

02

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The Existing Site

2.1 The Local Context : West Hampstead and Kilburn

The sites of 65 and 67 Maygrove Road are situated in the suburban local area of West Hampstead in north west London, in the London Borough of Camden.

The site is east of Kilburn High Road (A5) and between the two railway lines of the Jubilee Line and London Overground. The site is well connected to public transport with its location mid way between Kilburn Underground Station and West Hampstead Underground and Overground Stations.

The site is close to Kilburn town centre and its local facilities and shopping area, and the character of the area is predominately residential. However no 65-67 Maygrove Road has an industrial history related to the growth of the railways in the Victorian era.

The site has two main points of access, Maygrove Road is the primary access road along the southern aspect of the site, and secondary Brassey Road to the north, where access is only possible at a higher level due to the level change across the site.



The Existing Site

2.2 The Local Context : The Sidings

The site is situated between two railway lines, on the north side of Maygrove Road, immediately adjacent to the Maygrove Peace Park.

This area of land directly to the north side of Maygrove Road has historically supported a number of industrial functions, in its location adjacent to the railway line as an area of railway sidings. Hence the names of the Sidings Community Centre and West End Sidings Estate.

At the eastern end of Maygrove Road this area is predominantly taken up by the Liddell Industrial Workshops ,while the southern edge has a more domestic residential development and character.

The edge of the industrial estate and garages is softened by the soft green edge of trees and planing along the length of Maygrove Road.

This particular area of Maygrove Road is characterised by industrial buildings alongside more distinguished residential properties, giving it a contrasting character.

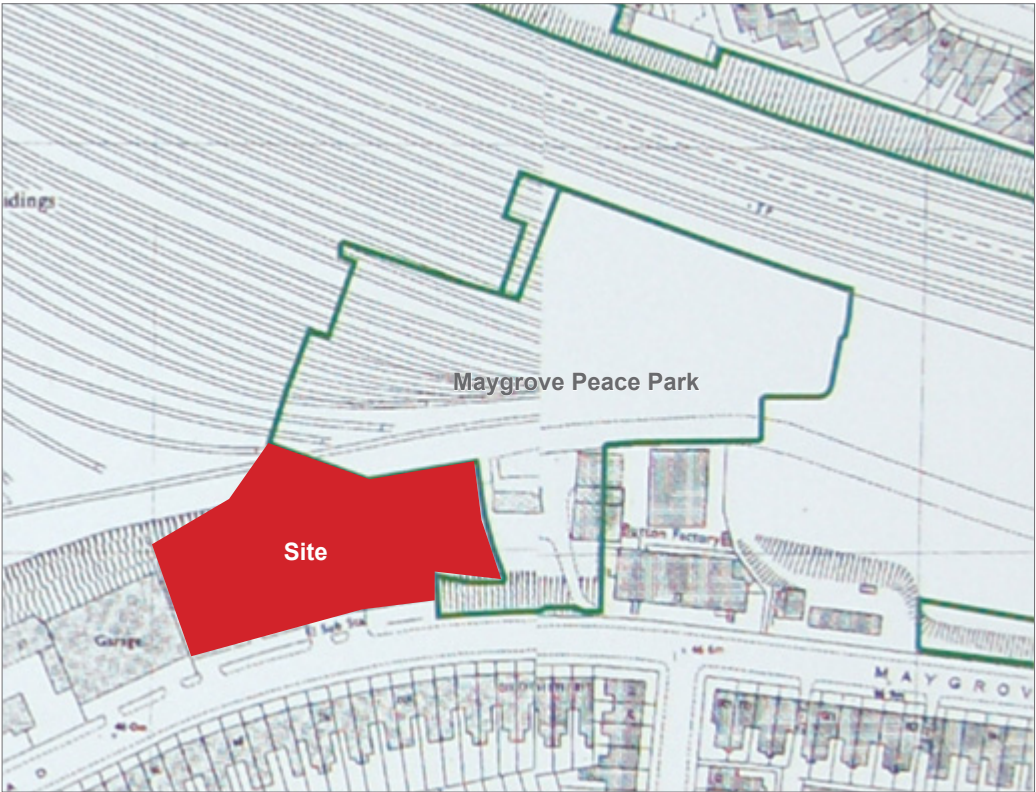
- 1. Railway line - London Overground
- 2. Railway line -Jubilee Line
- 3. The Site : 65-67 Maygrove Road
- 4. The Liddell Road Industrial Workshops - an industrial estate offering a diverse range of industrial and maintenance services.
- 5. Factory Premises with outdoor facilities.
- 6. The Iverson Tyre Garage
- 7. West Hampstead Thameslink Station
- 8. Residential development



The Existing Site

2.3 The Local Context : History

The historic maps and photographs to the right show the site's history as part of the West End Railway Sidings constructed as part of the Victorian expansion of the railways in the mid 19th Century.



Title The London, Midland and Scottish Railway West End Sidings and environs, West Hampstead, 1928
Image reference EPW022509 Date August 1928

A steam train passing Maygrove Park from St. Pancras Station in the 1860's. This site was once West end Railway Sidings

The Existing Site

2.4 The Local Context : Contrasting Character

The local context is changing rapidly, and the shift is from industrial to residential in this corner of Maygrove Road.

There is a contrast between the rather shabby industrial character of the areas clustered along the railway sidings and the more affluent residential developments that dominate West Hampstead.

The industrial past of the site's immediate context is slowly disappearing. The transformation of the railway sidings to the Peace Park in the 1980s, and more recent residential developments in pockets such as the site in this proposal, are slowly being regenerated and converted into housing or other mixed use properties.

For example, No 59 Maygrove Road used to be a motor garage, however in 2011, this was demolished and a new residential building constructed in its place, as illustrated in the photographs to the right.

Currently the area is one of contrast with the areas industrial and commercial buildings , cheek by jowl with Victorian and 20th Century residential developments.



An aerial photograph showing the garage where the new No 59 Maygrove Building now sits.



This picture from 1999 shows a car garage where no. 59 now sits.



The Liddell Industrial Estate which nestles between the railway tracks and the tree-lined edge of Maygrove Road.



The Iverson Tyre Garage

The Existing Site

2.5 The Maygrove Peace Park

The Maygrove Peace Park is a tranquil haven to the east and north of the site, and is a place of great local significance, as this text from the London Borough of Camden's website describes:-

Maygrove Peace Park is situated in the heart of Kilburn. The centre of Kilburn life is the Kilburn High Road, a section of the ancient Roman Road of Watling Street which now forms the western boundary of the London borough of Camden. This same road starts life at the north-east corner of Hyde Park as Edgware Road and continues through North-West London up to St Albans, which was an important Roman settlement.

The Sidings Community Centre and the adjoining West End Sidings estate both take their names from the former West End railway sidings running along the Midland Railway which connects West Hampstead Thames link station to St Pancras (Eurostar International line), Europe and beyond. The first train to use this line left St Pancras en route to Manchester at 10.00am on the 1st of October 1868.

On 27 April 1983, Camden Council agreed to officially designate Maygrove a peace park as a permanent reminder of the council's commitment to peace. The opening of the park was timed to coincide with the 39th anniversary of the Nagasaki Day, which was 9th August 1984, by Mayor Barbra Hughes with Msgr Bruce Kent (CND). The Mayor of Camden sent a telegram to the Mayor of Nagasaki (Hitoshi Motoshima) who replied "We hope your Peace Park will be remembered long as a symbol of Peace" which was read out at the opening ceremony while a thousand white balloons were released into the air.(Kilburn Times 17th August 1984).

<http://www.camden.gov.uk/ccm/content/leisure/outdoor-camden/parks/great->



A sculpture by Anthony Gormley at the northern end of Maygrove Peace Park.



'Peace Crane' – Maygrove park 'origami bird' sculpture (1984)



View looking west over our site showing the non descript entrance to the Peace Park from Maygrove Road. We propose to introduce a quality landscaping strategy that recognises the importance of the Peace Park entrance.



Entrance to Maygrove Peace Park from Maygrove Road (August 2012) . Note the same 'origami bird' sculpture hidden within the vegetation. The quality of the park entrance does not meet the good quality of the park itself.



Panorama of Maygrove Peace Park from Sidings Community Centre

The Existing Site

2.6 No 59 Maygrove Road, No 65 Handrail House and No 67 Maygrove Road

The site forming the proposals contained within this application are currently occupied by two 20th Century buildings.

1. No 65 Maygrove Road, Handrail House.

Built in the 1930's in an Art Deco style, Handrail House is a 3 storey office building which was originally a headquarters building for a handrail manufacturer. There have been an number of alterations to the building since the 1930s, however the commercial spaces of the building were left unlet for a number of years more recently due to amongst other things the lack of disabled access, poor natural light into the centre of the building, and despite a major marketing campaign and sustained investment the building has struggled to find tenants. A new atrium with a lift and glass roof was introduced into the building by DMFK architects in 2010.

2. No 67 Maygrove Road

No 67 Maygrove Road was built in the 1930's and altered into its current form in the 1980's, in a post modern classical pastiche style. The building is currently being used as a mixed use building which includes commercial and residential functions.

3. and 4. No 59 Maygrove Road

No 59 Maygrove Road is the only building directly adjacent to the proposals, it is a new residential building by Peter Taylor Architects, which was completed in 2011. The block contains supported and intermediate housing units.



Photograph Location Plan



1
South Elevation of Handrail House



2
South Elevation of 67 Maygrove Road



3
South Elevation - Handrail House and No 59 Maygrove Road



4
No 59 Maygrove Road

The Existing Site

2.7 The Existing Topography of the Site

Along its length Maygrove Road is fairly consistently level, therefore the frontage onto Maygrove Road is fairly continuous at nominally 46.5m OD along the pavement.

As the site moves northwards there is a steep gradient towards the Peace Park at the rear to approximately 51.5m OD by the Park's Cherry tree cluster.

This change of level , of approximately two stories across the site is the major physical constraint on any development of this site.



Access Road onto Maygrove Road looking out to Barlow Road



Car park to rear of existing building

The Existing Site

2.8 Local Character

The dominant character of this largely residential area comes from the Victorian residential developments in the area, built in the later half of the 19th Century.

This variety is an important part of the character of the area, differentiating between individual homes and communal apartment buildings of different eras and styles

These buildings range from two to three storey houses, up to five story mansion blocks. They are well constructed and detailed buildings which together with the tree planting create a very unique and high quality environment and character.

The facades of these buildings are beautifully detailed and articulated with projecting bay windows, painted stone lintels in brickwork, castellated entrances with banding and intricate metalwork details. The also incorporate green edges and planting to the street of varying density.



Example of Building Line set back from street frontage on Honeybourne Road. Clear distinction between apartments and individual houses.



Building and garden coherently developed.



Honeybourne Road



Kings Gardens



Acol Road



Arial View of Honeybourne Road (NE of Maygrove Road)



Arial View of Kings Gardens (SE of Maygrove Road)



Arial View of Acol Road/ West End Lane (SE of Maygrove Road)

The Existing Site

2.9 Materials used in the Local Context

Brick is the dominant residential building material in use in the West Hampstead and Maygrove Road area itself.

Closer examination of the buildings along Maygrove Road reveal a wide variety of brick types in use, from each era of the areas construction. No one brick type dominates Maygrove Road. The use of London stock bricks, and more traditional red bricks, and some darker brown bricks in buildings from the 1970's, in a variety of sizes, and some handmade or machine or wire cut is evident.

The majority of residential buildings have painted timber windows and door frames, and some of the Victorian apartment buildings have areas of stucco or stuccoed rustication. Front doors are picked out in a variety of ways with canopies or with banded brick and stone work.




The Existing Site

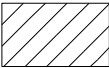
2.10 Extent of Proposed Demolition

Part of the proposals contained in this planning application are the proposed demolition of the two buildings existing on the site:-

- 1. No 65 Maygrove Road, Handrail House.
Demolitions include the removal of all existing hard standings, outbuildings, and fixed features.
- 2. No 67 Maygrove Road



Buildings to be demolished



Hardstanding and landscaping to be demolished

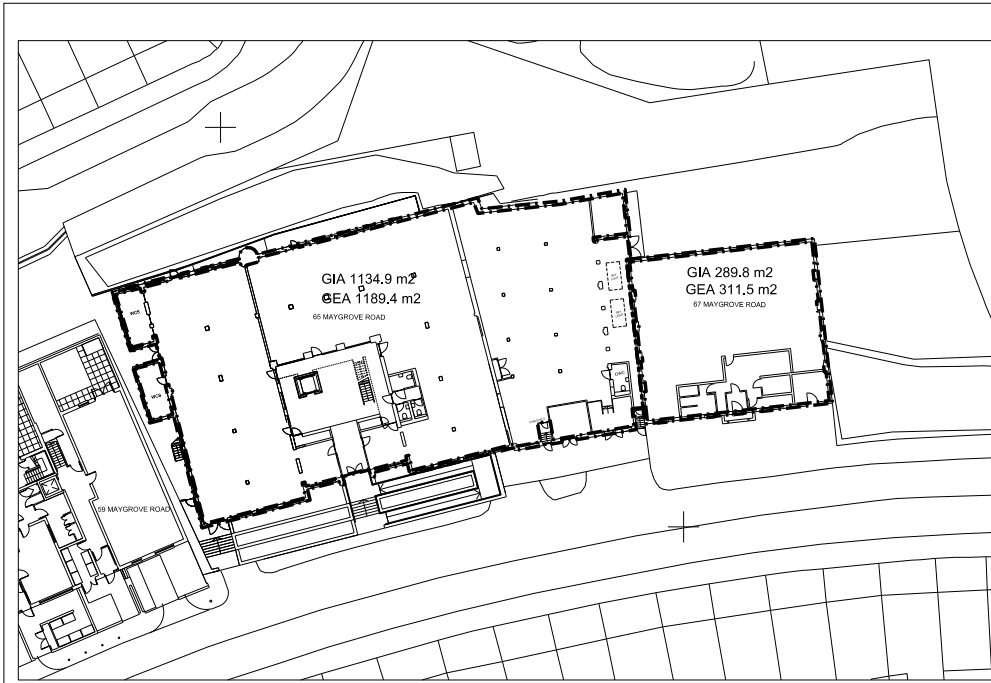


2.11 Trees

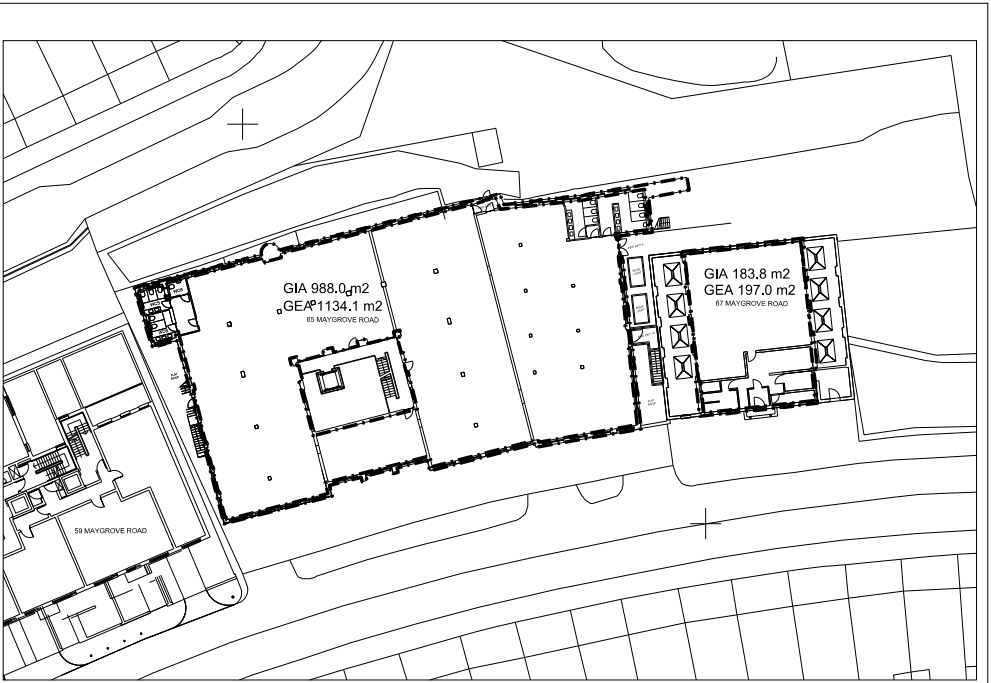


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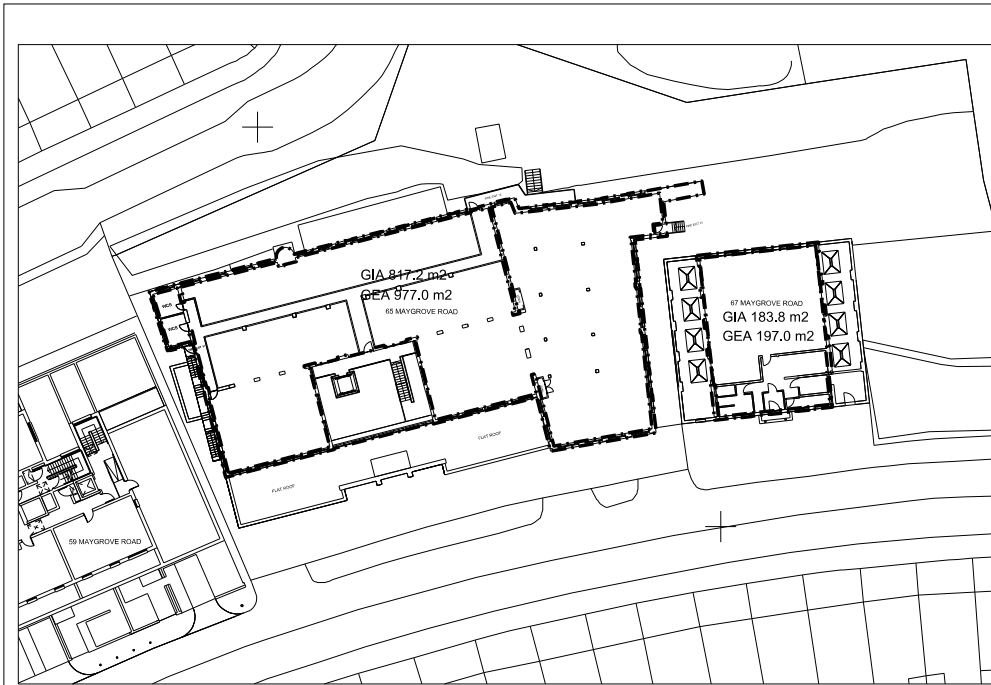
2.12 Gross External Areas of the Existing Buildings.



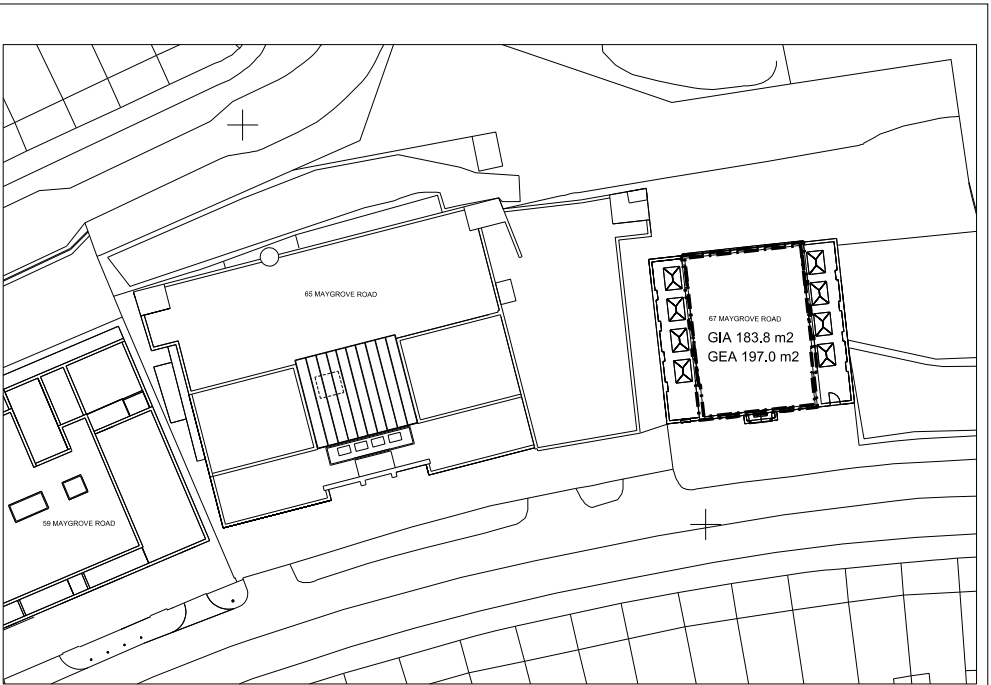
Existing Ground Floor



Existing First Floor



Existing Second Floor



Existing Third Floor