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Camden Lock Village Buildings Descriptions

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1 THE SITE

1.1 General Characteristics

The site is confined by the non-rectilinear route of the Canal and radial direction of Chalk Farm and Kentish Town roads, bounded by Castlehaven and Hawley Roads.

The plan form of the site, the arrangement of the buildings and the size of plots and linkages between spaces underwent changes in the second half 19th century when railway viaduct, depots and goods yards were introduced.

The workshops and canal-railway facilities buildings were expanded during the first 50 years of the 20th century but in the late 1980's were partly demolished. A section of the site was then occupied by the structures of the Canal Market.

The site mirrors the development of Camden Town, and those elements which contribute towards the neighbourhood's identity that are: the canal, Chalk Farm Road, the railway viaduct and the market activities.

The railway bridges crossing the site are not only a visual barrier, but a physical one, dividing the area in four clear zones. These sub areas are identified as Area A, within the Regent's Canal Conservation Area and with Chalk Farm Road to the west, Area B north of the railway facing Hawley Road, Area C between both railways and opening towards Castlehaven Road and Area D also within the Regent's Canal CA with Kentish Town Road as its east boundary [Fig. 1].

The arches supporting the railway have strong and imposing identity but their legibility is partly obstructed by the structures built within. In the past the arches were used as storage for the coal, but also as linkages between spaces. Today all the arches on the site are enclosed and occupied by garages and activities, resulting in loss of connectivity.

The Canal Market has re-opened since the February 2008 blaze.

The modern fencing of the site has a dominant presence in the East view across the Regent's Canal although the section by the Hampstead Bridge has been removed and replaced by a novelty sitting area sheltered by a light canopy [Fig. 5]. Further south the market stalls become more prominent. The metal fencing impedes the interaction between the canal and the area beyond, restricting both the visual perception of the canal and permeability of movements [Fig. 2].

The towpath adjacent the Canal Market is dominated by trees, greenery and the presence of the water, which confer a suburban and open –air character [Fig. 5].

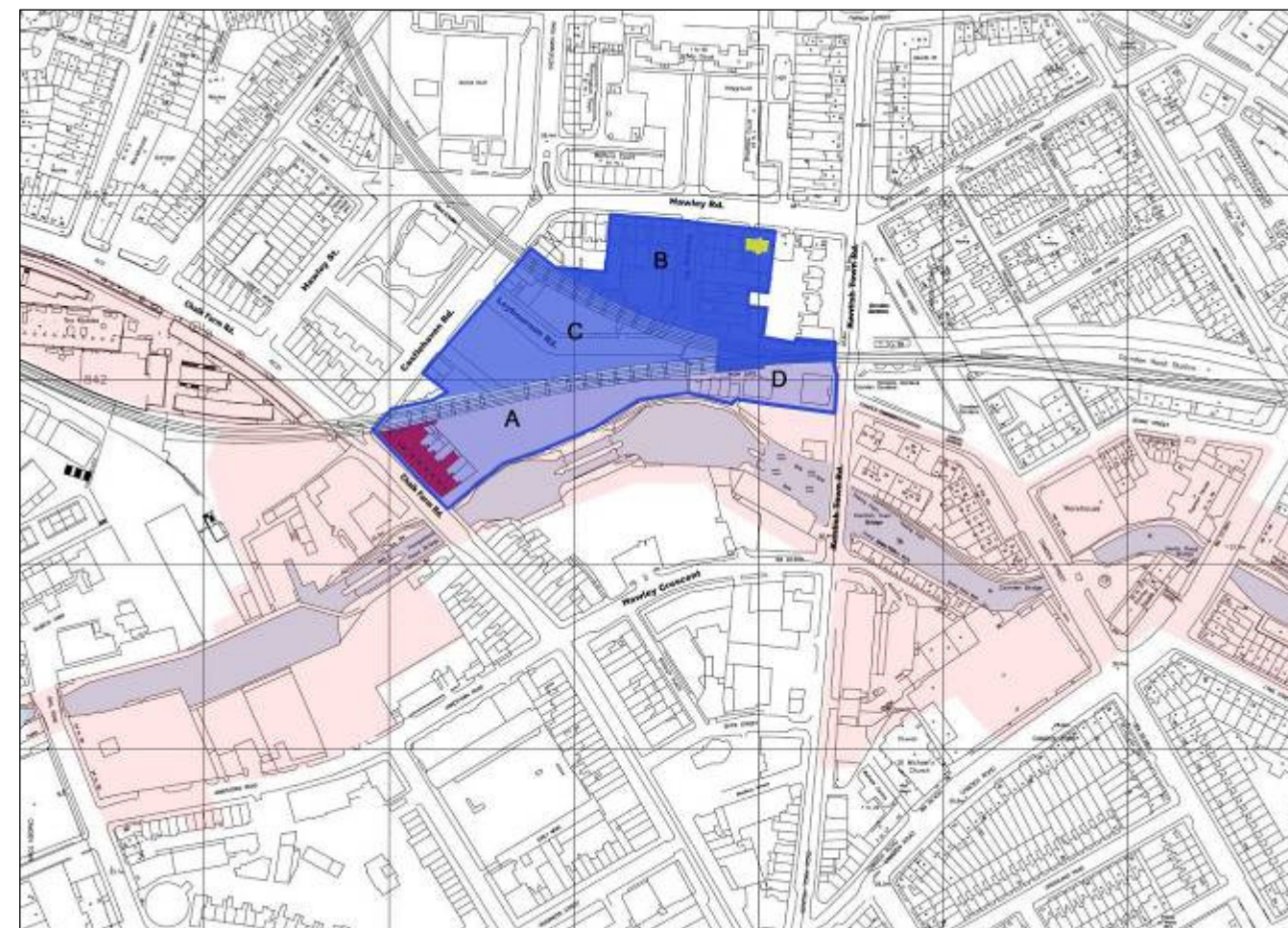


Fig. 1 Regent's Canal Conservation Area in pink, the site and its areas in blue, in red "buildings which make a positive contribution" (accordingly to the 2001 Conservation Area statement), and in yellow the listed building No 1 Hawley Road.



Fig. 2 Fencing of the site looking towards Hampstead Bridge (Area A)



Fig. 4 Leybourne Road and the railway bridges (Area C)



Fig. 3 Torbay Street towards the railway bridge (Area B)

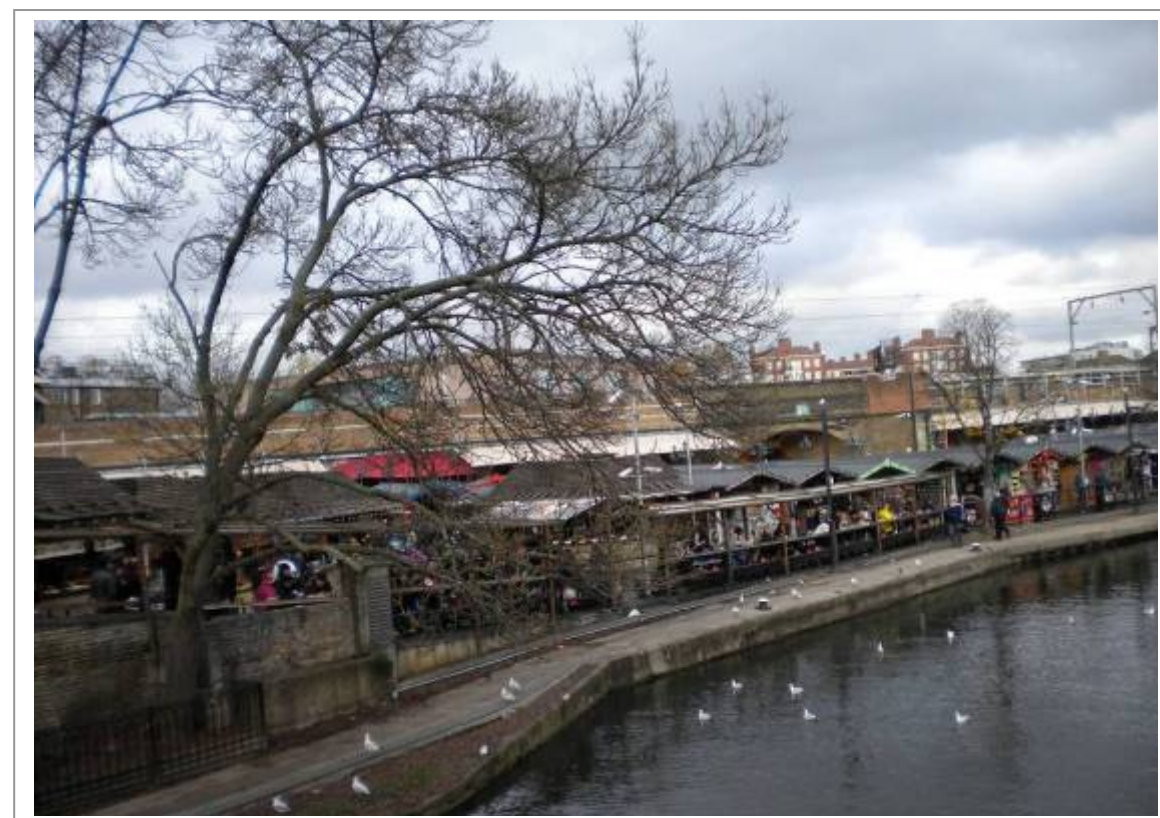


Fig. 5 Greenery at the towpath adjacent to the Canal Market (Area A)

2 THE AREAS AND THE BUILDINGS

2.1 Area A: Chalk Farm Road

This part of the site occupies a triangular area called Hawley Wharf, bounded on the North by the railway (former North London Railway, now First Capital Connect), on the South by the Regent's Canal and on the West by Chalk Farm Road. This section of the site is part of the Sub area 1 of Regent's Canal Conservation Area, and it is listed in the schedule of land use for proposals of the UDP (Site 24 Hawley Wharf) [Fig.].

The group of buildings along this section of Chalk Farm Road are considered “buildings which make a positive contribution” to the character of the Conservation Area, according to the Conservation Area Statement, Regent's Canal (2001). Unfortunately, the whole group was severely affected by the 2008 blaze. Both buildings located closer to the railway viaduct, Nos. 7-8 and 9 Chalk Farm Road, were demolished on the 12th February 2008.

The remaining buildings, Nos. 1 to 6 Chalk Farm Road, suffered complete loss of roofs and rear elevation extension at ground floor plus severe loss of internal floors and partitions as well as façade features. All basements had to be in-filled in order to attain structural stability of the remaining fabric.

None of the structures in the Camden Canal Market, marked in yellow in Fig. 6, could be preserved after the fire.

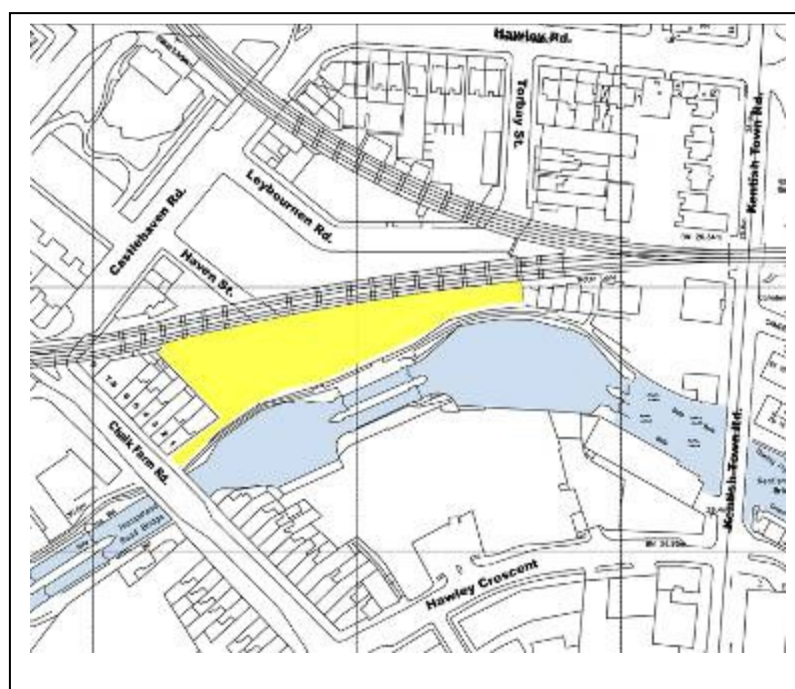


Fig. 6 The area of the Camden Canal Market in yellow, based upon 2005 OS map.

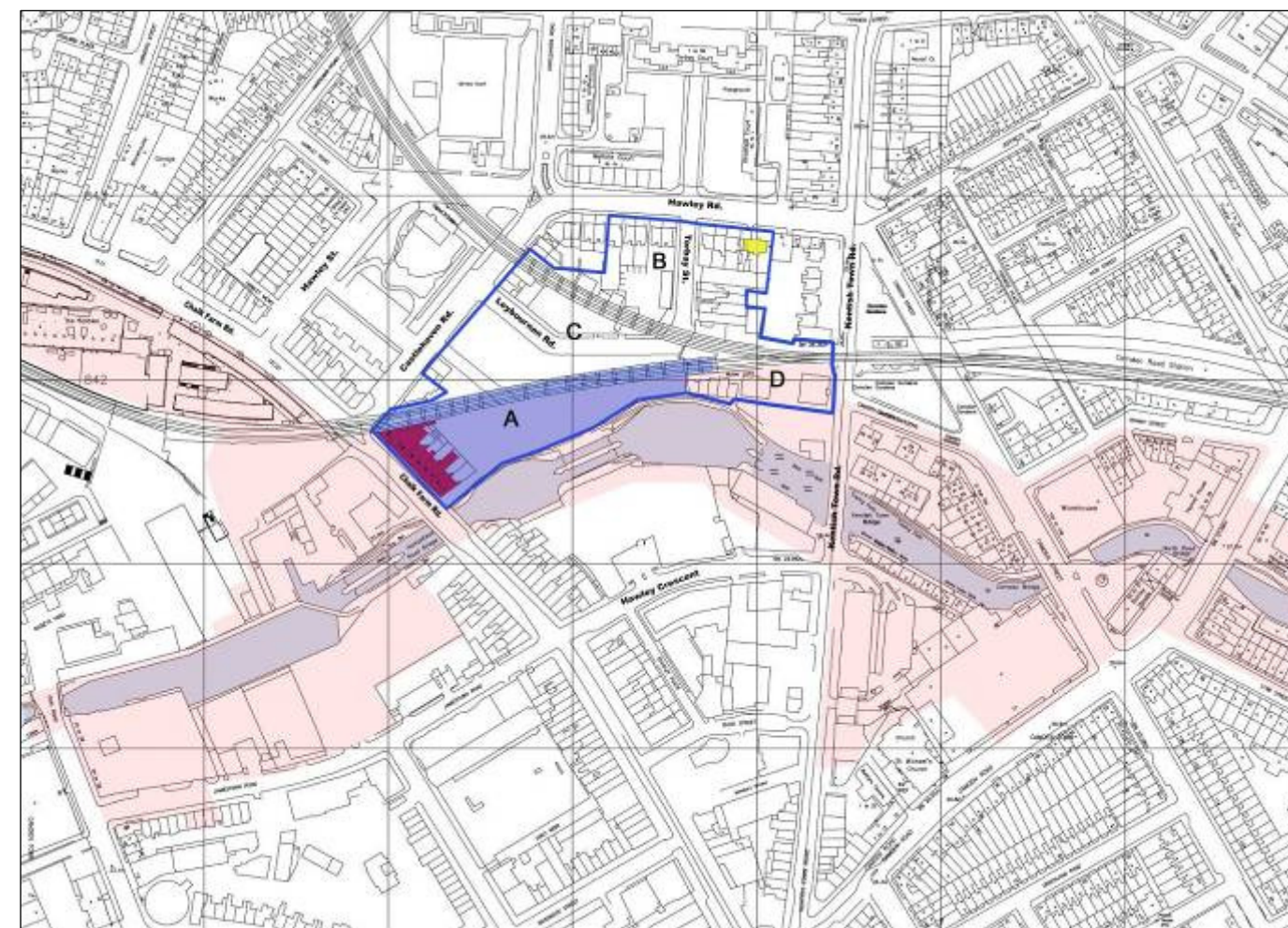


Fig. 7 Regent's Canal Conservation Area in pink, the site and Area A in blue, in red “buildings which make a positive contribution” (accordingly to the 2001 Conservation Area statement).

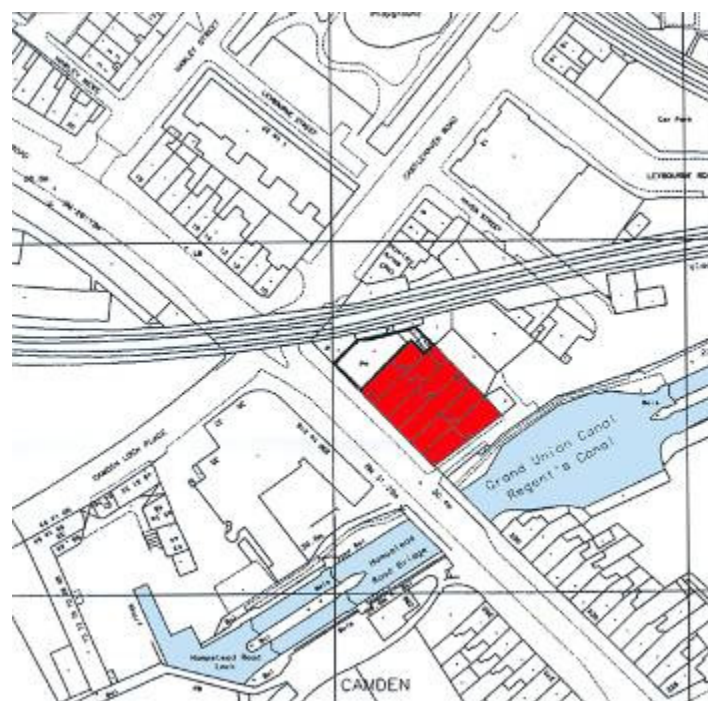


Figure 101. Coloured in Red: Nos. 1-6 of Chalk Farm Road, based upon 2005 OS map.

Nos. 1-6 Chalk Farm Road



Nos. 1-6 Chalk Farm Road.

Date of Construction: Between 1834-1844

Architect: Unknown

Description

Six terrace brick buildings. Three storeys high. Later additions project forward to the front of numbers 1-5 and all had later rear extensions now lost because of the fire.

Only the structure and external walls remain. The basements have been in-filled as part of the stabilisation of the structures. Roofs and floors are currently being replaced.

The fenestration suffered extensive damage and will need replacement.



North West elevation of No.6



Rear of Nos. 1, 2 and 3.



General views of the North-East façade.



Roof

Description:

- One row of two chimneys on each building. Modern design.

Condition:

- Lost. Being replaced.

External Fabric

Description:

- London Brick on South-West Façade, of No 1-3 and 6
- Red Stock brick in Nos. 4-5
- Different bricks on the North-East façade on Nos. 4-5
- English Bond
- Cement re-pointing uneven on both facades
- Mixture of different kinds of bricks and mortars

Condition:

- Affected by the blaze.

Openings

Description:

- Each building has two bays of two windows.
- Generally earlier dated openings in West façade and later altered openings on the East Façade.
- On West façade, mostly early windows and cills
- On East façade, a combination of earlier windows with modern PVC windows.
- No 6 and 4 present evidence of bricked up windows

Condition:

- Severely damaged by the blaze.

General Remarks

Plan form: Disrupted and greatly altered

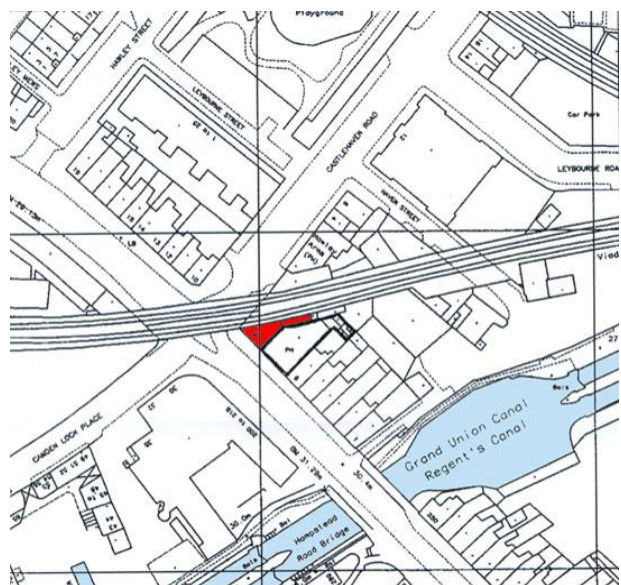
Shop fronts: Lost.

Internal details: Lost.



Coloured in red are Nos. 7-8 of Chalk Farm Road, based upon 2005 OS map.

The public house and shops at Nos 7-8 (the former Carnarvon Castle) and No 9 Chalk Farm Road were demolished on 12th February 2008 after the buildings were ravaged by the Camden fire.



Coloured in Red is No. 9 Chalk Farm Road, based upon 2005 OS map.

Nos. 7-8 Chalk Farm Road.



The former Nos 7 to 9 Chalk Farm Road photographed on the 6th March 2009.

2.2 Area B: Hawley Road and Torbay Street

This polygonal section of the site is bounded on the South by the railway viaduct, on the North by Hawley Road, on the West by the plots close to the intersection with Castlehaven Road and the back of the properties along Kentish Town Road on the East. The area includes the whole of Torbay Street [Fig.9].

The buildings within the site along Hawley Road have a consistent residential character, all of them dating from the mid 19th century. Four out of the eight houses facing Hawley Road are in poor condition.

Torbay Street is another area of mixed uses, with a former builder's yard on the West side and three houses and a warehouse on the East side. The South end of the street is visually dominated by the railway arches. Right before the arches a former weight office dating from 1925 stands at 2A Torbay Street [Fig. 8].



Fig. 8 No 2A Torbay Street.

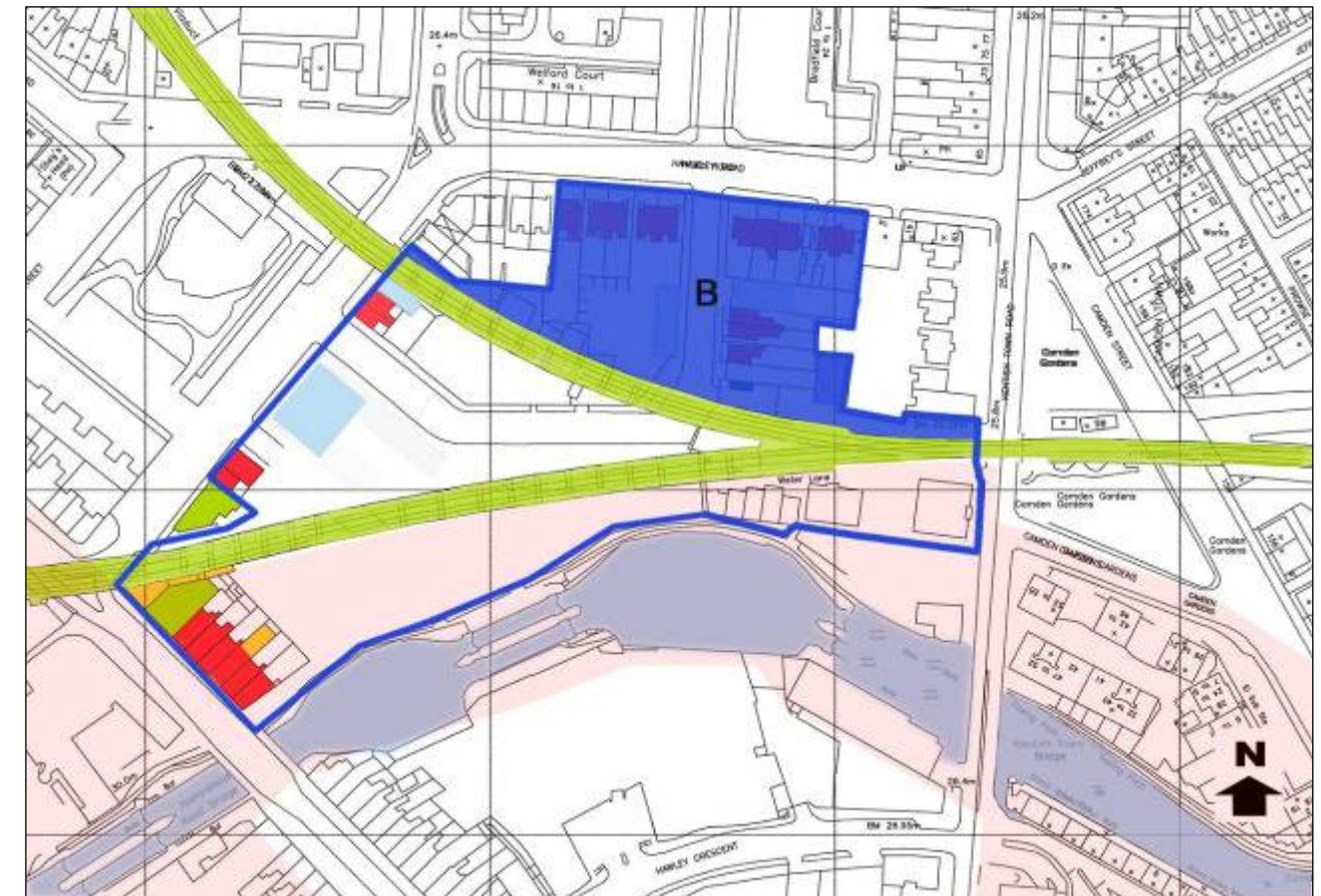


Fig. 9 Regent's Canal Conservation Area in pink, the site and Area B in blue.

Detached Villa No 1 Hawley Road

Fig. 10 No 1 Hawley Road and No 1C to the right.

Listed Grade II, 14 May 1974

Date of construction: between 1834 and 1844**Architect:** Unknown

Description: Early C19 detached villa. Forms part of a builder's yard, and has been used as an office and also for storage. There is a two storey building adjoining the west side of the property with brick walls in Flemish bond with segmental arches over sash windows. Six courses of bricks added over 1st floor windows. Ground floor features lost and unknown

Listed building description: Detached villa. Early C19. Stucco. Slated hipped roof with projecting eaves. Double fronted with 3 windows; 2 storeys and semi-basement. Pilasters rise from ground floor at angles and from 1st floor level flanking central window to carry entablature with egg-and-dart ovolo cornice at eaves level. Central prostyle Doric portico with cornice, blocking course and cast-iron balcony to 1st floor window. Doorway with fanlight and panelled door, approached by steps with attached cast-iron railings. Recessed sashes; ground floor architraved with console bracketed cornices and cast-iron balconies.

INTERIOR: not inspected.

Materials: Stuccoed brick walls and pilasters, slated hipped roof with projecting eaves, cast iron balcony to 1st floor, recessed sash windows.

Condition: Very poor. Registered in the Heritage at Risk Register, category B.

General Remarks:

No1 Hawley Road was constructed between 1834 and 1844. It appears for the first time in the Ordnance Survey map dated 1844 (See Fig.14). No data was found on the exact year of construction or the architects involved. The National Monument Records archives and databases do not hold any photographs or information about the property other than the full statutory list description.

The two storey building adjoining the west side of the property, believed to be known as 1c Hawley Road, appears to have undergone significant alterations since its first plan profile in the OS map 1844.

In the Goad Insurance Map London XII- March 1891, No 1c is surveyed as 'school'.

The OS maps between 1894 and 1962 show a party line between the properties, which is lost in the more recent ones.

David Trace's photographs of London recorded on the 15th May 1974, No1 Hawley Road and No1c as what appear to be two independent properties. This picture the only record found on the front elevation of No 1c.

An enforcement Notice dated 26th January 2000, issued by the London Borough of Camden, alleged unauthorised alterations to the front elevation of No1c Hawley road comprising the installation of a metal roller shutter and a metal shutter box. As of today, the property keeps the appearance described in the Enforcement Notice. This was not pursued and may have been issued in error.

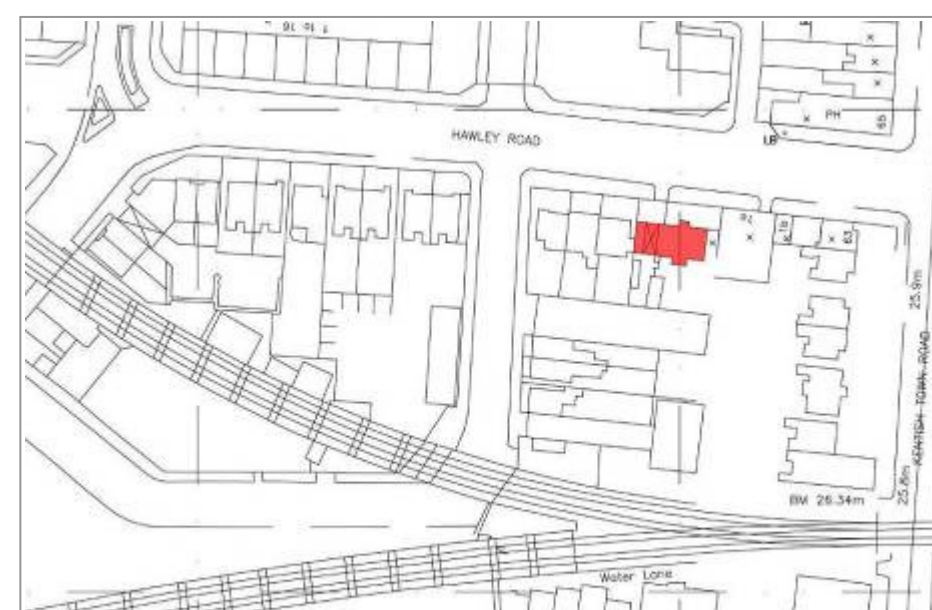


Fig. 11 Location Map

This is a historical map of a section of London, likely from the 18th or 19th century. The map shows the River Thames flowing from the bottom towards the top. Several streets are labeled, including Harwood St. on the left, Vane running diagonally across the middle, and Camden Ter. on the right. A prominent feature is the Millers Lock, which is a bend in the river. A red circle is drawn on the riverbank, just north of the Millers Lock, indicating a specific location of interest. Other labels include 'Jeffrey's Terr.' and 'Molworth Place' on the right side, and 'Hartish Town Lock' further down the river. The map is detailed with building footprints and street layouts.

This is a historical map of the Kentish area in London, showing the River Thames and the Kentish Wharf. A red circle highlights a specific location on the riverbank, near the Kentish Wharf and the Kentish Road. The map includes labels for 'RAILWAY COMPY DEPOT', 'Kentish Wharf', 'Kentish Road', and 'Kentish Wharf'. The map is dated 1861.

This is a detailed historical map of the Coalbrookdale area in 1847. The map shows a grid of streets including LEY ROAD, EXETER STREET SOUTH, and ST. HENRY STREET. A large industrial complex is shown, with a prominent building labeled 'Coal Depot' in the bottom left corner. A large area of land is highlighted in green, indicating a specific site of interest. The map also shows various other buildings, including a 'Public House' and a 'Barracks'.

11 © Stephen Levrant Heritage Architecture Ltd

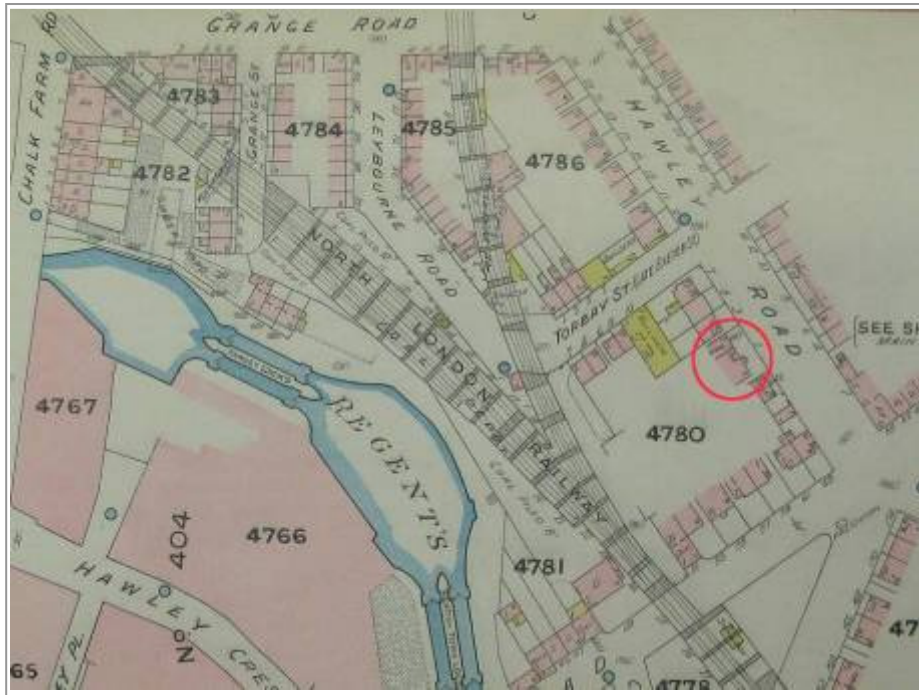


Fig. 18 1891 Goad Insurance Map



Fig. 19 1894-96

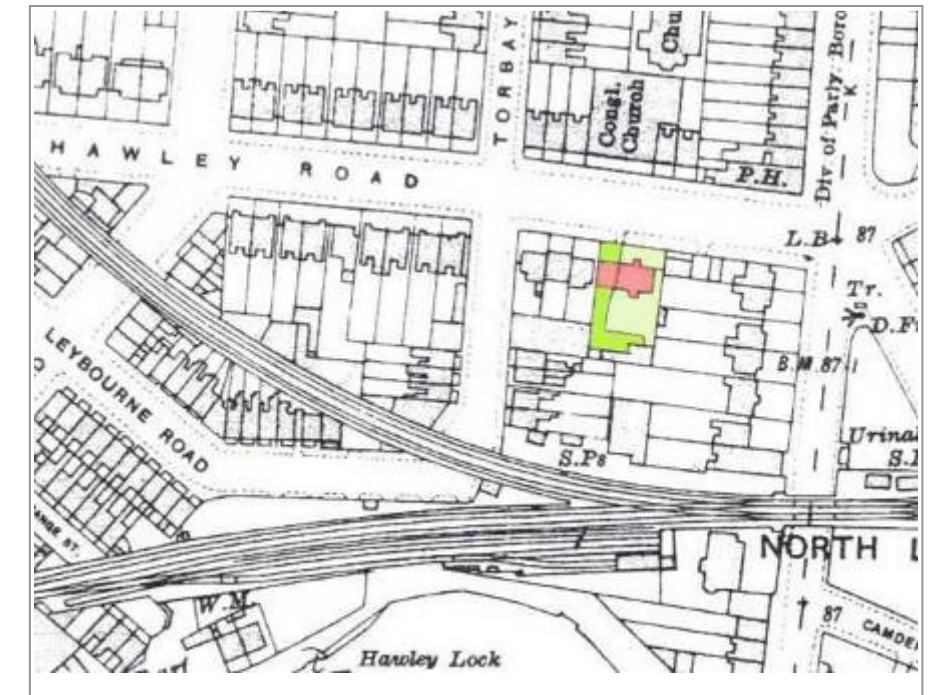


Fig. 20 1916



Fig. 21 1934

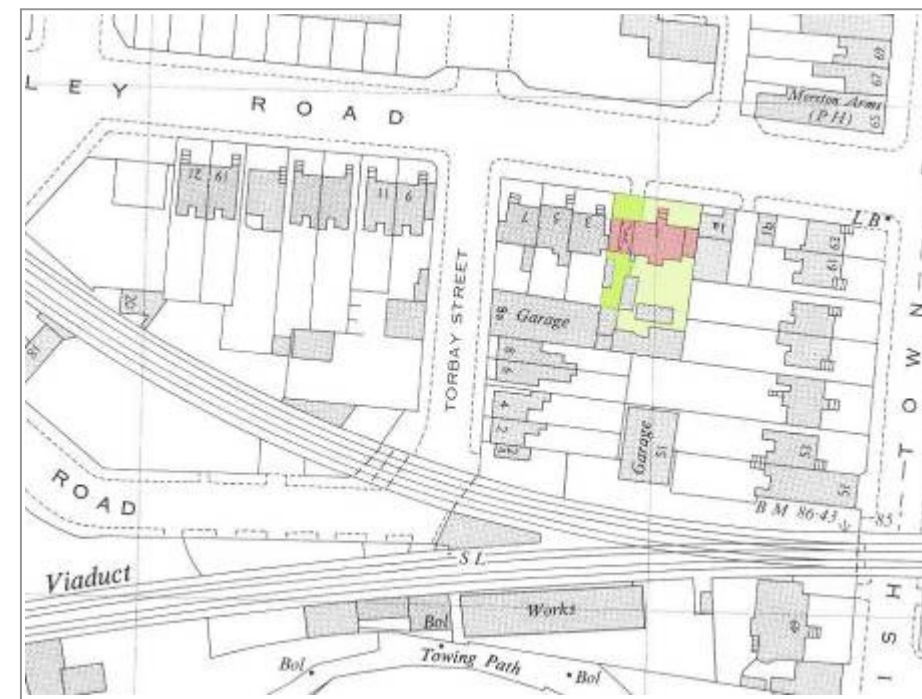


Fig. 22 1962



Fig. 23 No. 1 Hawley Road August 2012 following external repairs.

The listed building has been in extremely poor condition for several years. Apart from the alterations suffered by the No 1c annex, the house itself keeps its main features but for some losses in the lower floors. The columns holding the portico have been reinforced/finished in painted concrete, and so have been the entrance steps.

In early 2011 large areas of stucco were cracking and detaching from the fabric exposing the brickwork beneath. Many of the sash windows were missing in both front and rear, and the entrance door and backdoor had been replaced with plain doors. All the chimney pots were lost and no original pipes could be seen on any of the elevations. Remarkably, the cast iron work in balconies and Juliet windows had endured time and vandalism.

The interior of the house was first accessed on March 6, 2009. All internal features were found in poor/neglected condition.

The majority of the rooms have extensive superposition of low quality ceilings and wall papers, every layer is damaged and the original substrate is often not recognisable. The house has suffered later with very poor kitchen and toilet additions, and has been considerably vandalised. The house has suffered later and very poor kitchen and toilette additions, and has been vandalised throughout.

Remarkably, the cast iron work in balconies and Juliet windows have endured time and vandalism.



Fig. 24 No. 1 Hawley Road, 1974 by David Trace.



Fig. 25 The main façade.



Fig. 26 The entrance steps.



Fig. 27 The rear elevation.



Fig. 28 The back entrance.



Fig. 29 Detail of the portico and balcony.



Fig. 30 Interior of No 1 C.



Fig. 31 Front elevation of No 1C.



Fig. 32 Six courses brick addition at the top of No 1C.



Fig. 33 East wall of No 1C.



Fig. 34 The garden.

Interior



Fig. 35 The entrance hall and the original modillions.



Fig. 37 Original cornice in the ground floor.



Fig. 39 The balustrade at lower ground level.



Fig. 36 Superposition of ceilings.



Fig. 38 The lower ground rear rooms.



Fig. 40 Superposition of wall paper on the first floor.



Fig. 41 Timber fireplace in the lower ground floor.



Fig. 43 The back entrance.



Fig. 45 Kitchen addition in the first floor.



Fig. 42 Door at the lower ground floor.



Fig. 44 Another door at the lower ground floor.



Fig. 46 Toilet addition in the first floor.



Nos. 3, 5 and 7, March 2009 front and rear elevations.

Terraced Houses No 3, 5 and 7 Hawley Road**Date of construction:** between 1834 and 1844**Architect:** Unknown**Description:** Terraced houses, two storeys plus basement and attic.**Materials:** Painted rendered walls, hipped roofs with projecting eaves, sash windows, brick garden walls.**Condition:** Fair. Largely altered but internally not inspected.**General Remarks:** No 3 and 7 hold applications for re-drainage of premises in 1897. No 7 was granted permission for the erection of a 2-storey rear extension to single dwelling house in 2005.

Nos. 3, 5 and 7, 1974 by David Trace.



Nos. 9, 11 and 13, March 2009 front and rear elevations.

Terraced Houses No 9, 11, 13 and 15 Hawley Road**Date of construction:** between 1834 and 1844**Architect:** Unknown**Description:** Terraced houses, two storeys plus basement and attic.**Materials:** Painted rendered walls, hipped roofs with projecting eaves, sash windows, brick garden walls.**Condition:** Poor. Largely altered but internally not inspected.**General Remarks:** No 3 and 7 hold applications for re-drainage of premises in 1897. No 7 was granted permission for the erection of a 2-storey rear extension to single dwelling house in 2005.

Nos. 9, 11 and 13, Camden Archives, no date.



No. 17, March 2009.

Detached Villa No 17 Hawley Road**Date of construction:** between 1834 and 1844**Architect:** Unknown**Description:** Detached house, three storeys plus basement incorporating simple classical lines of the Italianate style, wide overhanging eaves and brackets.**Materials:** Painted rendered walls, rusticated ground floor, hipped roof with projecting eaves, sash windows, rendered garden walls, moulded window architraves with straight pediments on scroll brackets.**Condition:** Good.**General Remarks:** No 17 was granted permission for change of use to two self contained maisonettes involving works of conversion in 1984. Much of interior concealed by later work. Not fully inspected.

No. 17, 1974 by David Trace.



No. 8a, March 2009.

Warehouse No 8a Torbay Street**Date of construction:** 1982.**Architect:** Unknown.**Description:** Single storey warehouse.**Materials:** Brick walls in stretcher bond with darker brick quoins and circular window surrounds.**Condition:** Good.**General Remarks:** The premise was registered as workshops in 1902. In 1974 it appears as a vacant plot.

Torbay Street, 1974 by David Trace.



Nos. 6 and 8 March 2009.

Terraced Houses No 6 and 8 Torbay Street

Date of construction: between 1835 and 1844

Architect: Unknown.

Description: Terraced houses, two storeys.

Materials: Painted brick walls, Flemish bond, sash windows.

Condition: Fair. Largely altered after 1974. Interior not inspected.

General Remarks: Holds an application for re-drainage of premises in 1877.



Nos. 6 and 8, 1974 by David Trace.



No. 4 March 2009.

House No 4 Torbay Street

Date of construction: between 1835 and 1844

Architect: Unknown.

Description: Terraced house, two storeys, No 2 (pair towards the railway) demolished between 1971 and 1974.

Materials: Rendered walls, sash windows.

Condition: Fair. Largely altered after 1974.

General Remarks: Holds an application for re-drainage of premises in 1879. Built and owned by the railway company. No 2a (still standing) was erected as a weigh office in 1925. The empty plot at No 2 constitutes the access to a back garage.



Torbay Street from the railway arch, 1974 by David Trace.

2.3 Area C: Castlehaven Road

This part of the site comprises the area between both lines of the railway viaduct to the North and South, and Castlehaven Road to the West. Haven Street and Leybourne Road are within this section [Fig. 48].

Castlehaven Road is characterised by the green area of the Castlehaven Open Space on the West side, which is orientated towards the railway arches to the North and the parallel Hawley Road to the West.

There are only five buildings on the East side of Castlehaven Road terminated by The Hawley Arms, which is not included in the subject site.

Haven Street is at present the gated entrance to the site and has no buildings [Fig.47].

Leybourne Road commences at Castlehaven Road parallel to the railway viaduct on the northeast and ends where both railway tracks merge. There is a single open arch which allows the traffic to drive into Torbay Street and then Hawley Road. It has no buildings.

The area is of mixed uses, particularly open yards related to varied business occupying the railway arches. The land is underdeveloped as indicated in the Hawley Wharf area Planning Framework.



Fig. 47 Haven Street gate.

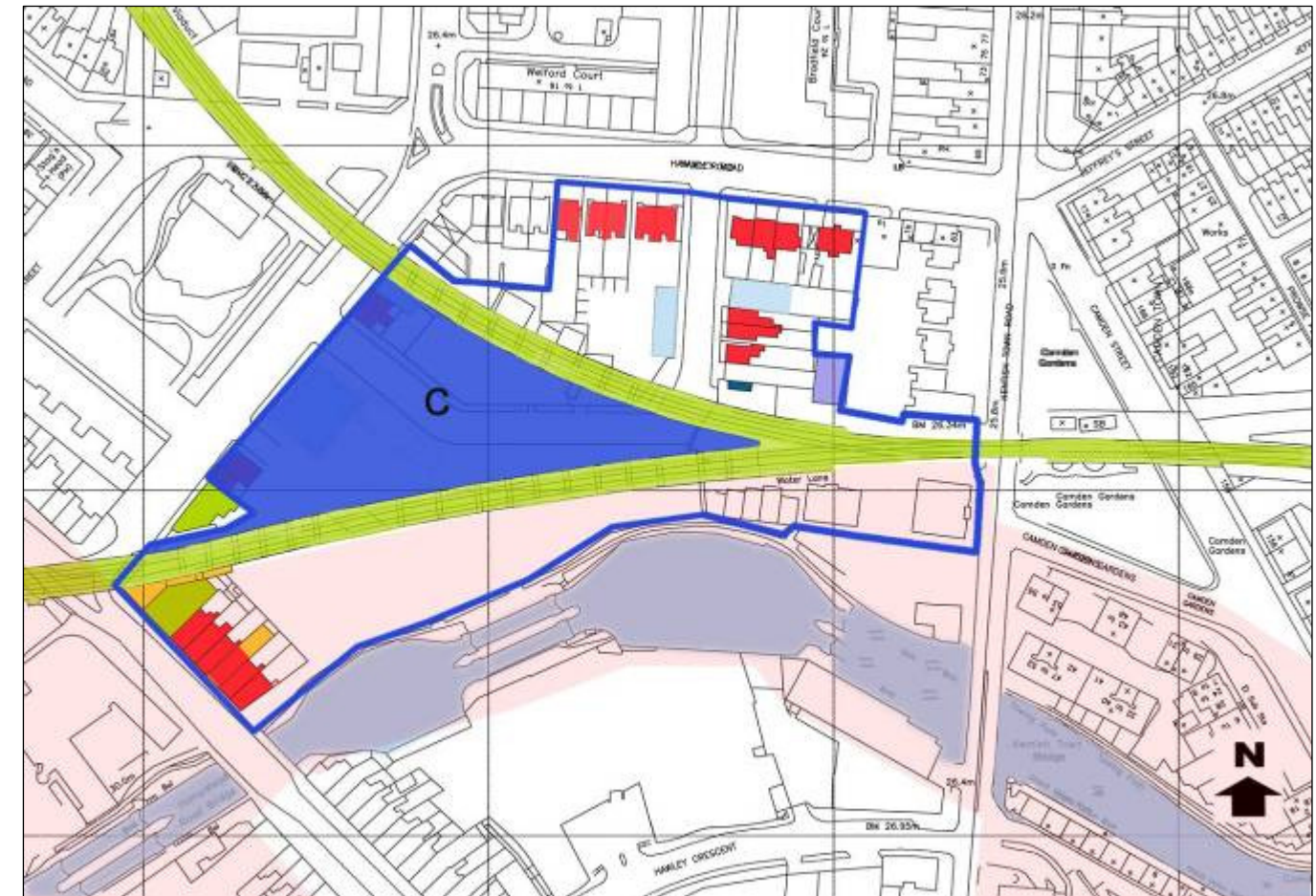


Fig. 48 Regent's Canal Conservation Area in pink, the site and Area C in blue.



The Hawley Arms March 2009.

The Hawley Arms No 2 Castlehaven Road**Date of construction:** between 1868 and 1873**Architect:** Unknown**Description:** Public House 3 storeys in brick with rendered ground floor, fanlight doors and sash windows, accessible balcony and terrace.**Materials:** Rendered ground floor arcade front, rusticated; stock brick, moulded rendered window surrounds, deep parapet, pitched roof.**Condition:** Good.**General Remarks:** Refurbished after being affected by February 2008's fire.

The Hawley Arms 1974 by David Trace.



Nos. 4 and 8 March 2009.

Terraced Houses No 4 and 8 Castlehaven Road**Date of construction:** re-built in 1932-33**Architect:** C.W. Reeves, Son & Rason F/F R.I.B.A. Architects and Surveyors.**Description:** Flats, four storeys with shop in the Ground Floor.**Materials:** Brown brick walls, Flemish bond, casement windows.**Condition:** Fair. Largely altered.**General Remarks:** No 8 is recorded as a terraced house with a corner shop in the application for re-drainage of premises in 1914. During the rebuilding in 1932/33 the terraced houses No 4, 6 and 8 of the then Grange Road passed to form the flats now identified as 4-8 Castlehaven Road.

Nos. 4 and 8 March 2009.



Cameron House March 2009.

Cameron House No 12 Castlehaven Road**Date of construction:** between 1984 and 1985**Architect:** Unknown**Description:** Two storey light industrial building accommodating studio type offices.**Materials:** Concrete blocks, steel and glass, flat roof.**Condition:** Good.**General Remarks:** No 10 and 12 were the only properties in the block at the time of construction.

Cameron House March 2009.



Nos.14 and 16 March 2009.

Terraced Houses No 14 and 16 Castlehaven Road**Date of construction:** between 1868 and 1873. Largely repaired following WWII damage.**Architect:** Unknown.**Description:** Semi-detached houses, four storeys with shop in the Ground Floor.**Materials:** Brown brick walls, Flemish bond, sash windows with rendered surrounds. Parapet rebuilt, butterfly roofs.**Condition:** Poor. Largely altered.**General Remarks:** The rear of No 14-16 Castlehaven Road was granted permission for the erection of brick built boundary walls to Leybourne Road and south east boundary of site with gates to Leybourne Road in 1982. Both properties changed use to retail on the Ground Floor; No 14 in 1982 and No 16 in 1949 and 1997.

In the 1900's the owner was Mr. Webster, with his address at No 1 Hawley Road. The builder for the drainage of premises in 1910 was Mr. Pepper, who also worked in the terraces in Hawley Road.



Rear of Nos.14 and 16, 1974 by David Trace.



Castlehaven Community Association March 2009.

Castlehaven Community Association No 18 Castlehaven Road**Date of construction:** rebuilt at unknown date**Architect:** Unknown**Description:** Single story construction with glazed front and double access doors.**Materials:** Brick, stretcher bond and soldiers, glass.**Condition:** Good.**General Remarks:** Re-drainage of premises plans from 1903 show the place as owned by the railway, nothing assumed remaining from that date.

Castlehaven Community Association March 2009.



Leybourne Road North side March 2009.

Workshops in Leybourne Road

Date of construction: unknown

Architect: Unknown

Description: open yards occupying the railway arches.

Materials: various.

Condition: Good.

General Remarks: The land is underdeveloped.



Leybourne Road South side March 2009.

2.4 Area D: 47 Kentish Town Road and Water Lane

This part of the site occupies another triangular area bounded on the North by Water Lane and the railway, on the South by the plot 39-45 Kentish Town Road adjacent to the Regent's Canal and on the East by Kentish Town Road. This section of the site is part of the Sub Area 1 of Regent's Canal Conservation Area, and it is listed in the schedule of land use for proposals of the UDP (Site 24 Hawley Wharf) [Fig.].

The structures currently on site are 4 storeys light industrial buildings developed by Rosehaugh Copartnership Dev Ltd in the early 1990s.

There is at present a submission for the renewal of planning permission granted on 23/06/2006 for the redevelopment of the 39-45 Kentish Town Road, the adjacent land facing the canal, for erection of a new four storey building with accommodation to provide a new public house with ancillary residential accommodation and office space. This area is currently vacant and does not form part of the Camden Lock proposed development.

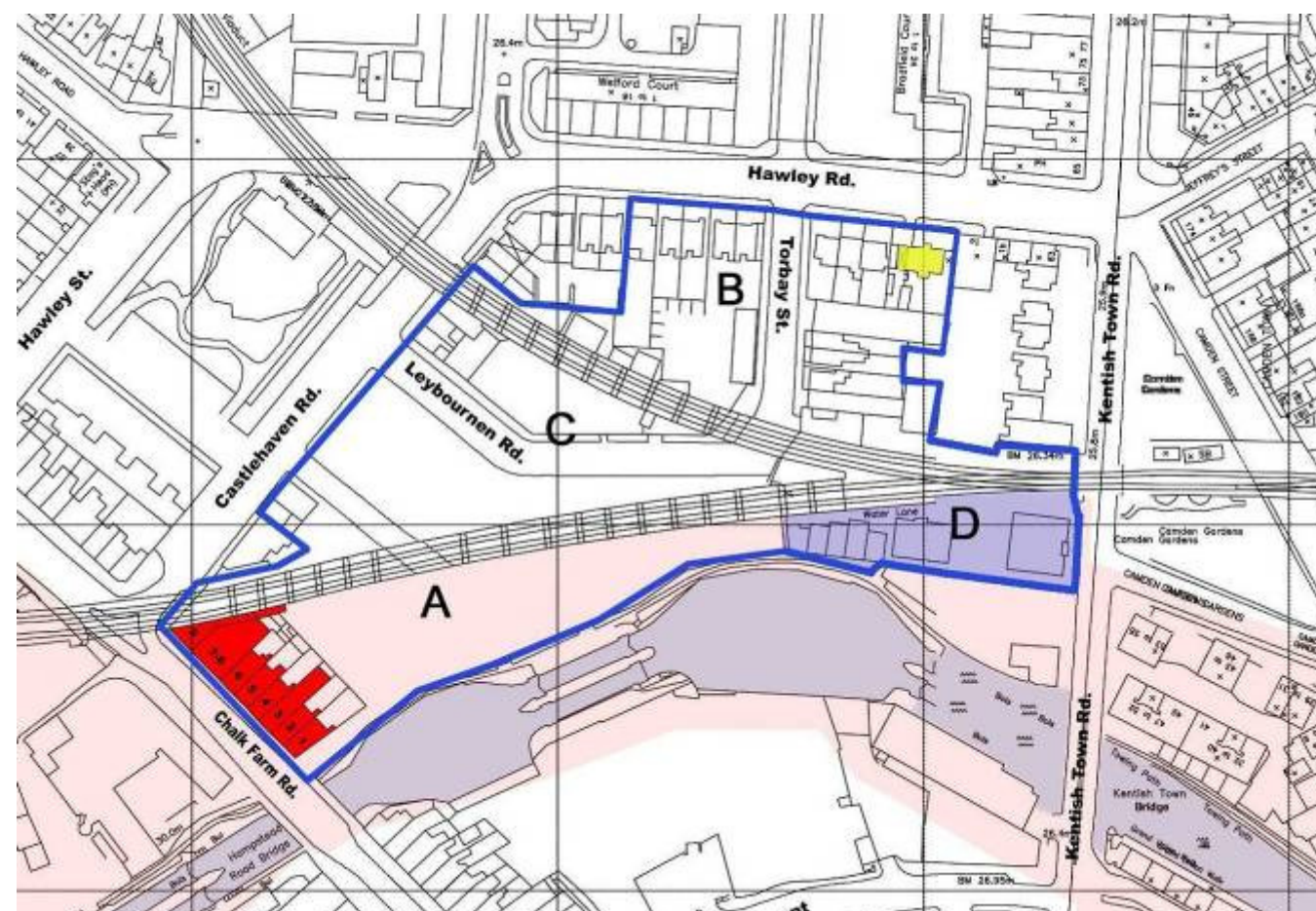


Fig.49 Regent's Canal Conservation Area in pink, the site and Area D in blue.



Fig. 50 The empty land of Nos 39-45 in front and the existing buildings in area D in the background.



Fig. 51 No. 47 Kentish Town Road.



Fig.52 Area D from the canal footpath.