



Conservation  
*area statement*



**Jeffrey's Street**

**21**





- [page 3 Location](#)
- [page 5 History](#)
- [page 8 Character](#)
- [page 16 Audit](#)
- [page 22 Guidelines](#)



# JEFFREY'S STREET

## *Conservation Area Statement*

---

---

---

The aim of this Statement is to provide a clear indication of the Council's approach to the preservation and enhancement of the Jeffrey's Street Conservation Area.

The Statement is for the use of local residents, community groups, businesses, property owners, architects and developers as an aid to the formulation and design of development proposals and change in this area. The Statement will be used by the Council in the assessment of all development proposals.

Camden has a duty under the Planning (Listed Building and Conservation Areas) Act 1990 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. Designation also introduces a general control over the demolition of unlisted buildings. The Council's policies and guidance for conservation areas are contained in the Unitary Development Plan (UDP) and Supplementary Planning Guidance (SPG). This statement is part of SPG and gives additional detailed guidance in support of UDP policies.



The Statement describes the character of the area, provides an outline of the key issues and identifies development pressures that are currently a cause of concern. The Statement also sets out the key policy framework relevant to the conservation area and formulates specific guidance for it.

It is not the intention of the Statement to contain proposals for the enhancement of the public realm. The Council has produced a Streetscape Design manual for Camden and all public realm enhancement work will be undertaken in accordance with it. The manual identifies an overall image for the Borough in terms of appearance of the streetscape with respect to surfacing materials, furnishings and lighting and, where appropriate, identification of the special characteristics of smaller areas within it. There is a reference guide for the use of standard design details, surfacing materials, street furniture and street lighting to be used in engineering, traffic management and other environmental improvement schemes.

## Introduction

Jeffrey's Street is one of the oldest complete streets in Camden, laid out circa 1800. The area was developed for housing as land was leased off east of Camden High Street and developments began to link up with the southern end of Kentish Town. Consequently, the Conservation Area consists of early 19th century residential development, largely unchanged, save for the building of the North London Railway in 1850 which cut through residential developments, polluting the environment and changing the social status of the area. During the late 19th century and 20th century, development has largely taken place in the rear gardens of the Georgian houses.

## Location

The Jeffrey's Street Conservation Area lies just north of Camden Town, bounded by Camden Street and Kentish Town Road to the west and Royal College Street and St Pancras Way to the east and extending north east as far as Rochester Place. To the south, the area is cut by the railway line with Camden Road Station at the junction of Camden Road and Bonny Street.

The topographical map shows that the area is generally flat, ranging from 24 to 29 metres above sea level and the urban grain map shows the sweep of the railway cutting through the grid of development and the open spaces either side of Royal College Street and Kentish Town Road which relieve the high density of the developments.



*Camden and location of Conservation Area*

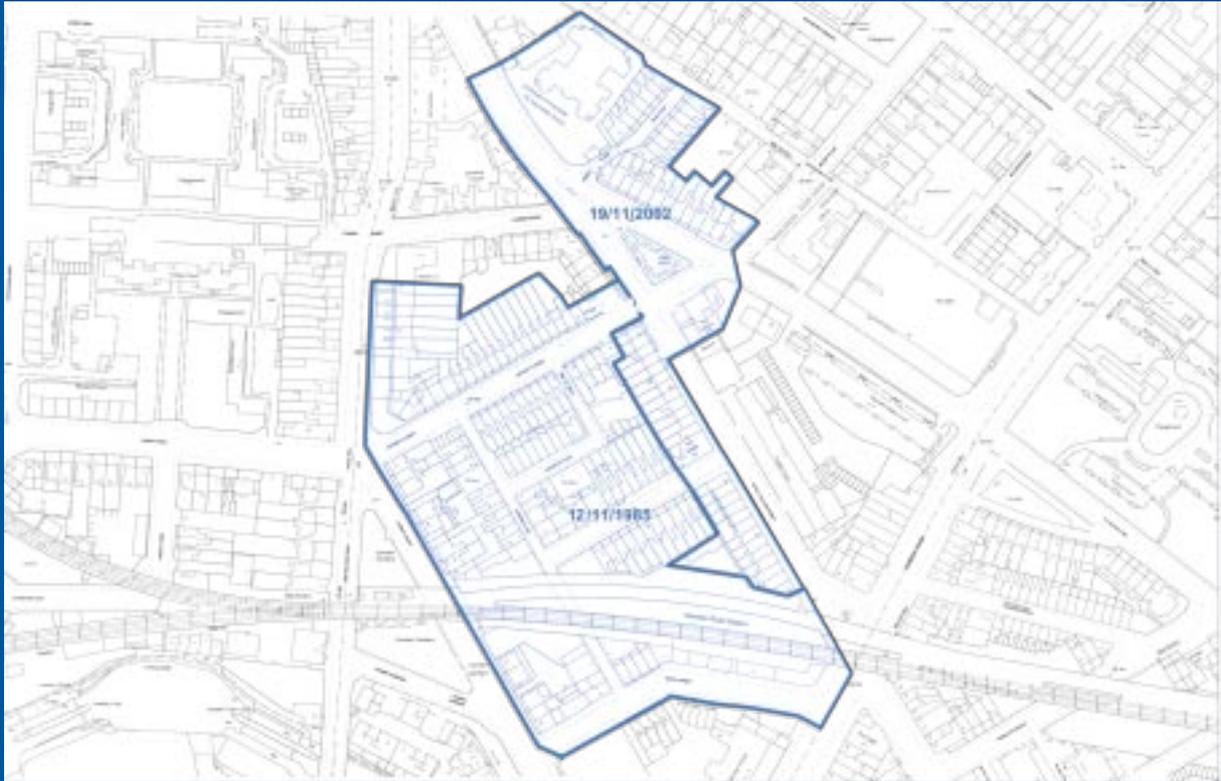
## PLANNING HISTORY

The Jeffrey's Street Conservation Area was designated on 12th November 1985. Since the original designation, the Conservation Area was extended on 19th November 2002 to include College Gardens, buildings to the south and east of the gardens, the shops along the west side of Royal College Street and Reeds Place.

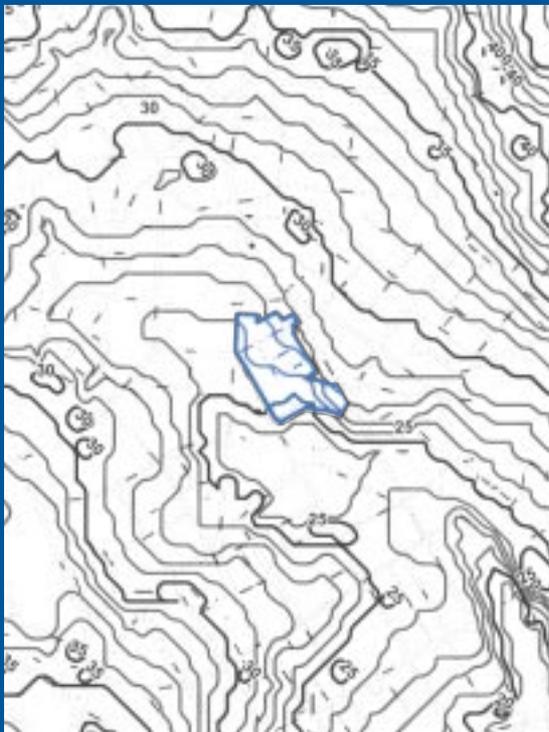
The Council's Unitary Development Plan 2000 map illustrates the designated *Strategic View* from Parliament Hill to St Paul's that cuts through Reeds Place and part of St Pancras Way and the *Wider Setting Consultation Area* of the Strategic View that cuts through parts of Jeffrey's Street and Royal College Street. College Gardens is also highlighted as an area of *Public and Private Open Space* which was listed in the London Squares Preservation Act 1931.

This Statement was agreed by the Executive on 19th November 2002 following public consultation.

# Location



*Designation Dates*



*Topography*



*Urban Grain*

# History

## HISTORY

Kentish Town used to be the principal settlement in the parish of St Pancras, which stretched from what is now Tottenham Court Road in the south to Highgate, and from York Way to Regent's Park. St Pancras Old Church in Pancras Road is one of the oldest churches in London. It is thought to have been built on the site of an even older building. A settlement was possibly already established in the vicinity of the church by AD400. However, the land around the church was frequently flooded by the River Fleet, which flows down from the heights of Hampstead and Highgate, and the inhabitants gradually moved to drier ground further upstream. A chapel of ease was founded in Kentish Town probably by the 13th century and certainly by 1297. The site is uncertain. It was replaced by another chapel on the west side of the road (now Nos.207-209 Kentish Town Road). The third Kentish Town chapel was built on its present site in Highgate Road in the 18th century.

Kentish Town village did not develop as a compact cluster but as individual buildings strung out along the road to Highgate, roughly following the course of the river. It probably took this form because of the various inns established to serve the many travellers passing through on their way between London and the North, and stretched from The Castle (now called The Verve) pub to Swain's Lane.



Although the land around was good, Kentish Town was not just a farming community. William Bruges, the first Garter King of Arms, had a magnificent house at the south end of the village, in what is now Camden Town, during the early 15th century and other well-to-do Londoners followed. Gradually, the village established a reputation as a convenient and healthy retreat from the increasing congestion of the City.

As London expanded in the 18th century, Kentish Town also changed and grew. More houses were built, but still on the main road, rather than in the fields behind. The farms concentrated increasingly on the production of milk for sale in the City, and hay to feed the growing number of horses. Inns began developing extensive pleasure grounds as Londoners visited the area on day-trips to the country. The most important of these in the mid-18th century was The Castle, whose gardens now lie beneath Kelly Street, Castlehaven Road and Clarence Way. Later, it was surpassed by the Assembly House (formerly called the Black Bull, and briefly The Flask), which boasted two acres of garden, paddocks, and a bowling green.

Pollution of the Fleet River became an increasing problem in the 18th century. Ponds first started being created around 1589. A century later the ponds were leased to The Hampstead Water Company in 1692/3 which built a number of additional ponds over the next century. This reduced the flow in the river, whilst effluent from the new houses increased. Lower down, towards Holborn and Clerkenwell, it became known as the Town Ditch. The river was gradually culverted over. It remained comparatively clean in Kentish Town until the end of the 18th century but was still capable of flooding and by the 1850s it had been culverted as far north as Holmes Road. The northern section remained open until 1872 when, prompted by a particularly bad outbreak of cholera in 1866, the Metropolitan Board of Works encased it.



1801

1834

# History

1875



In 1791, Lord 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 better areas south of the New Road (today's Marylebone and Euston Roads). The development soon linked up with the southern end of Kentish Town; Jeffrey's Street and the nearby terraces were all built around 1800. Further north, Mansfield Place (now Holmes Road) and Spring Place were built out into the fields during the same period.

By the early 1820s, houses had been built in Gloucester Place (the western end of Leighton Road) and there were a few villas along the recently opened Fortess Road, but otherwise, Kentish Town retained its essentially linear pattern.

Within a period of 25 years, from the mid 1840s to 1870, Kentish Town was transformed. Initial development was caused particularly by the sale of Lord Southampton's land in 1840 and subsequent laying out of streets between Kentish Town and Haverstock Hill. The fields on either side were filled with houses and the railways carved their several paths through the area. First came the North London Railway line, built on a massive brick viaduct above the southern end of Kentish Town in 1850. The branch that cuts through west Kentish Town up to Gospel Oak and Hampstead Heath followed in 1860, by which time the streets in the vicinity of the Conservation Area, south of Prince of Wales Road and Rochester Road had been largely built-up. The layout of each development followed the old field pattern: many of the oddly shaped building plots, road alignments and changes of direction reflect the boundaries between one land holding and another.

At the same time, the fields between Kentish Town Road, 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, Oseney Crescent), superior to the densely-built areas to the west of Kentish Town Road. The new area was only half built when it was dissected by the Midland Railway line.

On the west side of Kentish Town Road, the Midland Railway swallowed up all of the remaining unbuilt land between Holmes Road and



1894-1896

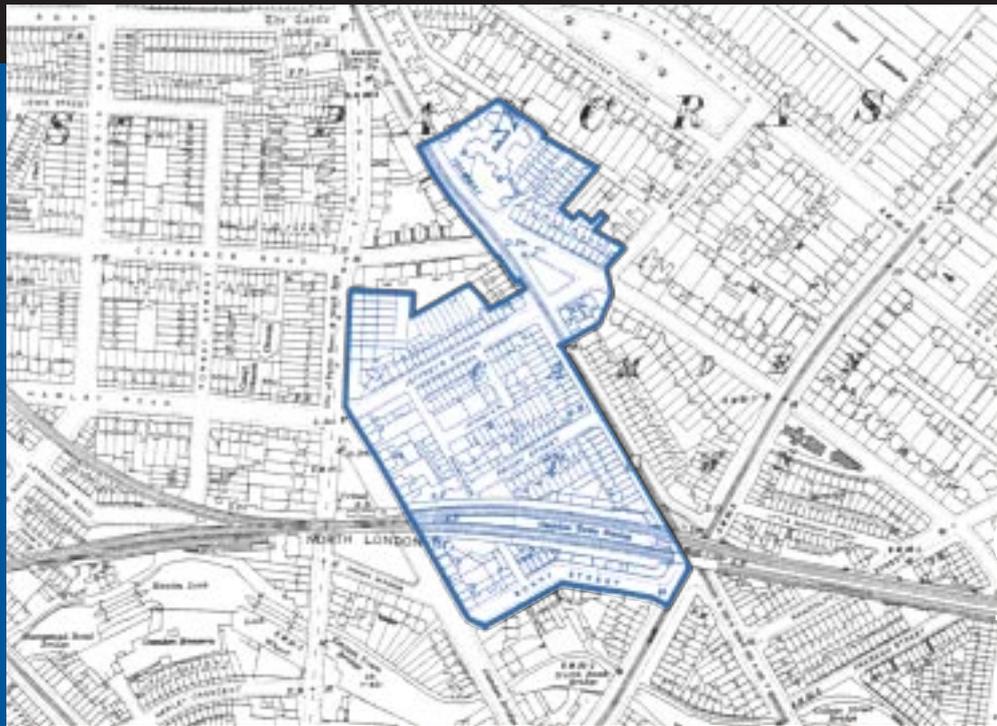
# History

Highgate Road for sidings, workshops and train sheds. Railways, as far as possible, selected routes where land was undeveloped or where property was cheap, but they inevitably blighted the surrounding streets further. To the south, St Pancras and its associated goods yards wiped out Agar Town, a tract of cheap houses thrown-up on short leases around 1840. Thus, many of the displaced inhabitants crowded into northern Kentish Town, accelerating the area's decline from a genteel suburb for those of modest means to a crowded working-class district.

The railways also brought new industries to the area. A massive coal depot was established in Holmes Road. Kentish Town and Camden Town became the main centre for piano making, with dozens of factories in the area, the largest being in Grafton Road, employing 300 workers. Other large factories were built in the second half of the 19th century, producing such things as false teeth (Angler's Lane), furniture, wallpaper (Highgate Road) and artists' materials (Malden Crescent and Spring Place). Many of these buildings are still there, converted to other uses. Numerous laundries, metal works of all sorts and suppliers to the building trades thrived in the back streets of west Kentish Town.

In the latter half of the 19th century, as Kentish Town became fully urbanised, schools, and churches were erected; sanitation and street lighting were improved; all the old inns were rebuilt and new pubs were built in the new streets. Horse-drawn trams were introduced in the 1870s, replaced by electric trams around 1908, and the Northern Line was opened in 1907. Kentish Town Road became an important shopping centre. Most of the older houses along the road were converted or rebuilt as shops. Several drapers expanded to become department stores. The street continued to prosper until after the Second World War when the introduction of supermarkets and chain stores as well as the increasing pressure of traffic led to its steady decline.

Worsening conditions in the less salubrious streets caused increasing concern, but little was done until the early 1930s. The St Pancras House Improvement Society (now the St Pancras and Humanist Housing Society) replaced a notorious block of houses in Athlone Street (formerly Litcham Street) with modern flats in 1933-37. Further blocks of flats were built by the Society and by St Pancras



1916

Borough Council before the Second World War in York Rise, Leighton Road, Prince of Wales Road, Croftdown Road and Highgate Road. After the war, the pace of council building quickened, and large areas of west Kentish Town were subject to slum clearance during the late 1960s and 1970s sweeping away housing south of Prince of Wales Road to the north of Queen's Crescent. Around 1960, the clean air legislation prompted by the terrible smog of the early 1950s started to have an effect, and steam trains were replaced by diesel trains. However, the problems associated with comprehensive redevelopment did not become apparent until long after the smoke cleared, and people finally began to appreciate the virtues of the historic streets and housing.

# CHARACTER AND APPEARANCE OF THE AREA

The Jeffrey's Street Conservation Area is an enclave of quiet, predominantly residential, streets and narrow lanes between the busy thoroughfares of Camden Street and Royal College Street. It consists, mainly, of 18th and 19th century terraced houses set between areas of green open space. The massive brick viaduct of the North London railway cuts diagonally across the southern end of the area. Jeffrey's Street runs from one small triangular open space at the junction of Kentish Town Road and Camden Street to another, where St Pancras Way branches off Royal College Street.

This appraisal divides the Conservation Area into 2 sub areas. Sub Area One describes the character and appearance of the conservation area as first designated in 1985, while Sub Area Two describes the extension to the Conservation Area, agreed in 2002, which included Royal College Street and the area to the north-east.



*Jeffrey's Street Sub Areas*

## SUB AREA ONE

The terraces of houses that line the frontages of **Jeffrey's Street** (Nos.1-33 and 2-28) and Kentish Town Road (Nos. 46-64) were built in the late 1790s and early 1800s and are statutorily listed for their architectural or historic interest. Most of the houses in Jeffrey's Street have three storeys plus a basement with the two upper storeys of plain stock brick above a ground floor and a basement of stucco with channelled rustication. Each house makes an individual contribution to the Georgian character and rhythm of Jeffrey's Street; with narrow basement areas enclosed with iron railings, they have decorative fanlights, first floor balconies and a strong parapet, which unifies the terrace at roof level. Nos. 3-9 Jeffrey's Street are only two storeys high and also of stucco. Their entrances are set

back slightly so that the houses read as two semi-detached pairs, each pair with a pedimented roof. The houses are linked by arcaded screen walls, allowing a view of the rear of the tall brick terraces facing onto Kentish Town Road. To the west end of Jeffrey's Street, the pair which turn the corner with Kentish Town Road (No.1 Jeffrey's Street and 46 Kentish Town Road) are statutorily listed; they have stucco facades and their roof pitches unite to form a distinctive pediment on the splayed corner.

To the east end of Jeffrey's Street a block of flats (Philia House) and a pair of houses (Nos. 35&37) has recently been built in buff brick. This development is considered to be out of character with the street, with hipped roofs, bay

windows and a pantiled roof, which appear as alien features in the context of the Georgian street scene. No. 30 Jeffrey's Street is also modern. While its scale, height and bulk are in keeping with the character of the street, it's detailed design detracts from the area, in particular the form, design and materials of the metal windows. A row of shabby, graffiti-ridden single storey garages opposite Nos. 1-5 detracts from the overall appearance of the street.

In contrast to the quiet, residential Jeffrey's Street, **Kentish Town Road** and **Camden Street** are busy roads, with taller four to five storey terraces. Nos. 48 to 64 Kentish Town Road are statutorily listed, all set back with long front gardens behind low brick walls with railings. Nos. 48-50 have stucco fronts with a gable, while Nos. 52 to 64 are brick fronted.

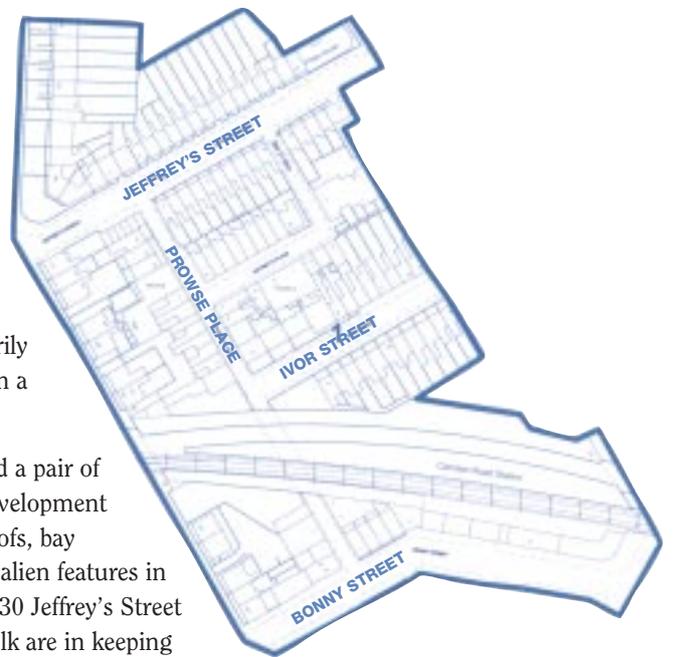
A row of four storey brick and stucco semi-detached houses was built along Camden Street in the early 19th century. Unlike the terraces in Kentish Town Road, these villas have decorative iron railings fronting their lightwells, which face directly onto the street. The railway, built shortly after these terraces were finished, had a major impact on this part of the street and two pairs of villas were demolished when the railway viaduct was built, detracting from the original uniformity. Of those that survive, Nos. 162-168 are statutorily listed (No. 164 has a fine canopied iron balcony at the first floor), Nos.170 and 174 are rendered, while No. 170 has had some unsympathetic alterations including the replacement of timber windows with a mix of uPVC and metal windows, and a replacement balcony lacking the detail of the adjacent balconies. To the south of the railway viaduct, at No. 58 Camden Street has an Art Deco shopfront that adds interest to the street scene. Unfortunately, it is surrounded by a plethora of advertising hoardings which detract from the character and appearance of the area.

After the arrival of the railway, some of the houses in Camden Street were converted to commercial uses and workshops were built in the back gardens and under the railway arches. These extend through to Prowse Place, a narrow cobbled lane that runs south-east from Jeffrey's Street through a magnificent brick arched tunnel below the railway.

**Prowse Place** contains a number of small scale, mews type developments. In particular, No. 1 Prowse Place, a two storey brick cottage south of the railway tunnel is a good example of the scale of development in the street. To the north of the tunnel, a row of small-scale, mid 19th century two storey brick cottages, Nos. 5-17, have front doors directly onto the narrow pavements, and cast-iron foot scrapers set into the front walls. No. 13 has retained a timber shopfront.



The proximity of the railway is very much part of the character of this part of the Conservation Area, with industrial workshops set behind high brick walls and interwoven into the streetscape, such as the gabled frontage of No. 19 Prowse Place. At the north end, a pair of modern houses (Nos.25 & 27) adorned with Virginia creeper, are set back from the original building line, bridging the gap between the 19th century terraces and No.29, a Victorian building with an incongruous, suburban appearance.



**Jeffrey's Place** is another cobbled lane that branches off Prowse Place and turns through 90 degrees to join Jeffrey's Street. On the north side is a row of four storey modern town houses (Nos. 12-19), built in the 1970s, of stock bricks, with the top floor set back behind roof terraces. These buildings fit in comfortably with the scale and character of Prowse Place and are good examples of modern backland development providing four storey buildings, which succeed in being subordinate to the Georgian buildings in Jeffrey's Street in terms of scale. A late



19th century red brick tenement building (No. 20) on the corner is an incongruous, but robust contribution to the street scene. The south side comprises a mixture of workshops and commercial buildings. While No.4 is a single storey garage of no architectural or historic interest, Nos. 5 and 6 are two to three storeys with gabled fronts, and hoists. No. 7/8 is out of scale and character with the surrounding area, consisting of a tall, bulky three storey building with rendered façade and metal windows. No. 9 has a tall, garage opening with hoist above. From Jeffrey's Place, there are views of the largely unspoilt roofs of the surrounding terraces, in Ivor Street, Jeffrey's Street and Royal College Street.

Just before Prowse Place tunnels under the railway, **Ivor Street** branches off and runs through to Royal College Street. The south side is lined with 19th century terraces with small front gardens. Generally, they have two storeys and basements, light wells and raised ground floors. While the painted stucco frontages contribute to their individuality, the houses are unified by a strong horizontal cornice at parapet level, and a number of them retain original features such as six-pane windows, two-panelled doors, and railings fronting the road. While Nos. 18 and 24 have roof extensions, this side of the street is notable for its unaltered appearance. The houses on the north side of Ivor Street, however, have three storeys (apart from No. 1 which has a roof extension). Unlike the south side, the houses have narrow front gardens, no lightwells, and there is a variety of materials as some of them are entirely brick fronted and others are brick with stucco at ground floor. Nos. 1-4 are notable for the decorative ironwork on the first floor balconies.



While there are a number of original features such as the 6-pane front doors, all of the original railings have been removed or replaced with modern ones. Nos. 7-10 are of two storeys and are double fronted. Whereas No. 7 is late 19th century of white brick with bold red and black brick dressings, the listed buildings at Nos.8-10 were built c1840 and have stucco fronts, set back from the street with small front gardens. Unfortunately, these houses have lost their original railings.

The southern end of Prowse Place opens into **Bonny Street**. This street is dominated by the massive side elevation of Camden Road Station (statutorily listed), built by EH Horne in 1870 for the North London Railway of yellow stock brick with stone dressings and Italianate arched windows. The adjacent terrace of three storeys, Nos. 3-11, probably predates the railway and their juxtaposition and use illustrate the physical and social impact the railways had on this residential area during the 19th century. The terrace is brick built, with round-headed windows at second floor level below a bold cornice. Nos. 5 and 7 have reinstated traditional style railings that contribute to their character and appearance in the streetscape. To the rear, the houses have retained their butterfly roof profiles.





Character

## IMPORTANT VIEWS

Camden Gardens from Kentish Town Road.

College Gardens from Jeffrey's Street.

Camden Road Station from Camden Road.

From Prowse Place through railway arch towards 3-9 Jeffrey's Street and rear of Kentish Town Road terraces.

From Prowse Place through railway arch towards Bonny Street.

Jeffrey's Place to rear of Royal College Street properties.

Jeffrey's Place to rear of Ivor Street properties.

View of raised railway from Jeffrey's Street over Camden Street Gardens.



## Buildings or features which detract from the character of the area

The row of garages on south side of Jeffrey's Street opposite Nos. 1-5.

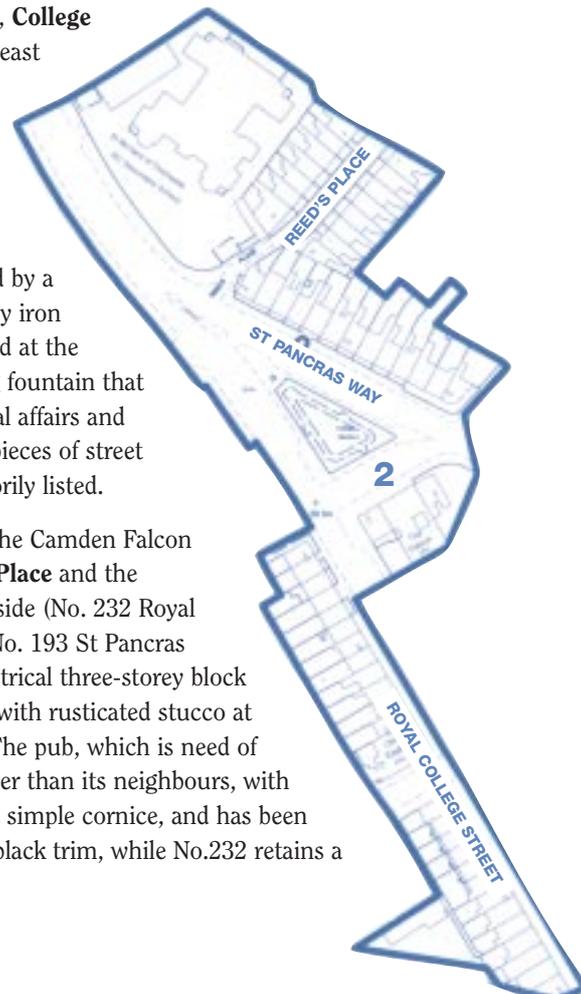
### SUB AREA TWO

The intersection of Royal College Street, Jeffrey's Street and St Pancras Way forms a triangular space, with a small public garden, **College Gardens**, in the middle. The buildings on the south and east sides of this space, and the row of shops along the west side of Royal College Street that run from Jeffrey's Street to Camden Road Station were built in the 1790s and early 1800s like most of the Jeffrey's Street Conservation Area.

College Gardens consists of a triangular lawn surrounded by a narrow path and a dense row of lime trees, all enclosed by iron railings. There is a single gate on the short south side and at the apex there is a K2 telephone kiosk and a granite drinking fountain that commemorates Joseph Salter who was prominent in local affairs and died in 1876; both pieces of street furniture are statutorily listed.



On the south side, the Camden Falcon pub lies in **Wilmot Place** and the buildings on either side (No. 232 Royal College Street and No. 193 St Pancras Way) form a symmetrical three-storey block of plain stock brick with rusticated stucco at ground floor level. The pub, which is need of repair, is slightly taller than its neighbours, with stucco quoins and a simple cornice, and has been painted white with black trim, while No.232 retains a timber shopfront.





Character



The space is enclosed on the west side by a recent development of flats, Philia House, and houses in yellow brick, and on the east side by an early 19th century terrace of houses with shops at either end, Nos. 108-132 **St Pancras Way**. The terrace, which is statutorily listed, consists of three-storey houses with raised ground floors over basements, and has a plain stock brick frontage with rusticated stucco at ground floor level and is bounded by iron railings. There are a variety of front door styles, but they all have semi-circular fanlights, and some of the houses have decorative iron balconies at first floor level. Unfortunately, many of the original timber sash windows have been altered and there are a number of unsympathetic styles and materials. However, only one of the houses has had a roof extension, No. 112, leaving the remainder of the terrace with an untouched

roofline. None of the houses have modern rear extensions; their unaltered rear elevations are particularly visible from Wilmot Place.

The character of **Royal College Street** is quite different from the residential nature of the rest of the Conservation Area as the buildings are predominantly in commercial use at ground floor level with two upper storeys built of plain stock brick above. The northern group, Nos. 253-273 have three storeys with basements visible through lightwells behind railings. They have plain sash windows. The Old Eagle pub (No. 251, on the corner of Ivor Street) appears to have been rebuilt later in the 19th century, and is faced in stucco. As a taller building of neutral appearance, it acts as a bookend to the buildings in Royal College Street. South of Ivor Street, the shops have more decorative console brackets and pilasters with ornate capitals. These shops do not have lightwells or railings. Nos. 225-249 have hood mouldings over the first floor windows with unusual console brackets (the mouldings of Nos. 231 & 233 are missing). While there are shopfronts of merit at Nos. 237, 239, 255 and 259, many of the buildings are no longer in retail use and have been converted to residential use. Others retain their original fascias and console brackets but have modern shopfronts; several have been spoiled by insensitive alterations such as poor quality modern glazing, perspex signs, projecting box signs and box fascias covering first floor window cills, roller shutters, inappropriate brick infill where the buildings have been converted to other uses and a plethora of ramps and railings which have been inappropriately placed and designed. On the whole, this part of the Conservation Area appears run down and the buildings are in need of sensitive restoration and regeneration.



A narrow passage that curves round the end of Nos. 108-132 St Pancras Way leads to **Reed's Place**, a small paved space between short rows of two storey plain fronted Victorian cottages of painted stucco with rusticated ground floors. Five of the houses, Nos. 3, 6, 8, 10 and 11, have mansard roof extensions set behind the front parapet; the rest retain unaltered valley roofs. Nos. 1A and 14 have window architraves with cornices on brackets at first floor level, while a number of the houses have timber sash windows with margin lights. The cottages have little front gardens with iron railings, some of which have, unfortunately, been replaced with brick walls or wooden fences. At the north-eastern end, a birch tree marks the junction of Reed's Place and Rochester Place and a weeping willow with an elegantly curving trunk grows in the garden of No. 12 Reed's Place. Reed's Place offers a tranquil and green residential haven away from the busy main roads.

To the north of Reed's Place, the former St Richard of Chichester school, is a handsome four storey building erected in 1908 on the site of a circular studio built in the 1820s for painting panoramas, which became the Henry Willis organ factory in 1865. The elevation to Royal College Street is of fine red brick with a bold stucco cornice and surrounds to the central windows; the rest is of plain stock brick. The building is currently being redeveloped into residential use.

### **Buildings or features, which detract from the character of the area**

**Royal College Street** A number of the old shopfronts have been spoiled by poor quality shopfront alterations, signs, solid brick infill, ramps and railings.

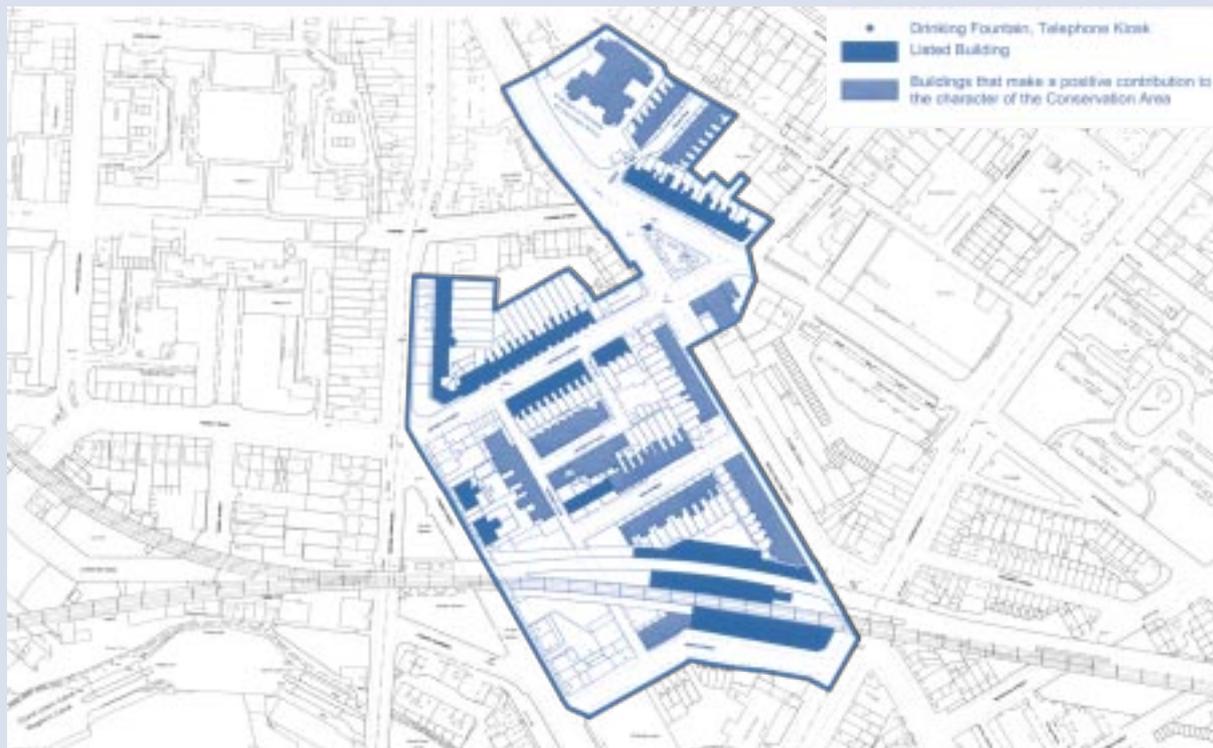


# Audit

## LISTED BUILDINGS

Those buildings currently on the statutory List of Buildings of Architectural or Historic Interest are listed below, along with buildings which are considered to make a positive contribution to the Conservation Area. Details and photographs of the listed buildings are available on the Camden web-site:

<http://www.camden.gov.uk/planning/listed/index.html>. All buildings and structures listed below are Grade II.



Bonny Street	2-8 (even)
Camden Road	Camden Road Station (including nos. 13-23 Bonny Street and 223 Royal College Street)
Camden Street	162-168 (even)
Ivor Street	8, 9 and 10
Jeffrey's Street	1, 1a, 3-33 (odd), 4-28 (even)
Kentish Town Road	46-64 (even)
Royal College Street	Drinking fountain and K2 telephone kiosk at junction with St Pancras Way
St Pancras Way	Nos. 108-132

## BUILDINGS WHICH MAKE A POSITIVE CONTRIBUTION

A number of buildings are notable because of their value as local landmarks, or as particularly good examples of the local building tradition. Such buildings, whilst not statutorily listed are nevertheless important local buildings in their own right and make a positive contribution to the character and appearance of the Conservation Area. The distinct quality of Jeffrey's Street Conservation Area is that it largely retains its Georgian character. For this reason, most of the 19th century buildings make a positive contribution to the character and appearance of the Conservation Area. The general presumption should therefore be in favour of retaining such buildings. There are also some 20th century re-development and infill developments that contribute to the character of the area as it is today. Although not statutorily listed, the Government requires that proposals to demolish these buildings should be assessed against the same broad criteria as proposals to demolish statutorily listed buildings (PPG 15, paragraphs 3.16 - 3.19). The unlisted buildings which make a positive contribution to the special character and appearance of the area are as follows: -

Bonny Street	3-11 (odd)
Camden Street	170-174 (even), 148-158 (even)
Ivor Street	1a, 2a, 1-7 (N side), 15-25 (S side)
Jeffrey's Place	5, 6, 9 (S side), 12-19, 20 (N side)
Prowse Place	1, 5-17, works, 25-27 (west side), 6 & 8 (east side)
Reeds Place	1-14
Royal College Street	225-249, 253-273 (odd), 232
St Pancras Way	No. 193
Wilmot Place	The Camden Falcon PH

## SHOPFRONTS OF MERIT

Many shopfronts contribute to the character of the area and are of townscape merit. The following have been identified, some for their historical interest, others as good examples of modern architecture:-

Royal College Street	237, 239, 255, 259
----------------------	--------------------

## STREETSCAPE AUDIT

The streets and spaces of the Jeffrey's Street Conservation Area make a significant contribution to its overall townscape quality. There are many historic features, original materials and details that help sustain the areas distinctive appearance. Materials and features which enhance the Conservation Area include:

General	Granite kerbs, granite channels and York stone pavements. Cast-iron railings to basements and steps.
Bonny Street	Ash trees within York stone pavement (insensitive tarmac repairs), granite kerbs and quadrant corner stones. Coal holes on south side of road. Reproduction railings with spearhead finials in front of Nos. 5 and 7. Decorative window guard at junction with Camden Road. York stone setts on edge outside Camden Road Station.
Camden Road	Drinking water fountain with marker above under railway bridge. York stone paving outside station entrance.

# Streetscap





streetscape



<b>Camden Street</b>	Double granite kerb adjacent to No. 174. Mature trees within Camden Street gardens. Decorative iron railings and balconies at first floor.
<b>Ivor Street</b>	Cast-iron bollards including both a rectangular sectioned obelisk bollard and a square sectioned obelisk bollard at the junction with Prowse Place inscribed St.P P.M. (St Pancras Parish Marker). York stone paving with trees. Granite kerbs and channels (x3). Original railings on south side, some unsympathetic replacements on north side.
<b>Jeffrey's Place</b>	Granite kerbs, channels (x2) and quadrants, blue granite sett surface to carriageway and cross-overs.
<b>Jeffrey's Street</b>	Coal holes, railings, granite channels, bootscrapers, trees at west end junction with Kentish Town Road.
<b>Kentish Town Road</b>	Mature vegetation within large front gardens. Traditional cast-iron street lights.
<b>Prowse Place</b>	Granite channels, kerbs and quadrants, granite sett surface to carriageway and crossovers. Spur stones outside entrance to workshops. Mature vegetation opposite Nos. 25 and 27. Cast-iron boot scrapers set into front facades. Brickwork arch under railway line.
<b>Reeds Place</b>	York stone setts on side with granite set channel (x1) at the entrance. 2 x St PPM bollards at west entrance and 4 at east. Large York stone paving stones (some concrete replacement).
<b>Rochester Mews</b>	Granite setts, channels (x3) and crossovers.
<b>Royal College Street</b>	Cast-iron pillar box adjacent to Camden Road Station (inscribed "EIIR"). Mature Plane trees. Memorial drinking fountain to Joseph Salter. C1876-7. K2 telephone kiosk. 1927 by Giles Gilbert Scott. Cast-iron railings to basements and steps of Nos. 253-273. Granite paving in front of Old Eagle PH. Large York paving outside No. 229. Modern railings and mature trees to College Gardens.
<b>St Pancras Way</b>	Coal holes. York stone paving adjacent to railings. York stone quadrant stones. York stone steps on corner of Wilmot Place. Railings with distinctive finials. York paving and high brick wall outside redundant school.

## OPPORTUNITY SITES

Some sites in the Conservation Area would benefit from sensitive redevelopment or enhancement, including:

- the car park on the corner of Prowse Place and Ivor Street
- the garages on the corner of Prowse Place and Jeffrey's Street
- single storey garage at No.4 Jeffrey's Place

## CURRENT ISSUES

The Jeffrey's Street Conservation Area has retained much of its original character and appearance, although there is constant development pressure because of commercial activity and residential development, as well as alterations and extensions to existing buildings. The Council supports good new design, where the quality of development enhances the Conservation Area. However, not all development has been successful in contributing to the character of the Conservation Area and some has had a neutral effect.

Where development detracts from the character and appearance of the Conservation Area, it is often through lack of respect for historic context, use of inappropriate materials, inappropriate bulk or height or use of unsympathetic signage. In particular, the following alterations can lead to the degradation of the Conservation Area if carried out unsympathetically:-

- alterations and additions to roofs and parapet walls
- rear or side extensions
- alteration to or replacement of original timber windows, porches, doors, and other architectural features
- loss or replacement of traditional railings, gates, gateposts or garden walls
- painting of brickwork, walls or fences
- signage and other alterations to shopfronts (especially when associated with change of use)

Other issues which can cause harm to the appearance of the streetscape include:

- replacement of stone paving or granite setts with concrete paving slabs or tarmac
- traffic and road calming measures
- telecommunications equipment
- graffiti

If the opportunity arises for further streetscape enhancements they should be made in accordance with the Council's Streetscape Design Manual, which identifies an overall image for the Borough.

# Guidelines

Designation of a conservation area gives the Council greater power to control and manage change. It is not, however, intended to prevent all new development. Some development to single family dwellings does not require permission from the Council under the Town and Country Planning (General Permitted Development) Order 1995 (GDPO) such as small extensions and changes to windows not in the roof. This is known as permitted development. The majority of works within the Conservation Area will require Planning Permission, and/or Conservation Area Consent, and it is therefore advisable to check with the Planning officer whether permission is needed at an early stage of proposals.

The Borough's Principal Planning Policy document is the Unitary Development Plan (UDP) adopted in March 2000 and supported by Supplementary Planning Guidance (SPG) agreed by Committee in March 2001. This Statement will form part of the SPG and should be read with the policies of the UDP and further guidance contained within the SPG.

Within conservation areas the Council has certain additional duties and powers in relation to the conservation of the built environment, and the UDP Environment Chapter sets out the Council's policies and general approach. In this context UDP Policy EN31 states "The Council will seek to ensure that development in conservation areas preserves or enhances their special character or appearance, and is of high quality in terms of design, materials and execution. Applicants will be expected to provide sufficient information about the proposed development and its immediate setting to enable the Council to assess the potential effect of the proposal on the character or appearance of the Conservation Area."

A further guidance leaflet giving general advice on works and applications in conservation areas is available from this office, and additional guidance relating to specific problems within the Conservation Area may be produced from time-to-time for inclusion within this statement.

## BASEMENTS

JS1 Extending into basement areas will only be acceptable where it would not involve harm to the character of the building or it's setting.

## DEMOLITION

JS2 Within the Conservation Area total or substantial demolition of a building will require Conservation Area Consent.

JS3 The Council will seek the retention of those buildings which are considered to make a positive contribution to the character or appearance of the Conservation Area, and will only grant consent for demolition where it can be shown that the building detracts from the character of the area. Consent will not be granted for demolition unless a redevelopment scheme has been approved which will preserve or enhance the Conservation Area (see UDP Policy EN32 and SPG Demolition Guidelines).

JS4 All applications should show clearly the extent of demolition works proposed.

JS5 The demolition of statutorily listed buildings will be resisted and the Council will seek to ensure that they are adequately maintained and in beneficial use.

## **ESTATE AGENT'S BOARDS**

JS6 A profusion of estate agent's boards can have a detrimental impact upon the environment in terms of visual clutter. Legislation concerning the display of advertisements is contained principally in the Town and Country Planning (Control of Advertisements) Regulations 1992 (as amended). The Regulations identify fourteen classes of advertisement that have 'deemed consent'. Only one advertisement, of specified dimensions and height, per property to be sold or let has deemed consent under the Regulations. Applications to exceed the deemed consent level will usually be refused by Camden. The Council will, where appropriate, use its powers to prosecute agents who display boards illegally. For more information see SPG.

## **FRONT GARDENS AND BOUNDARIES**

JS7 Boundaries in the Conservation Area are predominantly formed by traditional iron railings, in some cases mounted on low walls. Proposals should respect the original style of boundary and these should generally be retained and reinstated where lost. Particular care should be taken to preserve the green character of the Conservation Area. Alterations to the front boundaries between the pavement and houses can dramatically affect and harm the character of the Conservation Area. The original features of the boundary vary. The walls and railings alongside the road and within properties add to the attractive appearance of the front gardens and architectural settings of the 19th century buildings. The loss of front boundary railings, where it has occurred, detracts from the appearance of the front garden by reducing the area for vegetation in this urban residential area. Furthermore, the removal of railings and the paving of front gardens to provide parking space for cars adversely affects the setting of the building and the general street/scene. The Council will resist any further loss of front boundary walls and railings, and conversion of front gardens into hard-standing parking areas.

## **LISTED BUILDINGS**

JS8 Under Section 7 of the Planning (Listed Buildings & Conservation Areas) Act 1990, listed building consent is required for demolition of a statutorily listed building, and for any works of alteration or extension which would affect its character as a building of special architectural or historic interest. Even cleaning or repainting a facade may require listed building consent. The requirement for listed building consent is distinct from the need for planning permission and 'permitted development' rights do not apply to listed building consent. Listed building consent is not normally required for maintenance and like-for-like repairs, but if repairs result in a significant loss of historic fabric or change to the appearance of the building, consent would be required.

JS9 Works to be carried out as a matter of urgency would require listed building consent just as in any other case, even if the works are required by a dangerous structures or any other legal notice.

JS10 It is an offence to carry out or ask for unauthorised works to be carried out to a statutorily listed building and the penalty can be severe - an unlimited fine or up to 12 months imprisonment, or both.

JS11 Advice on whether listed building consent is needed for works to statutorily listed buildings is available from the Conservation and Urban Design Team. The Council's principal development policies relating to statutorily listed buildings are contained in the UDP Policies EN38-EN40.

JS12 Additional guidance is included in Supplementary Planning Guidance and in the Government's Planning Policy Guidance Note 15 - Planning and the Historic Environment. A separate Council leaflet is available on listed buildings.

## **MATERIALS AND MAINTENANCE**

- JS13 In all cases, existing/original architectural features and detailing characteristic of the Conservation Area should be retained and kept in good repair, and only be replaced when there is no alternative, or to enhance the appearance of the building through the restoration of missing features. Original detailing such as door/window architraves, fanlights, pediments and finials, porches, ironwork (window cills, railings), timber framed sash windows, casement windows, doors, tiled footpaths, roof tiles, decorative brickwork, bargeboards, stained glass, boundary walls, piers and coal-holes, where retained add to the visual interest of properties. Where details have been removed in the past, replacement with suitable copies will be encouraged.
- JS14 The choice of materials in new work will be most important and will be the subject of control by the Council. Original, traditional materials should be retained wherever possible and repaired if necessary. Generally routine and regular maintenance such as unblocking of gutters and rainwater pipes, the repair of damaged pointing, and the painting and repair of wood and metal work will prolong the life of a building and prevent unnecessary decay and damage. Where replacement is the only possible option, materials should be chosen to closely match the original. Generally the use of the original (or as similar as possible) natural materials will be required, and the use of materials such as concrete roof tiles, artificial slate and PVCu windows would not be acceptable.
- JS15 Original brickwork should not be painted, rendered or clad unless this was the original treatment. Such new work, whilst seldom necessary, can have an unfortunate and undesirable effect on the appearance of the building and Conservation Area, which may lead to long term structural and decorative damage, and may be extremely difficult (if not impossible) to reverse once completed. Re-pointing should match the original mix and profile as it can drastically alter the appearance of a building (especially when 'fine gauge' brickwork is present), and may be difficult to reverse.
- JS16 Where replacement materials are to be used it is advisable to consult with the Council's Conservation & Urban Design Team, to ensure appropriate choice and use.

## **NEW DEVELOPMENT**

- JS17 New development should be seen as an opportunity to enhance the Conservation Area. All development should respect existing features such as building lines, roof lines, elevational design, and where appropriate, architectural characteristics, detailing, profile, and materials of adjoining buildings. Proposals should be guided by the UDP in terms of appropriate uses.

## **REAR EXTENSIONS/CONSERVATORIES**

- JS18 Planning permission is usually required for the erection of a rear extension or conservatory. However, modest single storey extensions to a single family dwelling may be exempt from permission under the General Permitted Development Order 1995 depending on the proposed volume and height. It is advisable to consult the Planning Service to confirm if this is the case.
- JS19 Extensions and conservatories can alter the balance and harmony of a property or of a group of properties by insensitive scale, design or inappropriate materials. Some rear extensions, although not widely visible, so adversely affect the architectural integrity of the building to which they are attached, that the character of the Conservation Area is prejudiced. Rear extensions should be as unobtrusive as possible and should not adversely affect the character of the building or the Conservation Area. In most cases such extensions should be no more than one storey in height, but its general affect on neighbouring properties and the Conservation Area will be the basis of its suitability.

- JS20 Extensions should be in harmony with the original form and character of the house and the historic pattern of extensions within the terrace or group of buildings. The acceptability of larger extensions depends on the particular site and circumstances.
- JS21 Rear extensions will not be acceptable where they would spoil an uniformed rear elevation of an unspoilt terrace or group of buildings; or would encroach significantly on the rear garden space; or harm public views of rear garden/spaces.
- JS22 Conservatories, as with extensions, should be small in scale and subordinate to the original building and at ground floor level only. The design, scale and materials should be sensitive to the special qualities of the property and not undermine the features of the original building. Conservatories at high level will not be permitted.

## **ROOF EXTENSIONS**

- JS23 Planning permission is required for alterations to the roof, at the front, rear and side within the Conservation Area. Some alterations at roof level including the side and rear have had a harmful impact on the Conservation Area. Because of the varied design of roofs in the Conservation Area it will be necessary to assess proposals on an individual basis with regard to the design of the building, the adjoining properties and the streetscape. Where the principal of an extension is acceptable they should respect the integrity of the existing roof form and existing original details should be precisely matched.
- JS24 Mansard additions and other forms of roof extension, which fundamentally change the roof form, are uncharacteristic of the Conservation Area. The introduction of roof addition of this nature is unlikely to be acceptable due to the adverse affect on the skyline and surrounding streetscene.
- JS25 Further dormers or 'velux' type windows at the rear will normally be allowed if sensitively designed in relation to the building and other adjacent roofs. Dormers at the front and the side will not be allowed where a cluster of roofs remain largely, but not necessarily completely, unimpaired.
- JS26 Generally the roofs have a shallow pitch and therefore the scale and position of the dormer in the roof slope should respect the ridge and hip lines and general proportions of the building.
- JS27 The retention or reinstatement of any architecturally interesting features and characteristic decorative elements such as parapets, cornices and chimney stacks and pots will be encouraged.

## **SATELLITE DISHES**

- JS28 Dishes are not normally acceptable where they are positioned on the main façade of a building or in a prominent position easily seen from the street. The smallest practical size should be chosen with the dish kept to the rear of the property, below the ridge line and out of sight if at roof level. Planning permission may be required. Advice from the Conservation and Urban Design Team should be sought before undertaking such works.

## **SIDE EXTENSIONS**

- JS29 Planning permission may be required for the erection of side extensions. Most single storey side extensions to single family dwellings may be exempt from permission under the General Permitted Development Order 1995 depending on the proposed volume and height and location. It is advisable to consult the Planning Service to confirm if this is the case.



JS30 The Conservation Area is characterised by significant and well-preserved gaps at the end of terraces or between buildings providing views through to rear mature gardens. Normally the infilling of these gaps will be resisted where an important gap is compromised or the symmetry of the composition of a building would be impaired. Where side extensions would not result in the loss of an important gap they should be single storey and set back from the front building line.

## **SHOPFRONTS/ADVERTISEMENTS/SIGNAGE**

JS31 The installation of a new shopfront and most alterations to the existing shopfront will need planning permission. The installation of external security shutters also requires planning permission. SPG contains more detailed advice on the design of shopfronts and signage.

JS32 Proposals for new shopfronts will be expected to preserve or enhance the visual character and appearance of the street, through respect for the proportions, rhythm and form of the original frontages. Any shopfront of historic interest or architectural quality should be retained and if necessary repaired. Shopfronts that are considered to be out of character with the building or the area generally should be replaced with new shopfronts that are appropriate to the building and enhance the appearance of the Conservation Area.

JS33 Similarly shop signage should be appropriate for the Conservation Area, respecting the proportions of the shop frontages, and maintaining the division between units and reflect the plot widths of buildings. Internally illuminated box signs are unacceptable and generally signage should be non-illuminated or externally illuminated. Signage will usually consist of one fascia sign and one projecting sign. Shop signs should not normally be above ground floor level.

JS34 Signage for other uses on residential streets should be appropriate in terms of scale for its location and respect the character of the Conservation Area.

## **SHOPFRONT SECURITY**

JS35 The introduction of security measures can detract from the appearance of the Conservation Area. The Council will prefer the use of the security measures that do not require external shutters or grilles such as:

- (a) the strengthening of shopfronts;
- (b) the use of toughened or laminated glass;
- (c) internal grilles or collapsible gates - these do not normally require planning permission unless they result in a material alteration to the external appearance of the shopfront;
- (d) improved lighting.

JS36 There will be a general presumption against the use of external security shutters, grilles or meshes on shopfronts. Applicants would have to demonstrate that the above measures are not feasible for external security shutters, grilles or meshes to be considered. A separate leaflet is available on Shopfront Security.

## **TREES AND LANDSCAPING DESIGN**

JS37 Any person wishing to do works to a tree, such as pruning or felling, must give the Council six weeks notice of the works before it is carried out. Further advice is available from the Tree Officer on 020 7974 5616. A separate leaflet on trees is available from the Council.

- JS38 The Council will consider the removal of existing trees only where necessary for safety or maintenance purposes or as part of a replanting/nature conservation programme.
- JS39 All trees which contribute to the character or appearance of the Conservation Area should be retained and protected. Developers will be expected to incorporate any new trees sensitively into the design of any development and demonstrate that no trees will be lost or damaged before, during or after development. BS 5837:1991 shall be taken as the minimum required standard for protection of trees.
- JS40 All new development should have a high standard of external space (landscape) design, which should respect the character and appearance of the Conservation Area.
- JS41 Applications for development should take into account the possible impact on trees and other vegetation, and state clearly whether any damage/removal is likely and what protective measures are to be taken to ensure against damage during and after work. BS 5837:1991 shall be taken as the minimum required standard for protection of trees. All trees within 10 metres of a development proposal should be clearly identified. This also applies to underground development.
- JS42 The erection of all external ventilation ducts and air handling equipment will require planning permission from the Council. In assessing applications the Council will be concerned about the siting of the equipment, particularly in visually sensitive locations and in the proximity of residential accommodation, to ensure that local amenity is protected. (refer UDP: EN7)
- JS43 The Council will require full details of mechanical plant and equipment for all A3 (change of use to restaurant, pubs and hot food take-aways) applications.

## ACKNOWLEDGEMENTS

We would like to thank the Camden Local Studies and Archives Centre for their help in the preparation of the statement and to local residents and groups who contributed their views and local knowledge during consultation.

The consultation draft was produced by the consultants Building Design Partnership who provided the initial analysis of the area. Their work formed the basis of the Statement that was then revised following local consultation by the Conservation and Urban Design Team.

## FOR FURTHER INFORMATION CONTACT:

Conservation & Urban Design Team,  
London Borough Of Camden, Environment Department,  
Town Hall Extension, Argyle Street, London WC1H 8ND  
Telephone: 020 7974 1944 e-mail: [conservation@camden.gov.uk](mailto:conservation@camden.gov.uk)

Camden's Planning Service is on-line. You can visit the website at [www.camden.gov.uk/planning](http://www.camden.gov.uk/planning)

Duty Planner: 020 7974 1911

## USEFUL CONTACTS

English Heritage, 23 Savile Row  
London W1S 2ET  
[www.english-heritage.org.uk](http://www.english-heritage.org.uk)

Office of the Deputy Prime Minister (Responsible for regional and local government)

[www.odpm.gov.uk](http://www.odpm.gov.uk)

The South Kentish Town Conservation Area Advisory Committee was formed in January 2003 and covers four Conservation Areas; Rochester, Inkerman, Jeffrey's Street, Kelly Street.

The South Kentish Town Conservation Area Advisory Committee and other local groups can be contacted via CINDEK which is available through Camden Libraries, Camden Information Point and by direct access at <http://cindex.camden.gov.uk>

## REFERENCES

The Buildings of England. London 4: North London: Penguin Books Ltd, 1998

[Cherry, Bridget & Pevsner, Nikolaus](#)

History of Kentish Town. London: Camden History Society, 1979

[Howells, Coral, Richardson, John, Stapleton, Mary, & Tindall, Gillian](#)

A Guide to the Architecture of London. London: Wiedenfeld & Nicholson, 1992

[Jones, Edward & Woodward, Christopher](#)

The Period House – Style, Detail and Decoration 1774-1914. London: Phoenix Illustrated, 1996

[Russell Lawrence, Richard and Chris, Teresa](#)

The Fields Beneath. London: Paladin Books, 1980

[Tindall, Gillian](#)

*Published April 2003*





Conservation & Urban Design Team  
London Borough of Camden  
Environment Department  
Town Hall Extension  
Argyle Street  
London WC1H 8ND  
Telephone: 020 7974 1944