



Camden Lock Village Design & Access Statement

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Stanley Sidings / AHMM / 12001 / Camden Lock Village / Design & Access Statement / August 2012

This Design and Access Statement responds to the requirements of the Town and Country Planning (Development Management Procedure) (England) Order 2010.

This states that planning applications, with some exceptions, are to be accompanied by a Design and Access Statement that explains the design principles that have been applied to the development and illustrates how issues of access have been dealt with.

A number of elements of the design, including particulars of the cladding, space planning, lighting, security and landscaping will be finalised at the detailed design stage and therefore will be either the subject of planning conditions to be agreed with the London Borough of Camden, or are not considered to be planning-related matters. Where these details are shown within the Design and Access Statement, they are included for illustrative purposes only and are clearly identified as such.

NOTE: Unless specifically noted, all images and sketches are for illustrative purposes and are not verified views.

This Design and Access Statement is submitted to accompany the applications for planning permission, conservation area consent and listed building consent.

It describes the proposals for both the public realm and the individual buildings and should be read in conjunction with the application drawings.

Reference should also be made to more detailed supplementary information submitted as part of the application under separate cover, including the following:

- Environmental Impact Assessment
- Heritage Assessment
- Transport Assessment
- Energy Statement
- Statement of Community Involvement
- Planning drawings
- Planning Statement
- Visual Impact Study

The structure of the Design and Access Statement is broadly based on the layout, content and sequence of information set out in the CABI document ‘Design and Access Statements: How to write, read and use them’ (CABI 2006). As well as DCLG Guidance on information requirements and validation (March 2010) which gives details about what the Design and Access Statement should address.

This states that the document should seek to:

- Provide a review of the site’s immediate and wider context in terms of its physical, social and economic characteristics and relevant planning policy and guidance.
- Provide a rationale for the development’s design based on the above.
- Explain and illustrate the design principles in terms of the development’s layout, density, amount of floor space proposed, scale, landscape and visual appearance.
- Explain how consultation has influenced the design process.
- Explain how future users of the site, including disabled people and the emergency services, will be able to access the development from the existing transport network and why the main access points to the site and the layout of access routes have been chosen.
- Explain how the development will meet the local authority’s planning and urban design objectives.

In addition the 2010 Order specially states that the design principles need to be explained not just in terms of amount, layout, etc, but also demonstrate the steps taken to appraise the context of the development and how the design of the development takes that context into account in relation to its proposed use.

Section 1 - Introduction

This section provides a brief introduction to the project.

Section 2 - Context

This section provides a review of the existing physical, social and economic characteristics and context of the site and its surroundings. In addition, this section provides an analysis of the form, character and visual aspects of the site.

Section 3 - Involvement

This section provides a summary of the process of community consultation and involvement. These meetings and workshops informed the design and the final proposal. Reference should also be made to the ‘Statement of Community Involvement’ prepared by London Communications Agency.

Section 4 - Masterplan evolution

This section illustrates how the design approach was informed through consultation, community involvement, studies and the earlier work.

It focuses on the way the buildings, routes and open spaces are set out, including their interface with the buildings and spaces surrounding the site and in relation to the context.

It also describes the story of how the scheme has developed into the application proposals, and contains information on the form, height and massing of the proposals, and how this has been influenced by the existing character and context of the area.

In addition, it explains the appearance of the buildings in their detailed form, and shows how they relate to their surroundings and in relation to the context.

Section 5 - Proposed masterplan

This section explains where different uses will be located on the site, and how they work together in relation to the context. The Landscape Strategy is introduced with reference to the separate Landscape Strategy report.

It explains the amount of development planned and how it integrates with its surroundings and relates to the context.

It should be noted that the potential significant environmental effects are assessed in the Environmental Impact Assessment.

Section 6 - Area A

This section provides a detailed analysis on the design proposal of Area A.

Section 7 - Area B

This section provides a detailed analysis on the design proposal of Area B.

Section 8 - Area C

This section provides a detailed analysis on the design proposal of Area C.

Section 9 - Area D

This section provides a detailed analysis on the design proposal of Area D.

Section 10 - Crime Impact Statement

This section focuses on the design and its aim to reduce the vulnerability to anti-social behaviour and crime.

Section 11 - Inclusive access

This section looks at how all members of society will be able to use the site and how this is reflected in the development proposals and in relation to the context.

Section 12 - Sustainability

This section gives an overview of the sustainability measures which have been incorporated in the masterplan design. Further detail is found in the Sustainability Assessment which forms part of this application.

Section 13 - Transport Statement

This section gives an overview of the transport measures which have been incorporated within the proposed masterplan. Further detail is found in the Transport Statement by ARUP, which forms part of this application.

Section 14 - Concluding summary

This section summarises the previous chapters and reviews the main characteristics of the proposed masterplan.

Project Team

Document Control

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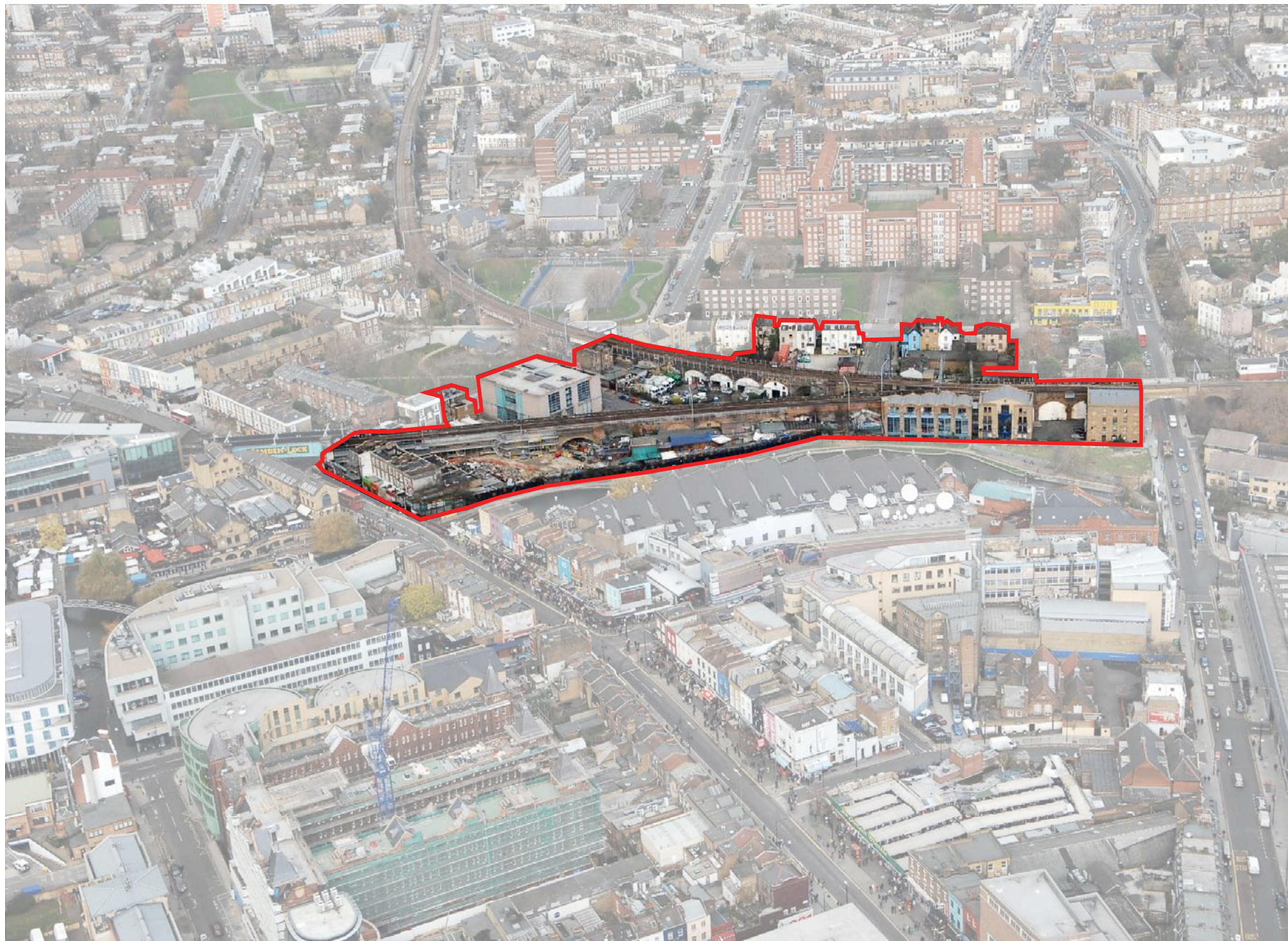
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Section 1

Introduction

Project vision



Masterplan site

The proposals for this site reflect the Hawley Wharf Area Planning Framework 2009, which identifies the site as an opportunity area for redevelopment. The aspirations for Camden Town set out in the HWAPF Community Strategy are described below:

“The community’s vision is of a Camden Town where drug dealing, especially visible dealing, is dramatically reduced and its unique character offers something for locals and visitors of all tastes and ages. Camden Town needs to have places where locals can shop for day-to-day needs and all types of people are attracted by high quality and wide-ranging shops. The night time economy should be something enjoyed by people in their forties and fifties alongside younger people. When people think about Camden Town they should think about places like the Roundhouse, not about street drug dealing and general seediness. Deprived communities should be sharing in the success of a thriving town centre through a range of job opportunities, particularly in the service sector.”

The keys objectives are as follows:

Making the best use of development opportunities to significantly enhance the attractiveness and contribution of the area to Camden Town as a whole.

Building on town centre strengths and unique qualities

Fostering a mix of appropriate town centre uses including retail, market retail, leisure uses, a new school, new homes (and affordable housing), access to work and training opportunities and creating new business space.

High quality design which understands, values and responds positively to local character, heritage and the canal.

Ensuring new development meets the high standards of sustainable design and construction

Integrating activities and neighbourhoods and ensuring that new development delivers benefits to the local community by providing improved amenities that are accessible to local residents as well as visitors and tourists.

Creating safe attractive streets, public spaces and new public realm.

Making walking and cycling more attractive as part of a sustainable transport and movement pattern.

Ensuring that local residents and community groups can continue to be involved in shaping development in the area.

Ensuring new development is designed to be accessible and inclusive and that housing includes provision for wheelchair users and is built to Lifetime Homes standards.

Project summary

Camden Lock Village is an exciting mixed use development which will reinforce and enhance the area's strong identity, creating a vibrant new destination for the benefit of the local community and visitors alike. The existing site is run down and neglected, and represents a key development site within Camden Town.

The proposal provides a wide variety of new, generous public open spaces to benefit residents, workers and visitors, as well as improved permeability and connectivity across the site with the addition of several new pedestrian routes and a widened canal tow path.

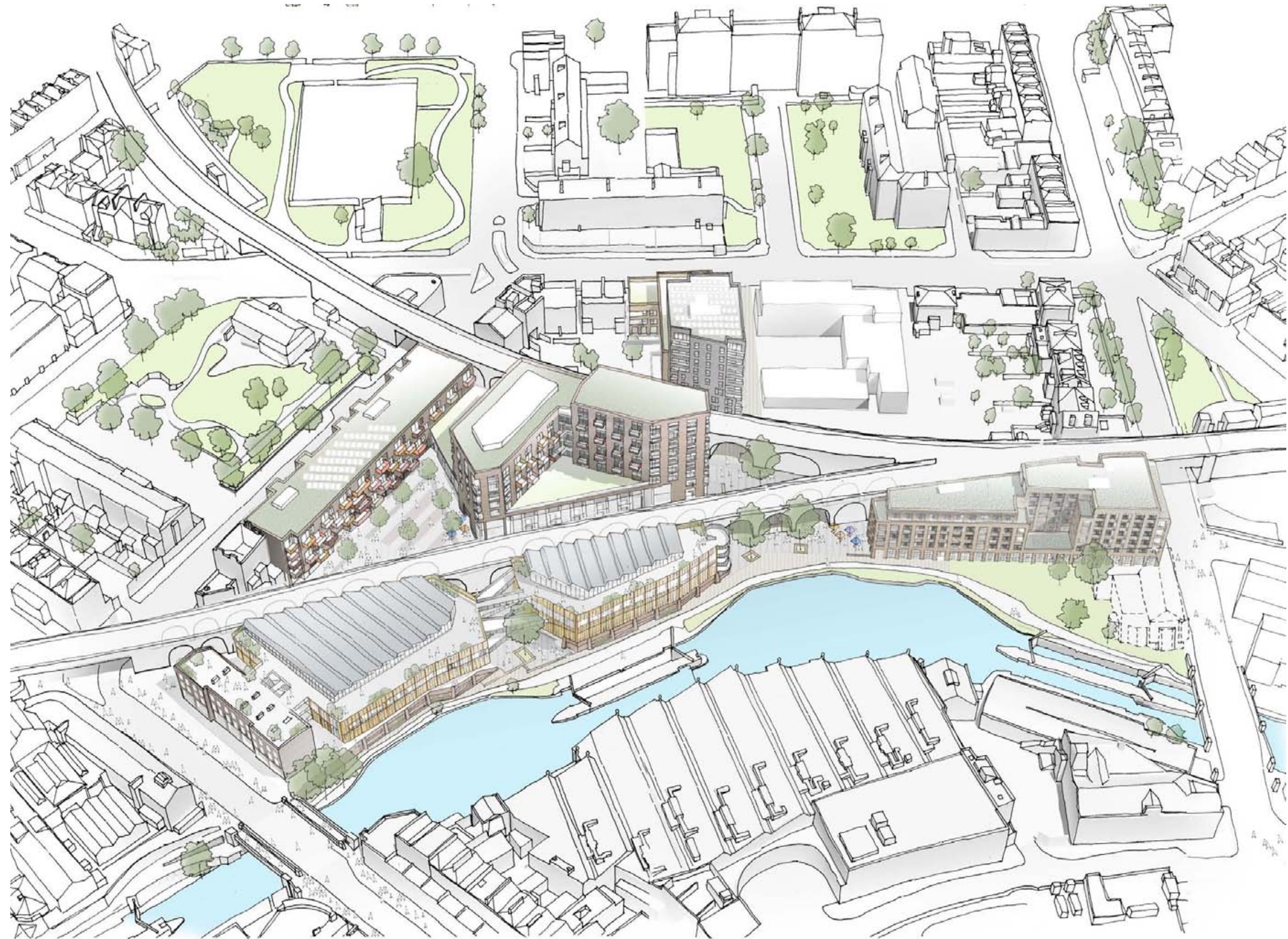
The masterplan is defined by new routes which reconnect the site with its neighbourhood and form of a series of distinctive spaces which are characterised by their surrounding uses and relationships.

There will be new residential provision, including affordable housing and associated amenity. A new primary school and nursery will be provided as part of the mixed use development. Buildings in the Conservation Area along Chalk Farm Road will be renovated and restored, and the incorporation of a range of new employment uses will generate local jobs, revitalising the local economy and breathing new life into the area. The needs of the local community will be met through the provision of new open spaces, jobs and local retail. Redevelopment will also significantly enhance the local environment, making it a safer and more attractive place to live and visit.

A high standard of sustainability is targeted in all aspects of the development, with the implementation of innovative energy saving systems to reduce environmental impact and fully support sustainable working and living.

A previous planning application for Camden Lock Village was refused in May 2012. Since then the proposals have been re-designed by AHMM Architects to a new brief which has focussed on the reasons for refusal of the original application as follows:-

- The massing of the buildings between the two railway viaducts has been reconsidered to reduce the visual impact on the Regent's Canal Conservation Area and immediate local area.
- The amount of open space has been increased throughout the masterplan, both in the principal spaces and the routes connecting them to provide adequate amenity for future and existing residents.
- The market building next to the canal has been completely re-designed to be more sympathetic to the character and appearance of the conservation area.



Aerial view of masterplan proposals



The site is located within the heart of Camden Town, and is bordered by four busy roads to east, west and north, and by the Regent's Canal to the south. The railway viaducts are positioned in the middle of the site and divide it into four distinct areas, each with its own individual character but in keeping with the overall setting. This meeting between the canal and the railways is the prevailing characteristic of the site. Overall, the entire site is in a dilapidated state and in need of investment and redevelopment.

In the proposed masterplan, the viaducts' arches differentiate between the canal-side market to the south of the site and the more local uses to the north and act as a backdrop which unites the masterplan as a whole, while the calm and reflection of the canal itself provides a focus to the south, glimpsed through the arches and gaps between the buildings.

Area A is located in the town centre and comprises a new canal-side retail market and workspace building, two new open spaces and a series of inhabited retail arches. The Market Space is defined by the tow path, where it meets the route from Castlehaven Road. The main vertical access, balconies and terraces flank the area, creating the feel of a 'performance' space.

The Arches Space is located at the bend of the canal, extending north under the historic railway arches to create a quiet, contemplative area. A widened tow path enhances the relationship with Regent's Canal at its meeting point with the viaduct between the two locks.

Areas A and D are within the Regent's Canal Conservation Area and our design offers a contextual but contemporary response to the surrounding architecture, in particular referencing the language of canal-side warehouses found along its walls to east and west.

Masterplan areas

No's. 1-6 Chalk Farm Road are retained and enhanced, with widened pavements improving the public realm and easing pedestrian movement along this busy road. A new building at 7-8 Chalk Farm Road completes the existing terrace and creates a public gateway space, enhanced by generous public rooftop gardens and restaurants.

Area B houses a new primary school as well as a wide range of residential units, including affordable housing. Area B also includes refurbished arches for employment uses, with vehicular access from Kentish Town Road.

Area C is a new mixed use quarter comprising residential, employment and local retail uses. This part of the site provides a transition from Camden's busy town centre in the south to the residential areas in the north.

The employment spaces offered include workshops, light industrial uses and offices, thus creating a range of job opportunities including incubator space for start-up and small companies. The new buildings and refurbished arches will be of the highest architectural quality and complement the existing Victorian style.

The Local Space in Area C is served by a series of entrances and neighbourhood amenities, creating a lively and inviting public realm and a strong sense of place. Local retail is provided on two sides of this space which will be let in consultation with local residents' groups.

Area D is a new building, comprising workshops on the ground floor and basement and private residential accommodation on the floors above. The final link to Kentish Town Road completes the new east-west connections and improves access to the under-used public transport options at Camden Road Overground station.

Section 2

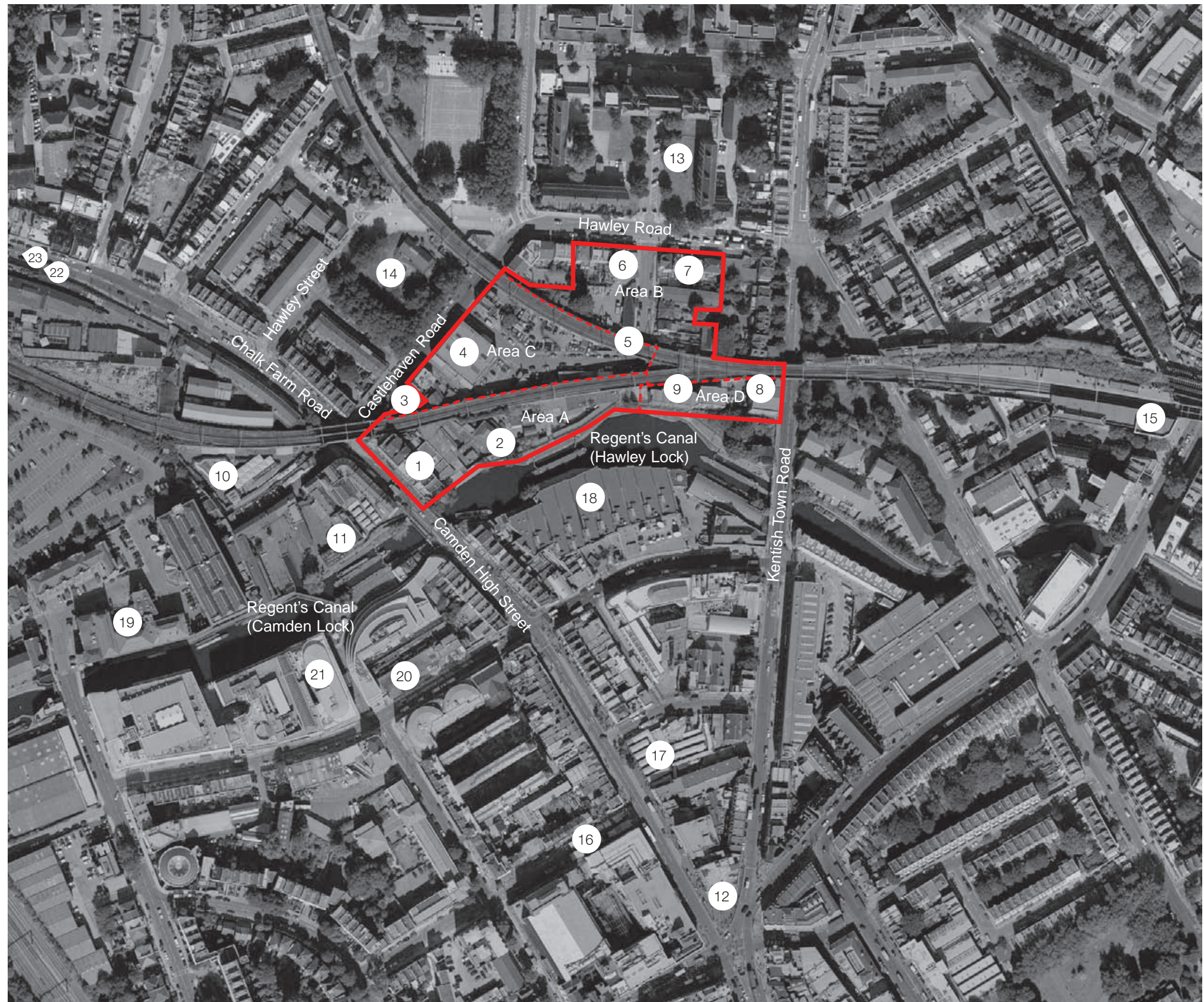
Context



Masterplan Boundary

Site map legend

1. Numbers 1, 2, 3, 4, 5, 6 and 7 Chalk Farm Road
2. Canalside Market
3. Hawley Arms public house
4. Numbers 4, 6, 12, 14 and 16 Castlehaven Road
5. Arches within the site
6. Numbers 9, 11, 13, 15 and 17 Hawley Road
7. Number 1 Hawley Road (listed)
8. 47 Kentish Town Road
9. Numbers 1, 2, 3, 4, 5 and 6 Water Lane
10. Stables Market
11. Camden Lock Market
12. Camden Town Underground station
13. Clarence Way estate
14. Hawley Road playground and community centre
15. Camden Road Overground station
16. Inverness Street Market
17. Camden Market
18. MTV Studios
19. Associated Press Television News (APTN)
20. CBS Outdoor
21. Holiday Inn Hotel
22. The Roundhouse
23. Chalk Farm Underground station



Aerial plan view of site

Site location

 Masterplan Boundary



Aerial view of site in urban context

The site fronts Regent's Canal, with boundaries along Chalk Farm Road, Castlehaven Road, Hawley Road and Kentish Town Road. Camden Town's 'major centre' boundary effectively passes through the site along Leybourne Road.

Camden Town offers a fantastic variety of entertainment, including many colourful markets, shops, restaurants, bars, pubs, clubs, theatres, cinemas and music venues. The area is a hugely popular attraction for both Londoners and tourists.

There is a primarily residential area directly to the north of the site.

The area is highly accessible and has very good transport connections, with Camden Town underground station to the south, Camden Road overground station to the east and Kentish Town underground and national rail station to the north.



Existing market on site



Market stalls in skewed arch



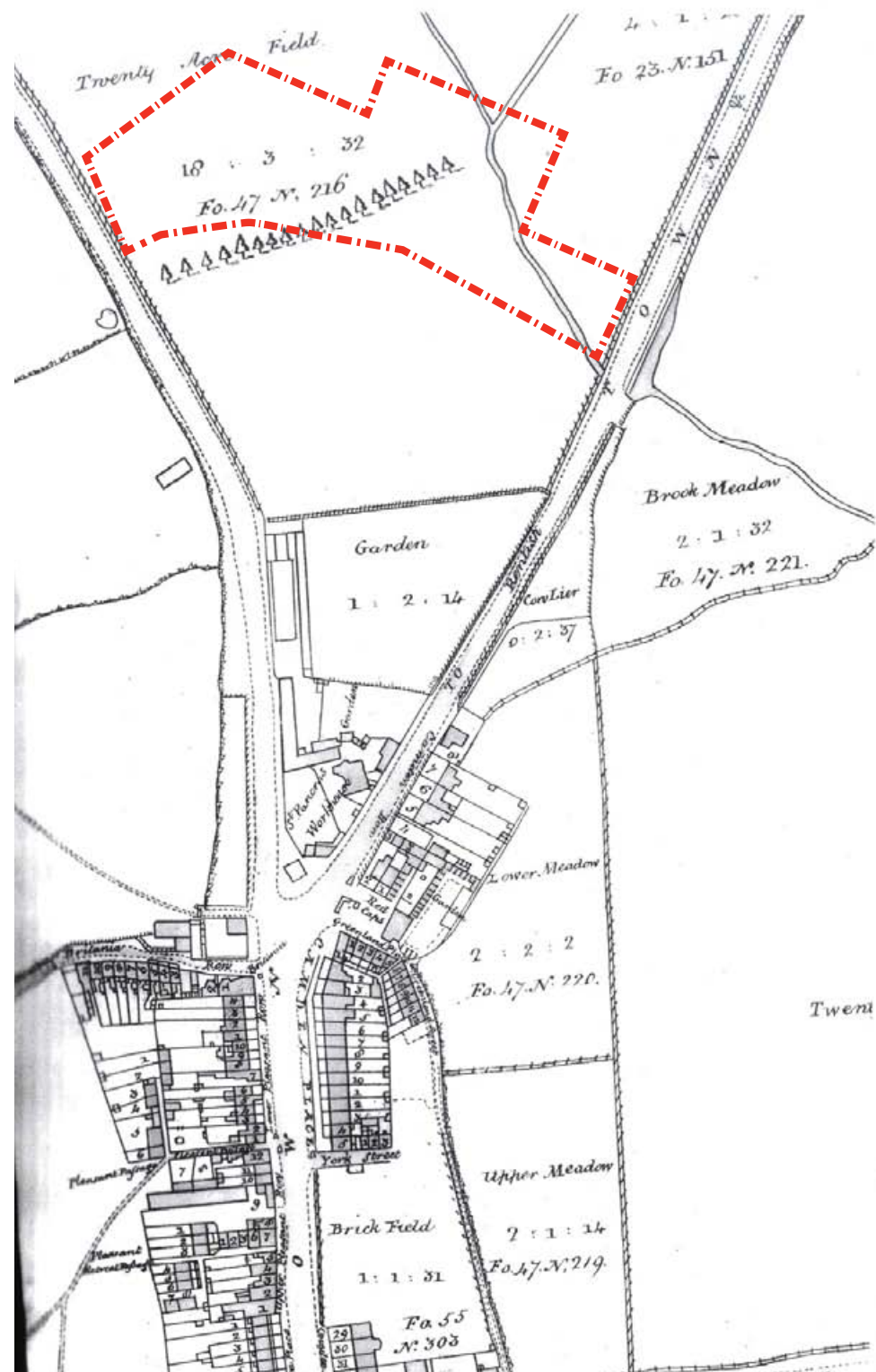
Shop unit in viaduct arch



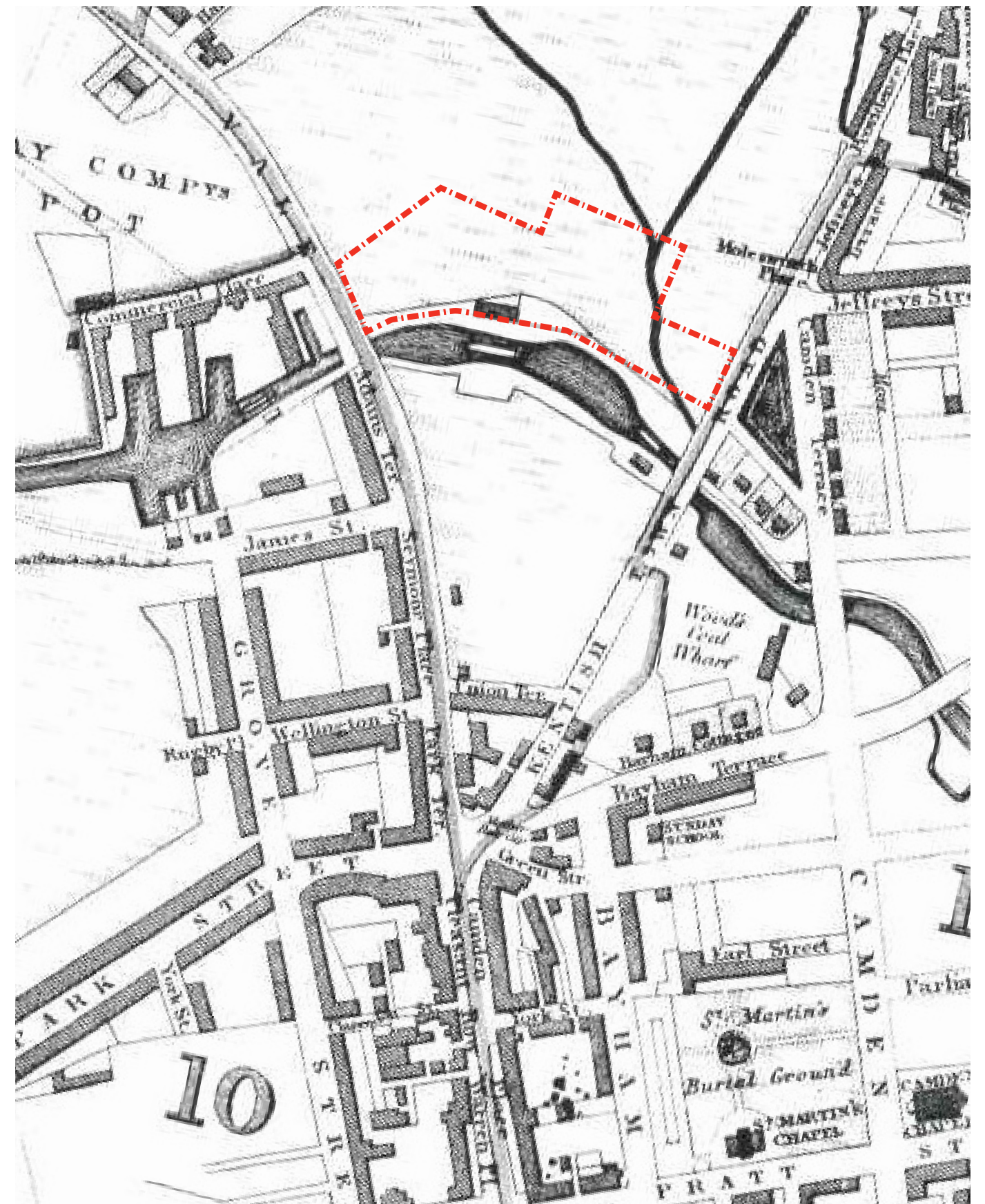
Retail frontage



Camden Lock



Camden Town map 1801 - before Regent's' Canal



Camden Town map 1834 - After Regent's' Canal

Historical overview

Industrial heritage

In the late 18th century, Camden Town consisted mainly of open fields, separated from London by open countryside. The major event which contributed to Camden Town's configuration, was the construction of the Regent's Canal, built to link the Grand Junction Canal at Paddington with the River Thames at Limehouse, and traversing the Regent's Park along its northern edge.

In its early years, however, the Regent's Canal made little difference to the locality. Camden Town was still just one of a number of new towns being created around London, canal barges passed by without stopping, except perhaps to unload some bricks and timber. Only when the railway arrived and Camden Town became the natural exchange point for canal and rail, did the situation change. The new railway had to be built on arches which played an important role in the industrial development of the area.

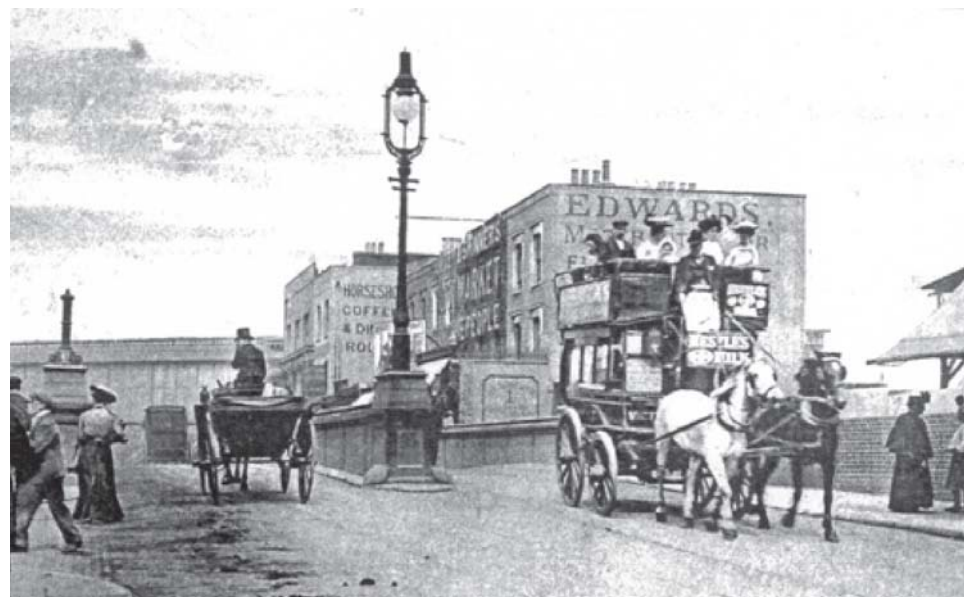
Along the Regent's canal, wharves and warehouses were constructed as new industries were attracted to its banks by water transport. By mid 19th century, rural Camden had been enveloped by the expanding metropolis. The trade on the canal, from late 1830's until the late 19th century, remained fairly constant, carrying coal, bricks, glass, stone piping, grain, cheese, chemicals and beer. However from the 1870's the tonnage started to decrease slightly and fell into irreversible decline after WWII.



Woman pulling barge, Hawley Lock



Brick Hampstead Road bridge c. 1876



Hampstead Road bridge with Nos. 1-9 Chalk Farm Road c. 1905

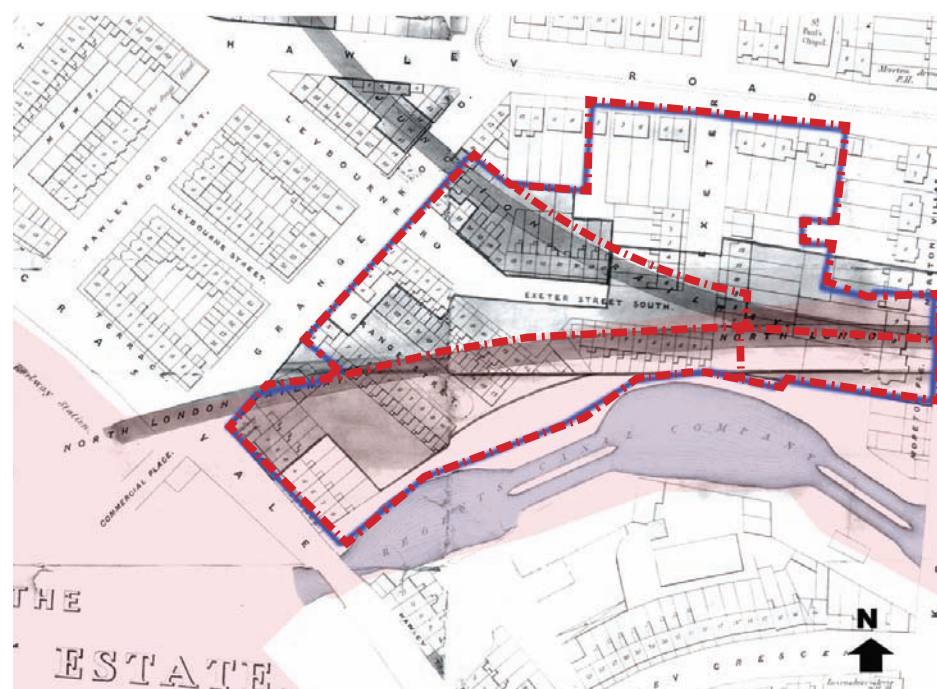


Figure 1. Extract from the 1844 Hawley Estate map, Camden Town, Regent's Canal



Figure 2. Extract from Ordnance Survey map, 1870-73. The Regent's Canal Conservation Area is shaded in pink..

Historical overview

The site

Many industrial factories, businesses, warehouses and new houses were built along the canal and railways over the proceeding years, including on the site.

The Grade II Hampstead Road Bridge, which joins Camden High Street and Chalk Farm Road over the Regent's Canal between Hawley Wharf and Camden Lock, was originally built in 1815 when the canal was introduced and reconstructed in 1876.

The streets within the site were set out by the meeting of the Hawley Estate (to the north) with Regent's Canal. As demonstrated in figure 1, the Railway viaduct was then imposed onto this grain but did not define the setting out of the streets.

Figure 2 shows the broken grain of the Hawley Estate following the construction of the railway viaduct.

Outbuildings and small extensions were built in the backyard of the terraced houses along Exeter Street South (now Torbay Street) and the row of semi-detached houses on Hawley Road. Between 1873 and 1894, No. 1 Hawley Road was subdivided with outbuildings built in the backyard, however the layout of the principal building remained unaltered.

During the Second World War, the railway terminals became important targets, with the result that traffic increased on the canal system. In the event of the canal being breached by German bombs, stop gates were installed near King's Cross to limit flooding of the railway tunnel below. The area around Mornington Crescent was badly damaged by bombing and Camden Town tube station itself was also bombed in 1940.

Following this bomb damage, the terraces along the north side of Hawley Road were demolished and council housing blocks built in their place. Most of the properties along Castlehaven Road were severely damaged; the east side of the road was demolished giving place to the Castlehaven Open Space. The buildings in Area C are marked as having sustained irreparable bomb damage at this time. It is assumed from this that the terraced housing within the depth of Area C was demolished after this date to make way for the light industrial yards that currently occupy the site.

Between 1934 and 1962, the terraced houses within Area A were demolished to be replaced by light industrial buildings.

For further information, please refer to the Historical Report, prepared by Stephen Levant Heritage Architecture, which also forms part of this application.

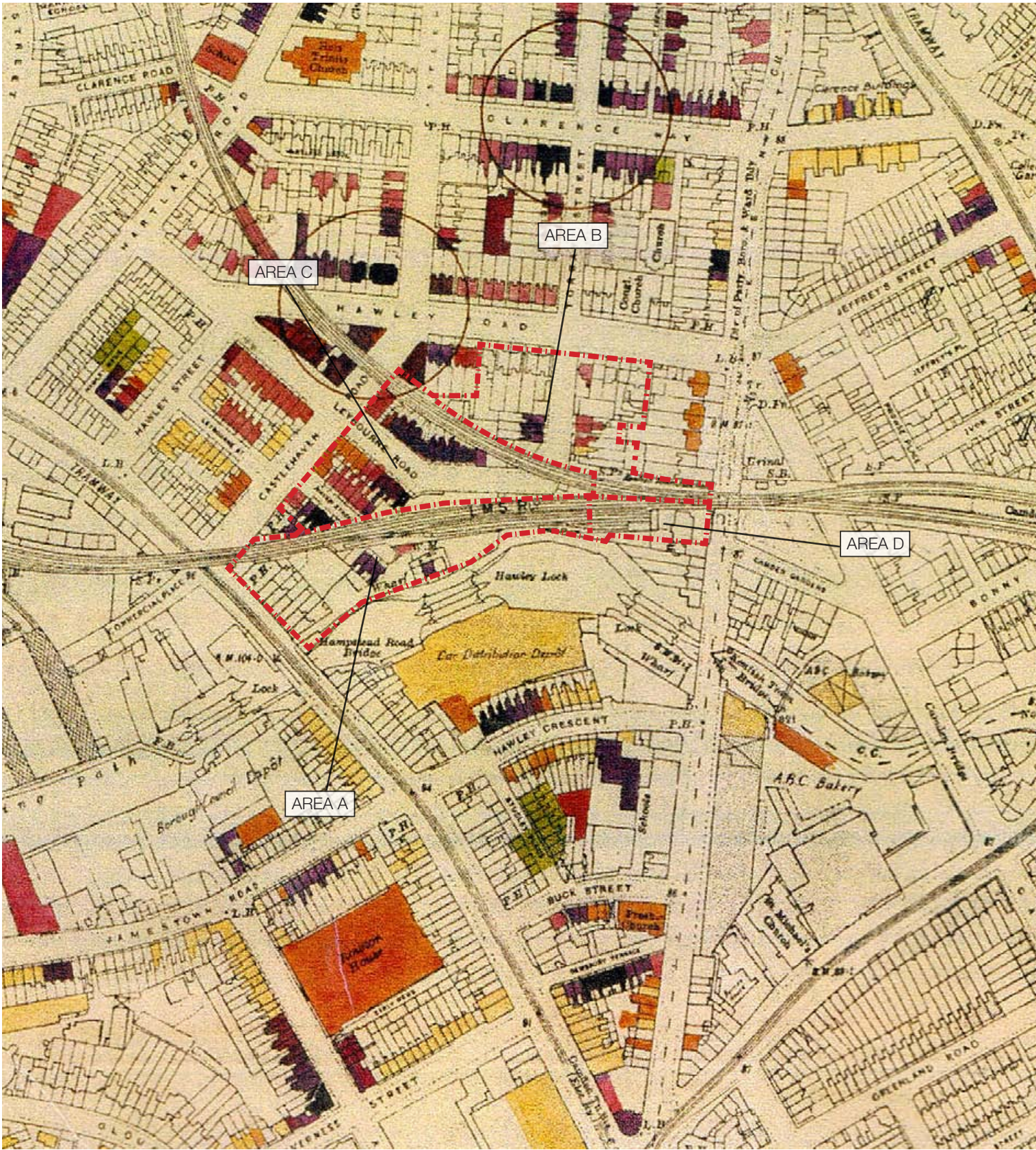


Figure 3. Map showing bomb damage in Camden sustained during WWII



Converted warehouses at Camden Lock



Shopfronts on Camden High Street



Residential terraced houses on Hartland Road



Residential buildings on Clarence Way

Historical overview

Camden Town today



Camden Lock



Hampstead Bridge

The period of rapid industrial growth was followed by the decline of the High Street, employment levels and housing quality. This led to deprivation and a lack of civic investment. Even before the “depression” era of the inter-war period, Camden Town had started a period of social decline. A large number of houses were being converted to multiple occupation often with inadequate cooking and washing facilities. The whole area was extensively damaged during World War II.

In the 1960’s, encouraged by Government initiatives to relocate outside London, many industries began to drift away from Camden Town.

In the 1970s some of Camden’s derelict warehouses were regenerated into craft workshops and a weekend market opened in a cobbled yard nearby. The market gradually expanded to include antiques, alternative fashion and food, and the quality of the market goods and the uniqueness of the location started to attract visitors from far and wide.

By 1985 the site was so successful that three more markets opened around Chalk Farm Road. As many of the markets were renovated, the new retail units became occupied by the previous stall holders, thus preserving the continuity and authenticity of the area.

The markets and workshops, the revitalised High Street, new housing and the arrival of a number of large international media companies has led to the regeneration of Camden Town.

References:

<http://www.camdenlock.net/camden.html>

Camden Town 1791-1991; a pictorial record. London Borough of Camden Leisure Services Department, 1991

Across the site there are a number of different uses and architectural styles. The existing infrastructure and proposed program separates the site into four main areas:

Area A

This area is currently occupied by Camden Canal market. The site fronts on to Chalk Farm Road and is bounded by the railway viaduct and Regent's Canal.

In 2008 a fire destroyed 7-9 Chalk Farm Road and severely damaged parts of the rest of the 1-6 Chalk Farm Road terrace. The rear extension to 1-6 Chalk Farm Road was also severely damaged during the fire and was later demolished for safety reasons. Since the fire, a temporary canal market has occupied Area A. This market addresses the Canal's edge with a focused area in the middle of the market that provides access to the towpath, but is in a dilapidated and poor condition. Historically, the elbow of the towpath where it comes closest to the viaducts (between Areas A and D) has become known for various forms of anti-social behaviour.

Approach View

Chalk Farm Road (view 1)

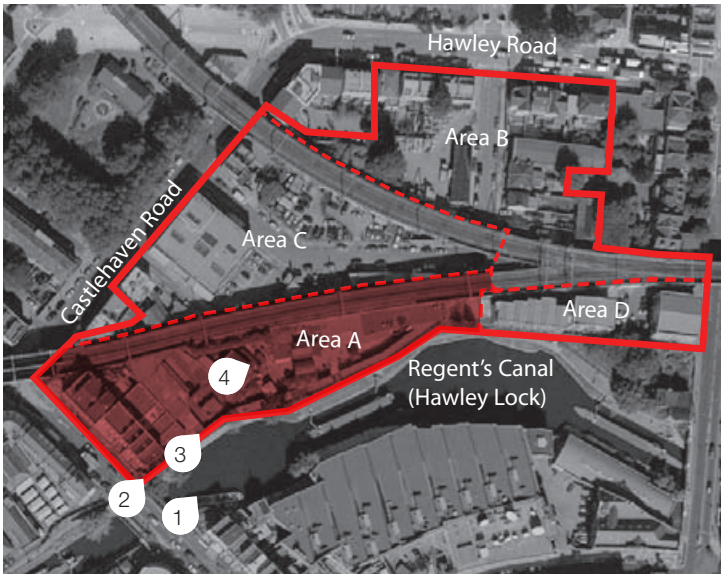
This is currently the main approach to the site – Camden Town and Chalk Farm Road stations both lead to this road. The many shops and restaurants on the high street create a lively atmosphere.



1. View of Market from Hampstead Bridge / Chalk Farm Road



2. View of entrance to Camden Lock Village Market



Key to views



3. View along Regent's Canal Towpath



4. Market stalls at centre of site

Site description

Area B

This part of the site is bounded by the railway viaduct to the south and Hawley Road to the north.

Area B fronting Hawley Road contains a number of late Victorian villas along with the Grade II listed, 1 Hawley Road. The housing stock within the site that faces Hawley Road has fallen into disrepair in recent years. A garage extension to 1 Hawley Road provides access through to the garden behind which has been paved over for light industrial uses.

In the depth of the site fronting Torbay Street, a range of small residential properties are located along with a mixture of light industrial uses. Torbay Street passes through the Viaduct and becomes Leybourne Road in Area C. There is currently no through access to the Canal from Area B and the mix of uses results in an uninviting route to Castlehaven Road that is not overlooked and contains a number of dead ends and under-used corners.

Approach View

Torbay Street (view 3) leads south through the residential buildings and turns into Leybourne Road (but does not continue south to the river).



1. Viaduct arches occupied by light industrial units / workshops



2. View looking West along Hawley Road



3. View looking along Torbay Street



4. View looking East along Hawley Road



Key to views

Area C

This part of the site is bounded between Castlehaven Road to the west and the railway viaduct to the north and south.

Area C contains a mix of light industrial uses that back onto the railway viaducts that contain it on both sides. Leybourne Road is lined on both sides by units that separate the site routes from the viaduct edge while providing little or no overlooking to the street. This continues the route from Area B and continues the feel of an uninviting and unsafe route through the northern part of the site.

Approach View

Haven Street (view 4)

A dead end street leading to a parking lot and service yard with pedestrian access to the Market in Area A.

Leybourne Road (view 1)

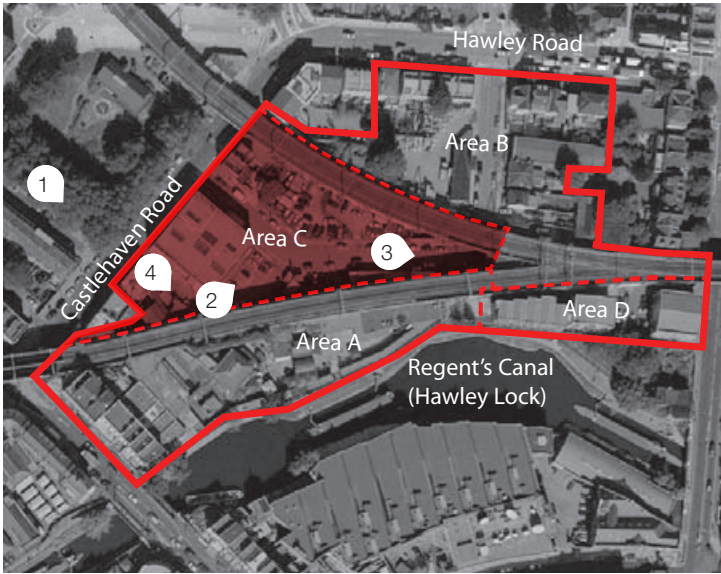
Leads to the centre of the site and turns into Torbay Street under the viaduct.



1. View looking along Leybourne Road from Castlehaven Gardens



2. View in centre of Area C



Key to views



3. View from Leybourne Road looking towards Torbay Street and Area B.



4. View along Haven Street towards Area A, through the arch.



1. View looking East from Regent's Canal Towpath



2. View looking West along Water Lane from Kentish Town Road



3. View looking North along Kentish Town Road

Area D

This area is bounded between the Regent's' Canal towpath, the railway viaduct, and Kentish Town Road.

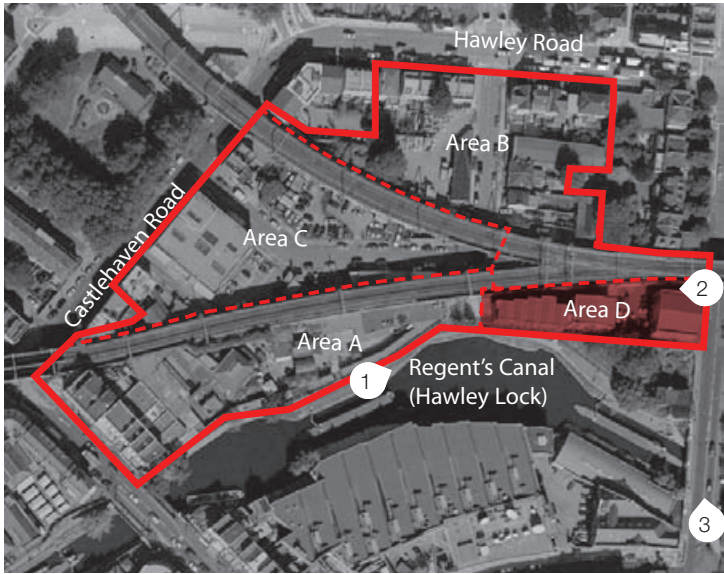
Area D is a small wedged shape site on which a 1980's office building is located. The building is of no significant quality and currently provides little or no overlooking to the surrounding spaces. In particular, the bend of the canal that is located between Areas A and D is cut off from Area D by a level change and wall.

Approach View

Kentish Town Road (view 3)

The approach from Kentish Town Road going north overlooks the site to the east. It is as direct an approach as Chalk Farm Road, but is used less by pedestrians as there are no shops along this route.

Masterplan
Boundary



Key to views



Historical environment

The masterplan site is neighbour to a number of notable buildings as well as a listed building within the site. The Regent's Canal Conservation Area covers Areas A and D of the site.

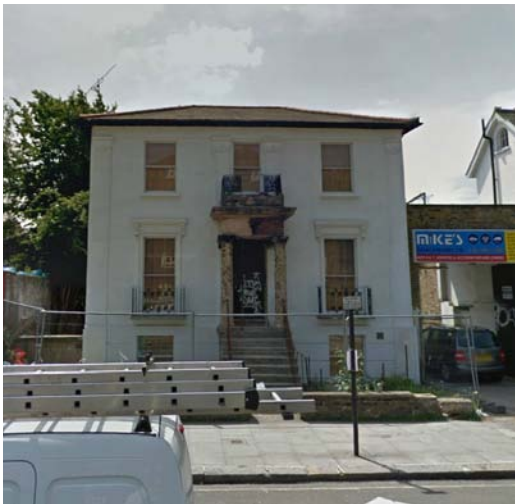
It is stated within the 'Regent's Canal Conservation Area Appraisal and Management Strategy' that in the context of the Canal the '*associated railway features is of exceptional interest and quality, unparalleled in London*'.

At the bend of the Canal where Area A meets Area D, the Canal and Railway Viaduct come together on plan but are currently separated by a level change and wall.

To the north of the site is the Jeffrey's Street Conservation Area and to the south the Camden Town Conservation Area. A number of buildings are identified by the London Borough as having either a positive or a negative contribution to the respective Conservation Areas.

The Grade II listed 1 Hawley Road sits within the site boundary in Area B. A number of other listed buildings are local to the site as listed on the opposite page.

For further information, please refer to the Historical Report, prepared by Heritage Architecture, which also forms part of this application.



1. No. 1 Hawley Road



2. Stanley Sidings, Chalk Farm Road



3. 55 Kentish Town Road



4. No. 4 - 20 Jeffrey's Street



5. Regent's Canal Info Centre, Hampstead



6. Hampstead Road Bridge



7. Roving Bridge (Oblique Bridge)



8. Hampstead Road Lock



9. Hawley Lock



10. Kentish Town Lock



Walking times diagram

Public transport

The application site enjoys excellent public transport connections.

The area is well served by the London transport system, and is easily accessible from within and outside London.

One of the aims of the proposals is to encourage the use of public transport.

Camden Town underground station (Northern Line) is located approximately 350m to the south of the site, along Chalk Farm Road. Chalk Farm underground station (Northern Line) is approximately 610m to the north-west of the site, along Chalk Farm Road. Camden Road station (Overground) is approximately 450m to the east of the site.

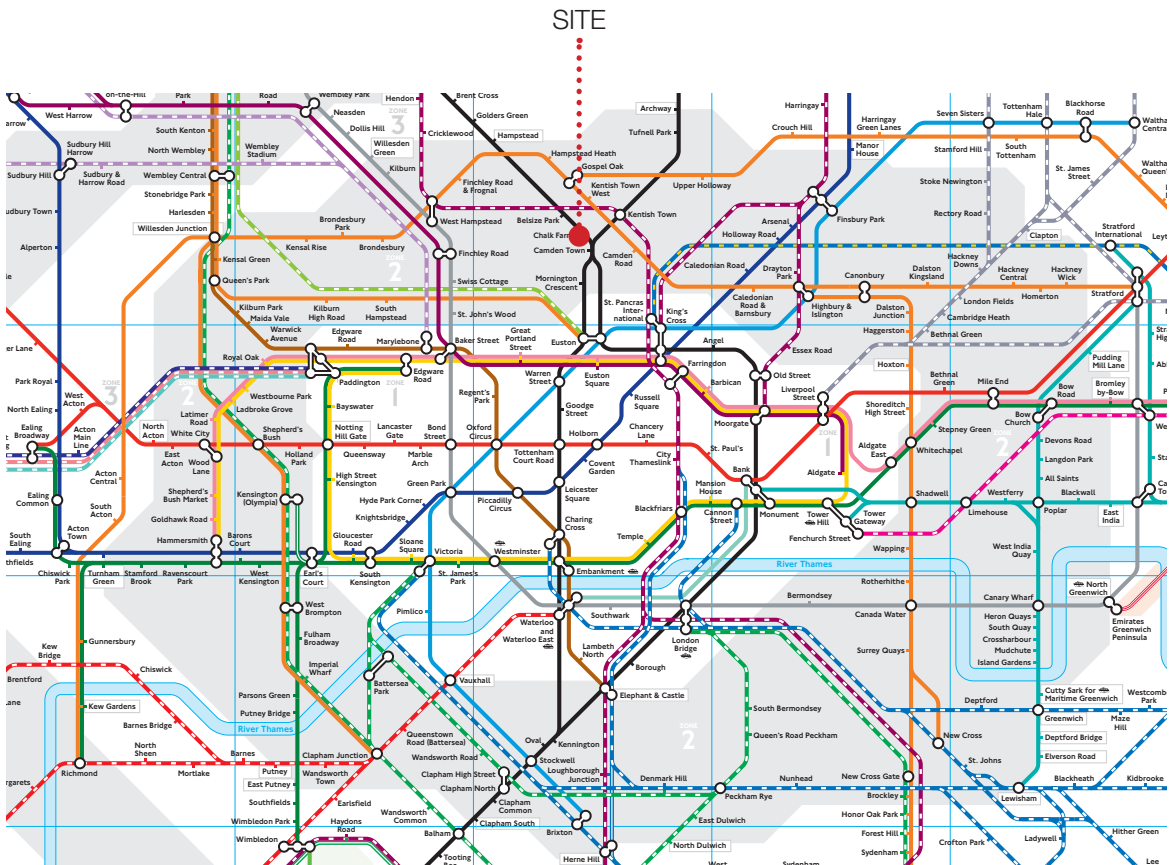
These stations provide access to the site from within the London transport network. This is the case for the able-bodied, as the stations do not currently have step-free access from the platform to street level.

The nearest accessible stations are Euston (Overground) and Kings Cross St Pancras (Underground - Piccadilly, Victoria and Central Lines).

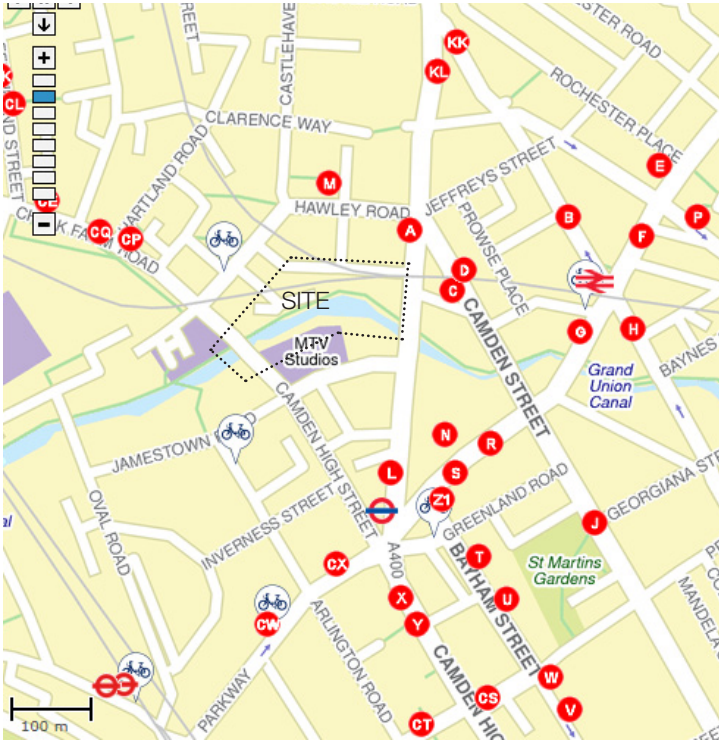
There are several accessible bus routes to the site from these stations that use low floor vehicles.

The principal point of access to the development for vehicles will be at the western side of the site from Castlehaven Road and for Area B from the North off Hawley Road. Chalk Farm Road will provide very limited access except for emergency vehicles.

See the Arup Transport 'Pedestrian Environment Review System (PERS) Report' (March 2011).

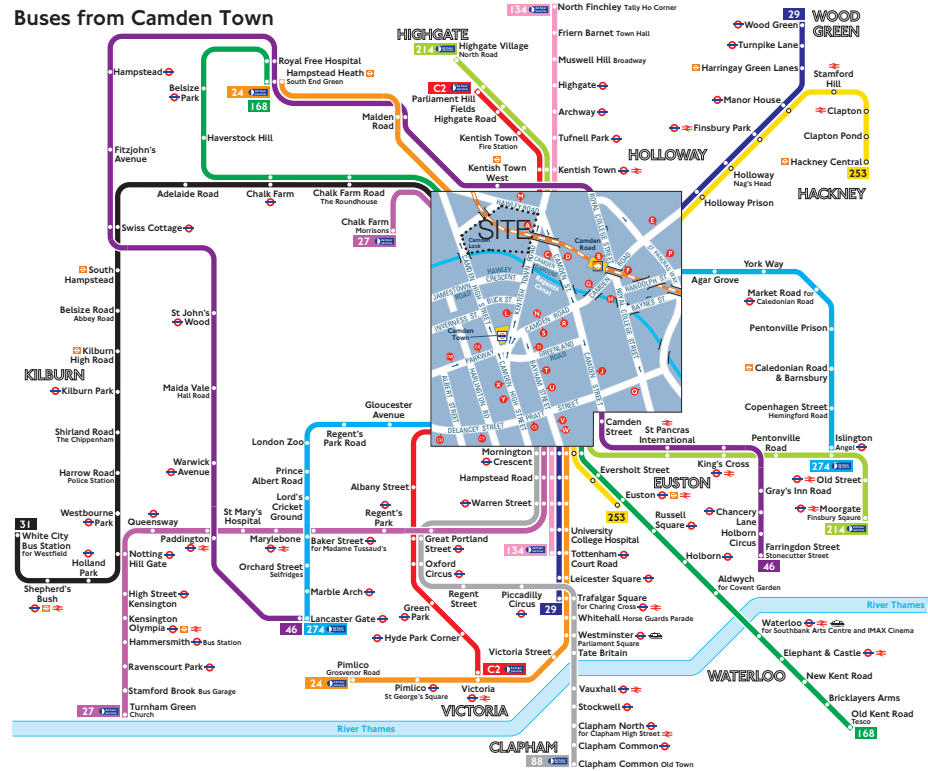


Tube, Overground and national rail connections



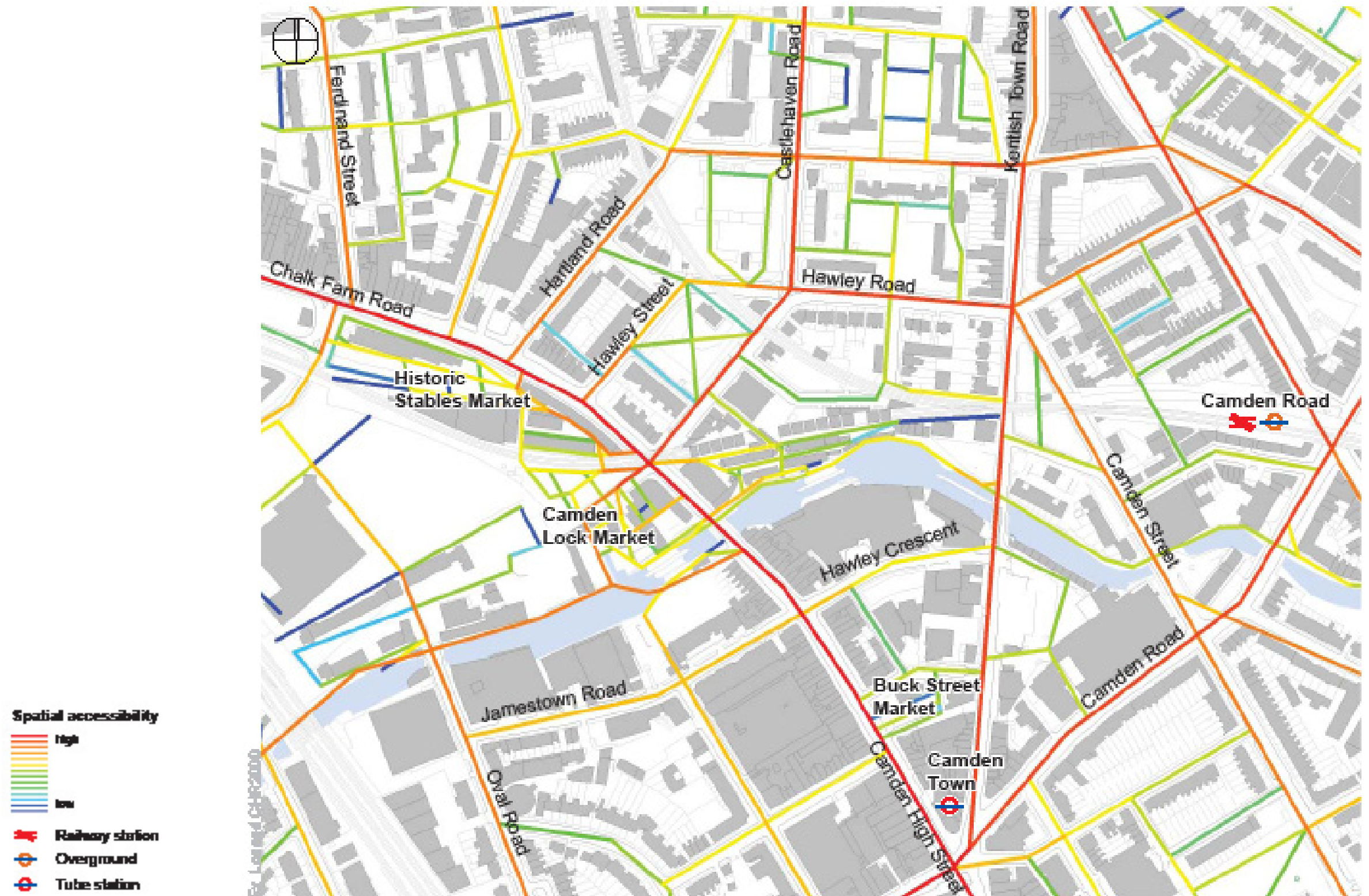
Map showing locations of:

- Bus stops
- Tube station
- Barclays cycle hire docking station
- Overground / national rail station



Bus spider map, showing destinations of bus routes

Spatial analysis Local scale through movement potential Existing



Plan showing existing pedestrian movement - Produced by Space Syntax

Existing pedestrian and vehicular movements

Space Syntax have carried out a series of pedestrian movement surveys of the site as shown in the diagram on the opposite page. Understanding the existing movements have been fundamental in developing the new masterplan.

The existing north-south routes have a high use pattern, in particular at Camden High Street/Chalk Farm Road. However, the potential opportunity for Kentish Town Road as a key pedestrian route is currently underused.

Currently, there is poor east-west pedestrian connectivity between Chalk Farm Road and Kentish Town Road. This lack of clear east-west routes also reduces the accessibility to Camden Road rail and underground station.

Accessibility to the canal from the predominantly residential areas to the north of the site is also very limited.

Vehicular movement surrounding the site follows a complicated series of one-way routes as demonstrated in the diagram opposite. There are currently three main ways to access the site all coming from north from Castlehaven Road and Hawley Road.

- ① Leybourne Road
 - ② Haven Street
 - ③ Torbay Street
- Two further routes exist off Kentish Town Road to access the viaduct arches and the existing building on Area D. These two routes are gated and privately managed.
- ④ Water Lane
 - ⑤ An access road parallel to Water lane north of the viaduct

Traffic surveys have been completed for the existing traffic movements through and around the site.



Plan showing existing vehicular movement



1. Stables Market



2. Camden Lock Market



3. Camden High Street



5. The Hawley Arms



8. The Roundhouse



10. Multi-use Games Area