St Paul's Cathedral. In the survey made in 1761 for Charles Fitzroy (created Baron Southampton in 1780) the land is recorded as being farmed by a Mr Gould.

By 1803, it is a Dairyman's farm with land attached, the property of Earl Mansfield, known as 'the common' and held by Edward Austin. The southern boundary was the footpath from Kentish Town to Hampstead along the banks of the fleet River.

In 1854 the construction of the Hampstead Junction Railway bisected this farm and the land between the railway and the footpath became 'ripe for development'. But due to the failure of building schemes to the south of the road progress was slow. The 27 acres around Lismore Circus had been sold for £10,200 in July 1846 for the construction of an estate of detached villas, which did not materialise. The Lismore estate was later completed with more modest villas and terraced houses 'for the Labouring classes'.

The first houses to be built on the Earl of Mansfield's estates were those along Mansfield Road and Roderick Road. Here the trustees of the St Pancras Church Lands had, on June 7 1876, exchanged their four-acre field further to the north, occupied by Mr Thomas Jolley, for meadow land fronting Mansfield Road. This estate was let on 99-year building leases. Adjacent to the Hampstead boundary, the trustees set aside a small area of half an acre for commercial purposes, initially used as a brickfield.

House building started in 1879 and by 1882 the whole of the north side of Mansfield Road, including 10 shops and Shirlock and Roderick roads had been completed. Rona, Courthope, Estelle and Savernake roads followed, the last named being completed in 1899.

The builder for the majority of the 'Mansfield Road Estate' was William Turner, who in 1881 was living with his family at Number 4 Shirlock Road.

In 1898, to meet the demands for school places, the school board for London opened a temporary school on the site of the allotments next to Gospel Oak station. Here in 1900 they built a permanent school for 772 children at a cost of £21,654.

For a Victorian suburb, one thing was still lacking. The Church of the Good Shepherd had opened in temporary premises in Mansfield Road, and the energetic congregation in November 1888 paid Lord Mansfield £1,380 towards the cost of the site in Courthope Road for the erection of a new permanent church and parsonage.

James Brookes, the architect, did not live to see its completion. The parsonage was built first, in 1894, and the nave was consecrated by the first and only Bishop of Islington, on January 23, 1901. The chancel was completed to designs by Sir Giles Gilbert Scott in June 1914. The four manual Hill organ was installed in 1915.

Pevsner says of All Hallows: 'One of the noblest churches of its date in England and no doubt Brooks masterpiece. Tall, long, without a tower. Meant to be vaulted throughout. High slender piers into which the vaulted ribs die without capitals. The exterior most impressive on the north side. Tall slim windows and between them bold buttresses. The Chancel with three lancets and two short polygonal stair turrets'.

The original design had timber turrets atop the western stair towers with a timber bell-cote over the chancel arch. Brooks originally intended red brick work with stone dressing as in his great churches (St Columba and St Chad) in the East End. Perhaps this aspiring suburb felt that Ragstone and Ashlar were more seemly.

Beyond the railway, the purchase of Parliament Hill Fields in 1889 had safeguarded what was to become one of the areas greatest natural assets, Hampstead Heath, and in 1895 the London County Council paid for the footbridge access to it from the top of Roderick Road.

In 1900, on the formation of the new Boroughs of Hampstead and St Pancras, a 'half acre commercial site', together with the houses on the west side of Roderick Road were transferred to Hampstead.

Shops had been built on Agincourt Road, and other activities included Britannia Engine Works, a piano wire manufactory, builders, joiners and electrical contractors.

The First World War saw the completion of the strategic railway junction at Gospel Oak, and the introduction of electric trains in 1916.

No bombs fell in the area, but following the sinking of the 'Lusitania', Herr Ernest Gruhn's bakers shop at 66 Mansfield Road was ransacked by an angry mob on May 12/13th 1915.

Between the wars, many of the large houses again reverted to multiple occupation as the number of domestic servants declined.

Mansfield Road School became 'Fleet Central School' in 1933. The trams, which gave a five minute interval service to the West End and city at a fare of

4d, were replaced by trolleybuses on October 10 1938, which served the area until 1961.

The air raids of the Second World War proved more damaging than those of the first. A bomb on Hampstead Heath near the playground severely damaged houses in Savernake Road and Estelle Road, and in 1944 Mansfield Road School was completely destroyed by a flying bomb. Prefabricated homes, some of which lasted until the 1980s were placed on the cleared sites until rebuilding was undertaken.

Gospel Oak School was built in 1953 on the old school site, and a nursery school added much later in 1985 on the site of numbers 1-11 Savernake Road.

Gospel Oak Station was also rebuilt by the London Midland Region of British Railways in 1954, one of the very few stations to be constructed in the early years of railway nationalisation. In the aftermath of war the condition of many of the houses had deteriorated. Multiple occupation, and lack of maintenance, particularly of the leasehold properties was a cause of concern. The Leasehold Reform Act of 1967 accelerated the break-up of the Roderick Road Estate between 1969 and 1975 and led to its eventual improvement. Elsewhere, the demand for homes in a relatively central area, in spite of continuing multiple occupation encouraged owner-occupiers. Although 'gentrification' was not so marked as in some other areas, a general improvement in the physical condition of the houses has become apparent. In 1974, the leases of the commercial property adjoining Roderick Road reverted and in June 1987 this site was sold for redevelopment. It was this development in 1990 which prompted the formation of the Conservation Area Committee.

Western Area

Holylands, or South End Farm, was part of the estate of the Dean and Chapter of Westminster. When the Hampstead Junction Railway acquired eight acres of the farm in 1854 for £7,105 for their line between Camden Town and Willesden the holding was divided into two sections and its eventual use for building assured.

Joseph Pickett, the farmer, was allowed to continue in possession but in 1872, Cluttons the surveyors, exploited the slack estate management of the Dean and Chapter and the default of the railway company by arranging the sale of the southern half of the farm to T.E. Gibb, a Kentish Town developer in 1881.

Some building had already taken place in the lower part of Fleet Road from 1850 onwards when the river itself was first culverted, but the establishment on the west side of the road of the Fever and Smallpox Hospital stifled any further progress.

Such was the 'planning blight' that there was serious talk of using the whole area for a new cemetery. This proposal was much resented by the inhabitants of neighbouring Gospel Oak into whose area the burial ground would drain.

By 1885, Gibb had only been able to let one site to the School Board for London whose Fleet Road school had been opened in 1880, and another site for a steam laundry. In the meantime, he used the land for brick making, an activity halted by the vestry in 1885, and for a carpet-beating ground.

A major obstacle to development was a barrier maintained across Fleet Road until 1881 by a Mr Lund, a vigorous opponent of the hospital. Eventually, the St Pancras Vestry persuaded their Hampstead colleagues to 'buy out' Mr Lund's barrier. This not only opened a through route to Gospel Oak, but also allowed access to South End for the horse trams in 1886. Even so, because of unease over the use of the hospital, which endured for several years, the market would only support the building of modest houses in the lower range of middle-class respectability with a minimum annual value of £42.

The first house on Agincourt Road was completed in 1888, but by 1891 only some 50 more had been built. In that year a further barrier was removed by the realignment of Constantine Road to give a direct link to Savernake Road and Gospel Oak.

By 1894 75 houses in Agincourt Road and Lisburne Road had been built by Robert Thorne, who lived at 'Sunnyside' and John Sanders who lived in Lisburne Road. A second industrial site near the school had been let to Mansell, Hunt and Catty, makers of 'Articles in paper for the serving of food and decoration of table' in 1883. They become major employers, finally closing in 1969.

After the death of Gibb in 1894, F.T. Binnington took over responsibility for completing the estate. Mackeson and Cressy roads, the former named after the first vicar of the Church of the Good Shepherd in Mansfield Road, were completed in 1899 and Constantine Road was fully built up by 1900.

In connection with the extension of their line to South End Green, the London Street Tramways had moved their depot from Southampton Road to a large site behind Fleet Road in 1887. In front of the stables, the remaining houses on Fleet Road were constructed by a Mr Geard.

To cater for the spiritual needs of this predominantly lower middle-class population, a Methodist church had been opened in 1865 in Lisburne Road. A more pretentious church, the last to use red bricks from the Gospel Oak brickworks, was completed in 1900 to the design of Professor Beresford Pite.

To cope with increased traffic, a second tramline was laid along Agincourt Road to allow for one-way working, and in 1909 the trams were electrified. In the following year the number 24 bus started the service from South End Green to Victoria and Pimlico.

The physical structure of the area was now complete, and it would remain virtually unchanged for the next 60 years. Two world wars necessitated only limited reconstructions in Constantine and Mackeson roads.

By 1960 however, the fabric was in need of repair. The pioneer Fleet School, the 'Harrow of the board schools' was battered and worn out and most of it was replaced by a new primary school, which maintains its predecessor's scholastic reputation.

Trolleybuses had replaced trams in 1938, but the tram depot remained in use as a tram store until the final days of the London-wide system in 1949 when it became a depot for British Road Services.

The Methodists demolished their by now over-large octagon and in 1971 rebuilt on a more modest scale, while on the site of the paper doily factory, a distinguished new building was constructed for the London Ambulance Service.

Nearby new commercial premises were erected alongside the Methodist church and the oldest houses at the bottom of Fleet Road area were refurbished.

The ancient Gospel Oak tree lay outside the area at a point now marked with a parish stone in the parapet of the railway bridge in Southampton Road. The Gospel Oak was situated on the parish boundary and was traditionally used as a venue for preachers. It seems to have disappeared by 1821 and although the vestry approved a plan in 1854 by churchwarden Billet to erect a stone to mark the site, this seems not to have been done, presumably because of the construction of the Midland Railway through the site.

Character Sub Areas

Sub Area 1: Fleet Road from west to east

The boundary of the conservation area runs along the centre of this road, enclosing the buildings to the north. This is a busy one way road which is significantly narrowed by parking. The roadway curves gently along its length.

The road is urban in character with only one street tree in the conservation area, and very little vegetation to the small front garden areas. The main source of greening is from the gardens to the modern blocks on the opposite side of the road, which contain a number of mature trees. Street furniture is utilitarian, with plastic bins and crash barriers.

The west end of the road links to South End Green and is marked by a prominent late 19th century red brick public house, which is located on the corner of Fleet Road and Constantine Road. This property has decorative

stone columns and a stall riser at ground floor level and high quality window joinery with leaded upper lights. The architectural emphasis is upon the corner of the building facing onto South End Green, which is highly decorative with entrance doors and ironwork at ground floor level, full height stone pilasters, decorative stucco broken pediment with clock and surrounding balustrade at roof level.

Neighbouring the public house is a group of four late 19th century 2 storey buildings with shopfronts at ground floor level, except for No.146 where the shopfront has been uncomfortably bricked-up. These properties have decorative brickwork parapets with part-pitches forming gablettes at the party walls. Other features include sash windows with red brick arches.

Nos. 108 - 144 are 3 storey late 19th century terrace houses constructed of grey brick with full height projecting square bay windows containing pairs of sliding sashes. The roofs are hidden behind a decorative brickwork parapet and small pediments over the bay windows. Some properties have cut brick or rendered string courses. These buildings have recessed entrances and are located close to the pavement with small front areas enclosed by railings or low brick walls. The character of these buildings has been somewhat eroded by replacement uPVC and metal windows, painting of brickwork, bin enclosures and a variety of front boundary structures.

Nos. 94 - 106 has a parade of shops at ground floor level. These properties are likely to have been designed as shop units as they retain York stone paving to the front forecourt areas and decorative corbels and fascias to some properties, although no original shopfronts remain. Above the shop units are fairly plain Victorian façades with sash windows and decorative brickwork parapets. The character of this parade has been eroded in part by the painting of brickwork and the addition of internally illuminated projecting box and fascia signs.

Nos. 92-88 are 2 pairs of brick built Victorian buildings either side of the junction with Cressy Road with purpose built shopfronts. The two upper floors contain tripartite sash windows with round headed stucco arches and gable roofs. No. 86 has had its shopfront removed and a roof extension added. No. 88 is a rather inappropriate interpretation of the group.

Tranley House and Byron Mews are accessed by small-gated roads from Mansfield Road. These are modern developments located to the rear of properties on Mansfield Road on former industrial sites. Byron Mews is curved in form and is situated in a basin below the level of Fleet Road. The properties within the mews were developed as housing of between 2 and 3 storeys high in the early 1995.

Nos. 58-86 is a mid 19th century terrace of houses of three storeys. These properties have incised stucco and tripartite sash windows at ground floor level, and yellow stock brick and pairs of sliding sash windows to the upper floors. A number of buildings retain decorative stucco surrounds at first floor level. These properties are located close to the highway with small front areas

surrounded by non original low brick walls or railings. The terrace has a roof line that is largely unimpaired by alterations or extensions, even though a number of prominent roof extensions exist.

The rear boundary of the school on Agincourt Road faces onto Fleet Road. Timber fencing giving glimpses of the garden behind.

Nos. 2-30 is separated visually from the development to the west along Fleet Road by a school garden and a sharp bend in the road. This development dates from the mid 19th century and numbers 8-30 have been extensively modernised. The terrace is three storeys high with pairs of sash windows and incised stuccowork at ground floor level and decorative stucco surrounds to the upper floor windows. Nos. 4-30 have been extended at roof level. The small front areas are surrounded by decorative railings. Between Nos. 2 and 4 Fleet Road is an original break along the original Parish Boundary allowing access to the modern Agincourt Studios. In this location are three original shopfronts at Nos. 2, 4 and 6 Fleet Road.

Key views and approaches

Focal buildings:

- The White Horse, No. 154-156 Fleet Road

Approaches to the Conservation Area:

- Eastwards on Pond Street towards South End Green and the White Horse P.H.

Sub Area 2: Late Victorian core

This sub area is predominantly residential in character and is laid out on a loose grid pattern with long roads running from east to west and shorter roads running from north to south. Although in close proximity to Hampstead Heath, the area has few visual or physical connections with it, due to the established pattern of development, with relatively tall buildings and limited gaps between buildings, and the presence of the railway line to the north resulting in limited access to the heath. In fact, the main source of greening is from the small front garden areas and street and private trees, which are numerous in some streets and almost non existent in others. The urban character of the area is reinforced by busy traffic passing along Constantine Road, Agincourt Road and Mansfield Road, and by distant views of the Royal Free Hospital on Pond Street and the tall residential tower blocks on nearby estates to the south.

The majority of residential properties within this sub area conform to one basic plan form and period of development. The main building type is the three storey house, without basements, which generally forms part of a terrace, although there are some examples of semi detached properties on Savernake Road. The buildings are flat fronted with a projecting bay window over two storeys, recessed paired entrance doors, visible pitched roofs and prominent chimney stacks and party walls, and original two or three storey part width

rear extensions. The quality and variety of materials and level of detailing applied to each terrace gives an indication of its original status within the hierarchy of the estate.

Without exception, all houses within this part of the Conservation Area have small front garden areas. These are generally planted and are typically bounded by low brick walls with hedges behind and medium height gate piers. Where they occur, gaps between buildings are narrow in width, but do afford views of rear gardens and of the rears of other buildings on neighbouring streets. To corner sites, the terrace usually ends abruptly with a flank elevation facing onto the quieter of the two roads, which is generally the road running from north to south in the grid pattern of the estate. These flank elevations directly abut the pavement and are often plain with little detailing or fenestration. At the rear of each terrace are long gardens that are bounded by high brick walls, giving a clear separation between each terrace and affording views of mature trees in rear gardens and rear elevations of buildings. There are however, some examples of corner properties that address both elevations and sometimes have the small front garden area extended to the side of the building. No. 57 Shirlock Road is an example of inappropriate development in the rear gardens of corner properties.

The terrace rows with their constant building heights and rising ground afford views of the roofscape. These vary from oblique views of consistent eaves line, chimney stacks and welsh slate pitched roofs to striking silhouettes of decorative Dutch gables along Agrincourt Road and Lisburne Road. Front dormer windows of varying sizes which pepper the roofscape are numerous in some streets whilst others are unaltered.

There are two main styles of residential buildings within this sub area, the Classical/Venetian Gothic and Queen Anne Revival.

Classical/Venetian Gothic House

The elevational treatment of these residential properties is eclectic, and in line with architecture fashion of the time, both Classical and Venetian Gothic influences are evident. These properties are generally constructed in red or yellow brick with white painted stucco decoration to porches and window surrounds.

Classical design elements include a regularly designed façade and floorplan, panelled front doors, timber sliding sash windows and brackets to projecting window ledges and overhanging eaves. Windows are grouped to bays at ground and first floor levels and are separated by stone columns or pilasters with an entablature above. Similarly, front door recesses are enclosed by columns or pilasters with an entablature above that may be topped by a pediment over each door opening or over pairs of openings.

One of the most distinctive Venetian Gothic characteristics is the use of contrasting colours to the front elevation, including multicoloured brickwork courses and brick arches, pavement tiles, caustic tiles to entrance recesses,

and leaded and coloured glass to windows and doors. Other gothic influences include foliage detailing to column capitals, decorative brick panels, gables, decorative ridge tiles, and prominent chimney stacks. Some properties also have pure Venetian windows at second floor level, with three lights grouped together and capped by Romanesque arches supported on capitals of carved foliage.

The style known as Queen Anne Revival was developed in the 1870's by R. Norman Shaw and Basil Champneys who combined early 18th century English architecture (hence 'Queen Anne') with those of classical brick buildings of the same date from low countries, such as Dutch gables. Red brick buildings with white painted wood was a constant of the style as well as tile hanging to walls, large chimney stacks, gables, dormer windows and importantly multi paned upper section sash or casement transoms with large paned glass beneath.

Key views and approaches

Focal buildings

- All Hallows' Church, Shirlock Road
- Sunnyside, Corner of Constantine Road and Agincourt Road

Views out of the Conservation Area:

- Westwards towards St Stephens Church Tower from Constantine Road
- Westwards towards Royal Free Hospital on Constantine Road

Townscape Views

- Roofscape view Eastward along Agincourt Road
- View Northward along Mackeson Road
- Roofscape view North and Southward along Lisburne Road
- View of sweeping terrace Northward along Savernake Road

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 a one listed building which is identified on the townscape appraisal map.

All Hallows Church Church. 1889-1901 by James Brooks; chancel and Shirlock Road (East chapel of the Blessed Sacrament c1913 by Sir Giles side) Gilbert Scott. Ancaster stone with rusticated coursed rubble and freestone dressings. Slated roofs. French Gothic style. PLAN: 5-bay nave with aisles same height as nave; 3-bay chancel with chapels opening off. EXTERIOR: west end with round-arched double entrance; tympanum with central statue of the Good Shepherd and blind arcading. Above, a large wheel window; gable end with balustrade and 2-light traceried window. Central bay flanked by rectangular plan turrets with narrow lancets and string courses. Aisle walls and battered buttresses extend to each side of turrets. Aisles with heavy battered buttresses from foundations to roof and lancets windows in arched recesses. Chancel with paired lancets; polygonal stair turrets with pyramidal caps. INTERIOR: nave arcades with tall, cylindrical pillars without capitals but carrying the beginnings of a vault which was never completed. Vaulted chancel; its north aisle 2-storeys, the south carried up without a floor. Finely detailed pavement, marble high altar. Image of the Virgin and the font also by Scott. HISTORICAL NOTE: "This is certainly Brooks's best church and a most impressive example of the ambition of the later-nineteenth century church builders" Basil Clarke. (Survey of London: Vol. XXIV, King's Cross Neighbourhood (St Pancras part IV): London: -1952: 140; Clarke B: Parish Churches of London: -1966).

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 nature of this area is that the uniformity of the standard building type gives the area the quality that first established it as a candidate for Conservation Area status. The strong cohesive identity of the Conservation Area effectively means that all the original buildings in the area make a positive contribution unless otherwise listed below.

The contribution that these buildings make will be reviewed periodically.

APPENDIX 3 - BUILDINGS / SPACES WHICH DETRACT

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

Ambulance Station, Cressy and
Agincourt Road

Heathgate Office Development, No.
25/27 Agincourt Road

No. 2 Cressy Road

No. 41 Estelle Road

No.45-61 Estelle Road

No. 42-48 Savernake Road

No. 57 Shirlock Road

APPENDIX 4 - HISTORIC SHOPFRONTS

Unfortunately there are no shopfronts left in the conservation area that are noteworthy for their historic or architectural interest.

Inappropriate replacements shopfronts should be replaced with traditional shopfronts which respect the scale, proportions, use of materials and architectural style and of the buildings and its relationship with other surrounding facades.

See 'Shopfronts, canopies and shutters' pg 27 in the 'New Development and work to existing buildings' section below.

APPENDIX 5 – STREETSCAPE AUDIT

The 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 elements which reinforce the conservation area's predominantly 19th century appearance.

Railings (cast iron):

Most railings were taken as scrap for the War Effort in 1941 (and never used). On Mansfield Estate, there is a fragment of the original pattern at Nos. 33/35 Roderick Road. The later streets on the estate used Young & marten 'Butterfly' pattern ref. C1092. (see Appendix 6) for the front garden walls rails. Georgian pattern street railings were not used, and those in the Conservation Area have been imported.

Street nameplates:

Historic glazed tile street nameplates fixed to masonry.

Agincourt Road	Corner of Constantine Road x1 Corner of Fleet Road x1
Constantine Road	Corner of Agincourt Road x1 Adjacent to Cressy Road and Roderick Road
Cressy Road	Junction with Fleet Road x1 Junction with Agincourt Road x2
Mackeson Road	Corner of Constantine Road x1

Freestanding Borough of Hampstead street nameplates

Agincourt Road	Corner of Fleet Road x1
Constantine Road	Opposite Mackeson Road
Lisburne Road	Corner of Constantine Road x1
Mackeson Road	Corner of Constantine x1 Corner of Agincourt x1

Commemorative plaques

12 Fleet Road	RIBA Community Architecture Award 1990-1991.
South End Green	White Horse Hotel Rebuilt by J. T. Davies 1904 Albert E. Pridmore Architect C. Gray Hill Contractor.

Lisburne Road	Methodist Church Hall (Original Church) Several Foundation Stones inscribed.
18 Constantine Road	Clock Mosaic in front paving showing time at 12.20, the exact moment when Queen Elizabeth II was crowned in 1953.

Lighting columns:

No historic lighting columns remain within the conservation area boundary.

Bollards:

Three styles of bollard are prevalent:

- Camden bollard, cylindrical, fluted column with domed top;
- St. Pancras bollard from the old St. Pancras Borough, with or without shield motif;
- bell bollard, short bell-shaped metal bollard.

Post Boxes

Savernake/Shirlock Roads VR

Agincourt/Mackeson Roads VR

Rona/Savernake Roads VR

Roderick/Mansfield Roads EviiR

Constantine/Agincourt Roads EiiR

The wall box at Gospel Oak Station (10 daily collections in 1885) has now been removed.

Coalhole covers:

Only found on Mansfield (St Pancras) Estate. Variety of patterns, some merely decorative, others with makers name (e.g Hick Bros Kilburn).

L.C.C Tramway Covers:

Used for operating points at Depot entrances and at ram 'Pinches' and crossing places. Only one found inside in side the Conservation Area, at the entrance to Ella Mews from Cressy Road.

Historic floor surfaces:

York stone paving with granite kerbs and granite 3-sett gutters are original features of the area. The road surface was originally consolidated Guernsey granite chips. Substantial area of original paving remain in eight of the road.

The conservation area contains the following examples.

Schedule of surviving areas of York Stone Paving. Feb 2008

Agincourt Road	None
Byron Mews	None
Constantine Road	Nos. 3, 4 and 5 in forecourt of the Surgery Whole of South side from Mackeson to Cressy Road
Courthope Road	West side No. 41 to Mansfield Road East side Vicarage to Mansfield Road
Cressy Road	West side No. 11 to Constantine Road East side Nos. 12-34
Ella Mews	None
Estelle Road	West side Nos. 9-61 East side none, except at Mansfield Road corner
Fleet Road	Nos. 148-152
Hodes Row	None
Lisburne Road	West side complete East side No. 4 to Constantine Road
Mackeson Road	West side complete East side complete
Mansfield Road	None
Roderick Road	West side none East side No. 48 to Savernake Road
Rona road	West none East side complete
Savernake Road	North side none South side No. 37 to Estelle Road
Shirlock Road	West side from No. 57 to Savernake Road, Nos. 5-25 East side No.24 – Mansfield Road
Tranley Mews	None

All other paving has been replaced in precast concrete. York Stone in former Hampstead streets is laid in a narrow width with a tarmac strip adjoining the house boundary. St Pancras paving is full width. There are several isolated area of Granite setts in Tranley Mews, and the former dairy entrance in Courthope Road. Around Gospel Oak School more recently smaller size concrete paving and coloured bricks have been introduced.

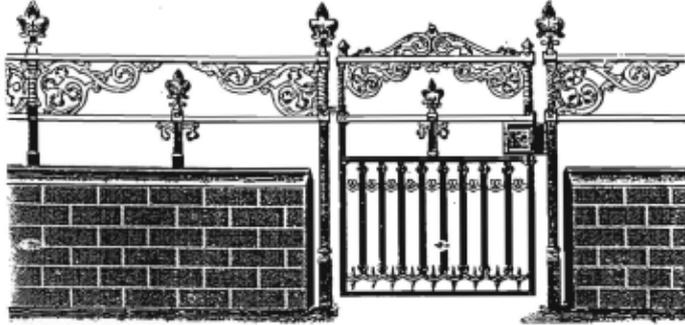
Historic floorscape: granite:

Granite is a characteristic road surface and paving material:

- historic granite kerb stones in many streets;
- granite crossovers, especially in front of public houses;
- granite setts in mews and alleyways.

YOUNG & MARTEN, Ltd., Merchants and Manufacturers, GATES AND RAILINGS.

No. Croga. GATE AND RAILING—"BUTTERFLY" PATTERN.



Railing Metal, unfitted	13/8	per cwt.
9-in. Iron Coping [V Pattern	1/3	per foot.
[O G	1/8	
Wrought Horizontal Bars	5/8	per cwt.

SPECIAL.

Price for Castings fitted ready for erection for a house of 16 ft. frontage:—

Gate, 34 in. x 48 in., fitted with Lock or Latch, Clip, Bearer and pair of Standards with Braces.. ..	£1 4 0				
Panels and Wrought Bars	0 15 0				
Without Coping, per set	£1 19 0				
As above, but with 9 in. V Coping, per set	£2 14 0				
Extra beyond 16 ft. frontage	<table border="0" style="display: inline-table; vertical-align: middle;"> <tr> <td style="padding-right: 10px;">Panelling</td> <td>1/3 per ft.</td> </tr> <tr> <td style="padding-right: 10px;">Coping.</td> <td>2/6 per ft.</td> </tr> </table>	Panelling	1/3 per ft.	Coping.	2/6 per ft.
Panelling	1/3 per ft.				
Coping.	2/6 per ft.				

Mansfield Conservation Area
CAST IRON RAILINGS as originally installed on front gardens walls in Shirlock, Courthope, Estelle and Rona Roads.

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 Mansfield 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 Mansfield 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 Mansfield 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 Mansfield 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 Mansfield 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 Mansfield Conservation Area, such as with the Mansfield Conservation Area Advisory Committee, local groups and individuals.

Maintaining quality

To maintain the special interest and the particular character of the Mansfield 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 Mansfield 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 Mansfield 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 Mansfield 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. Three additional buildings have been identified as being of particular interest and which directly relate the character and appearance of the Conservation Area and would benefit from inclusion in it. The buildings are:

- Stag PH on corner of Fleet Road and Lawn Road – typical 19th century public house façade
- No. 50 Lawn Road – Victorian Aesthetic multicoloured brick building with highly decorative features and moulded/cut brickwork.
- No. 19 Fleet Road. This is a former 19th century Mission chapel in the gothic style. Constructed in multicoloured stock bricks with stone mullions to ground floor windows and original dormer windows to the

pitched roof at first floor level and distinctive gabled elevations and porch structure.

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 Mansfield 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 Mansfield Conservation Area is the area's high quality and unified architectural style and form.

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 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 will 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 much of these streets. Successful modern design

can be of the 21st century and enhance the conservation area, by carefully assessing and responding to the form and qualities of surrounding buildings and spaces.

Listed Buildings

The Mansfield Conservation Area has a fine church building which because of its special architectural or historic interest is protected by statutory Listing. It forms 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 Mansfield Conservation Area on the English Heritage Buildings at Risk 2007 Register.

For further information regarding the Buildings 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 an Urgent Works Notice see www.communities.gov.uk to secure works to protect the fabric from further deterioration.

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 Mansfield 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

There are two parades of local shops within the Mansfield Conservation Area. They are considered to be a positive characteristic in the overall character of the Conservation Area. In some cases the separate street access has been removed to create larger shops and the floors above have become stores or left empty. The Council would like to see the re-use of premises above shops and other under used commercial buildings.

Control of demolition

Within the Mansfield Conservation Area the total or substantial demolition of an unlisted building requires 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, in line with guidance in PPG15.

PPG15 can be found at www.communities.gov.uk

New Development and work to existing buildings within the Conservation Area

New development or work to existing buildings within the Mansfield 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 Mansfield 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 the Council's 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.

- **Shopfronts, canopies and shutters**

The appearance of shopfronts are an important element in the character of the commercial part of the Mansfield Conservation Area.

The installation of a new shop front, shutters and grilles and most alterations will need planning permission. Inappropriate and poorly designed shopfronts detract from the character and appearance of the Mansfield Conservation Area. The Council expects the quality and design of new shopfronts to respond sensitively to their historic setting.

Detailed guidance on shopfronts can be found in section 43 of The Council's Planning Guidance available on our website.

- **Fascia, signs and advertisements**

The installation of signage, particularly illuminated signage will usually require advertisement consent. A proliferation of signage, even of an appropriate design, could harm the character of the shopping parades within the conservation area.

Hoardings because of their size and scale are not considered acceptable forms of advertising within the conservation area. New development may increase pressure for more intensive advertising. This will be resisted where it is considered to detract from the character and appearance of the 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 Mansfield Conservation Area.

- **Roof alterations and extensions**

The conservation area retains its clearly visible historic rooflines, which it is important to preserve. Fundamental changes to the roofline, insensitive alterations, poor materials, intrusive dormers or inappropriate windows can harm the historic character of the roofscape and will be resisted.

Alterations and extension to the front roof pitch can be particularly damaging to the appearance of the conservation area, especially in the residential sub area.

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,

or where its architectural style would be undermined by any addition. These streets include;

Agincourt Road	Ornamental Dutch gables/ Largely unaltered
Constantine Road	Largely unaltered/Gabled projecting bays
Cressy Road	No front dormers
Lisburne Road	Ornamental Dutch gables
Mackeson Road	Completely unaltered
Mansfield Road	Terrace rows of largely unaltered roofscape
Roderick Road	Terrace rows of largely unaltered roofscape
Rona Road	Terrace rows of largely unaltered roofscape
Savernake Road	Terrace rows of largely unaltered roofscape

Buildings with ornamental Dutch gables to the front elevation and buildings with gabled projecting bays are not considered to be suitable for front dormer windows extensions.

A number of streets include many buildings whose roof space has already been converted for habitable accommodation resulting in the installation of rooflights and front dormer windows. In these streets roof alterations and extensions can still harm the character and appearance of the conservation area and each proposal will be considered on its own merits.

Where groups of buildings contain historic dormers with pediments (e.g North side of Constantine Road Nos. 1-33) the Council would expect these to be retained, protected and refurbished in the appropriate manner. Inappropriate replacements (e.g. Nos. 70, 74-78 Mansfield Road) should be replaced to match the adjacent dormers.

The installation of rooflights should be conservation grade (flush not raised above the roof finish)

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

- **Rear Extensions**

Within the Mansfield Conservation Area there are many interesting examples of historic rear elevations. The original historic pattern of rear elevations within a street or group of buildings is an integral part of the character of the area and as such rear extensions will not be acceptable where they would diverge significantly from the historic pattern.

- **Gardens and front boundary treatment**

Front and rear gardens within the residential streets make an important contribution to the streetscape and character of the residential area. The Council will resist the loss of soft landscaping and original boundary walls and railings.

- **Basement Development**

The conservation area does not contain any residential properties with basement development that is visible via as a result of associated windows, doors, light wells, railings or grilles fronting the highway. The unaltered front gardens make an important contribution to the streetscape and character of the residential area.

The creation of a light well fronting the highway would harm the relationship between the building and the street, could harm the appearance of the building and the streetscape, and is likely to consume much or all of the garden area found within the conservation area. Railings around lightwells would cause a cluttered appearance to the front of the dwelling and would compete with the appearance of the front boundary wall due to the small size of the gardens found in the conservation area. The inclusion of rooflights designed within the landscaping of a front garden can result in illumination and light spill from the subterranean rooms and harm the appearance of a garden setting.

As such the Council will normally resist basement development fronting the highway due to its impact on the appearance of the conservation area.

The introduction of basement lightwells to properties along Fleet Road which are likely to have been originally designed as shop units can lead to an uncomfortable relationship between railings and lightwells and front elevation, and can erode the uniformity of the building line and pavement width. They are therefore likely to be resisted by the Council.

To check whether you need planning permission for basement works, please visit the Council's website at www.camden.gov.uk/planning or contact the Council's Duty Planning Service on telephone 020 7974 1911.

- **Development in Gap Sites**

Gaps between buildings represent an important established feature of relief in an otherwise densely developed environment, where the buildings are generally arranged in terraces 3 storeys in height. The Council will resist development in gaps where they are formed;

- between semi-detached and detached properties,

- adjacent to road junctions and
- when the rear garden of corner buildings runs parallel to an adjoining road

- **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 Council's Planning Guidance.

- **Ventilation ducts**

Inappropriately designed and positioned extract flues can unduly impact on the appearance of buildings. Where appropriate the Council will have regard to the feasibility of installing ventilation ducts and flues so that their position, particularly in visually sensitive locations and will protect local amenity and preserve the appearance of the Mansfield Conservation Area.

Street furniture and floorscape

The conservation area has a wealth of York paving stones and 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 up to date audit of the historic floorscape and street furniture of the conservation area is included with this document. Appendix 5.

The condition of the carriageway varies within the conservation area. The improvement to the carriageway would be of benefit to the appearance of the conservation area. Resurfacing roads is continuously assessed by the Highway Engineering Team for inclusion in the 2009/10 Highways Programme. Street lighting, street and pavement repairs and paving stone theft can be reported at www.camden.gov.uk/streetproblems

The planning authority will seek to encourage improvements to the public realm including the reduction of street clutter and improved street lamp, 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 in the residential areas 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.

Many trees within the Mansfield Conservation Area have statutory protection. The Conservation and Urban Design Team Tree Officers can advise on all aspects of trees on private property within the Mansfield Conservation Area.

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 conservation@camden.gov.uk

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 if proposing building or excavation works to a property in the conservation area. 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.'

Traffic and air pollution

Certain routes within the Mansfield Road Conservation Area are subject to a one way system and as such are a major through route 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 Mansfield 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: conservation@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
20th Century Society www.c20society.org.uk

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Streets of Gospel Oak: Camden History Society, 2006

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Maps: Tompson (1801/04), Greenwood (1827/1830), Davies (1834), Parish (1849) and 1861, Stanford (1862), Ordnance Survey 1870, 1913