

Historical environment

Please also refer to the historical report prepared by Heritage Architecture.

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 embraces part of the site, Areas A and D.

Listed buildings within the site:

- 1. 1 Hawley Road (Grade II listed)

Listed buildings in the surrounding area:

- 2. 46 Kentish Town Road
- 3. 48-50 Kentish Town Road
- 4. 52-64 Kentish Town Road
- 5. 55 Kentish Town Road
- 6. 57-63 Kentish Town Road
- 7. Hampstead Road Bridge
- 8. The Roundhouse
- 9. Hampstead Road Lock
- 10. Horse Hospital
- 11. The Interchange Towpath
- 12. Stanley Sidings
- 13. Cattle trough
- 14. Drinking fountain
- 15. Roving Bridge
- 16. Regent’s Canal information centre

The abutment to Hampstead Road Bridge is a listed structure.

- 17. 24, 26, 28 Oval Road
- 18. Piano Factory Building
- 19. 2-10 Oval Road
- 20. The Interchange



1. 1 Hawley Road



2. 46 Kentish Town Road



3. 48-50 Kentish Town Road



4. 52-64 Kentish Town Road



5. 55 Kentish Town Road



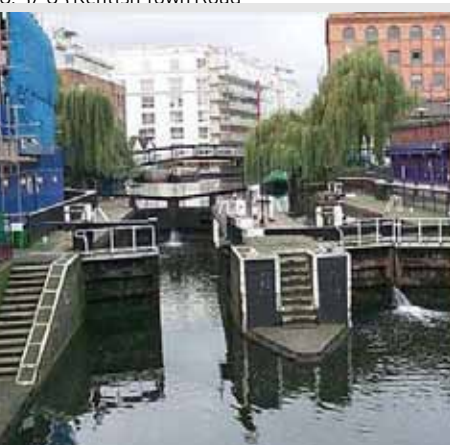
6. 57-63 Kentish Town Road



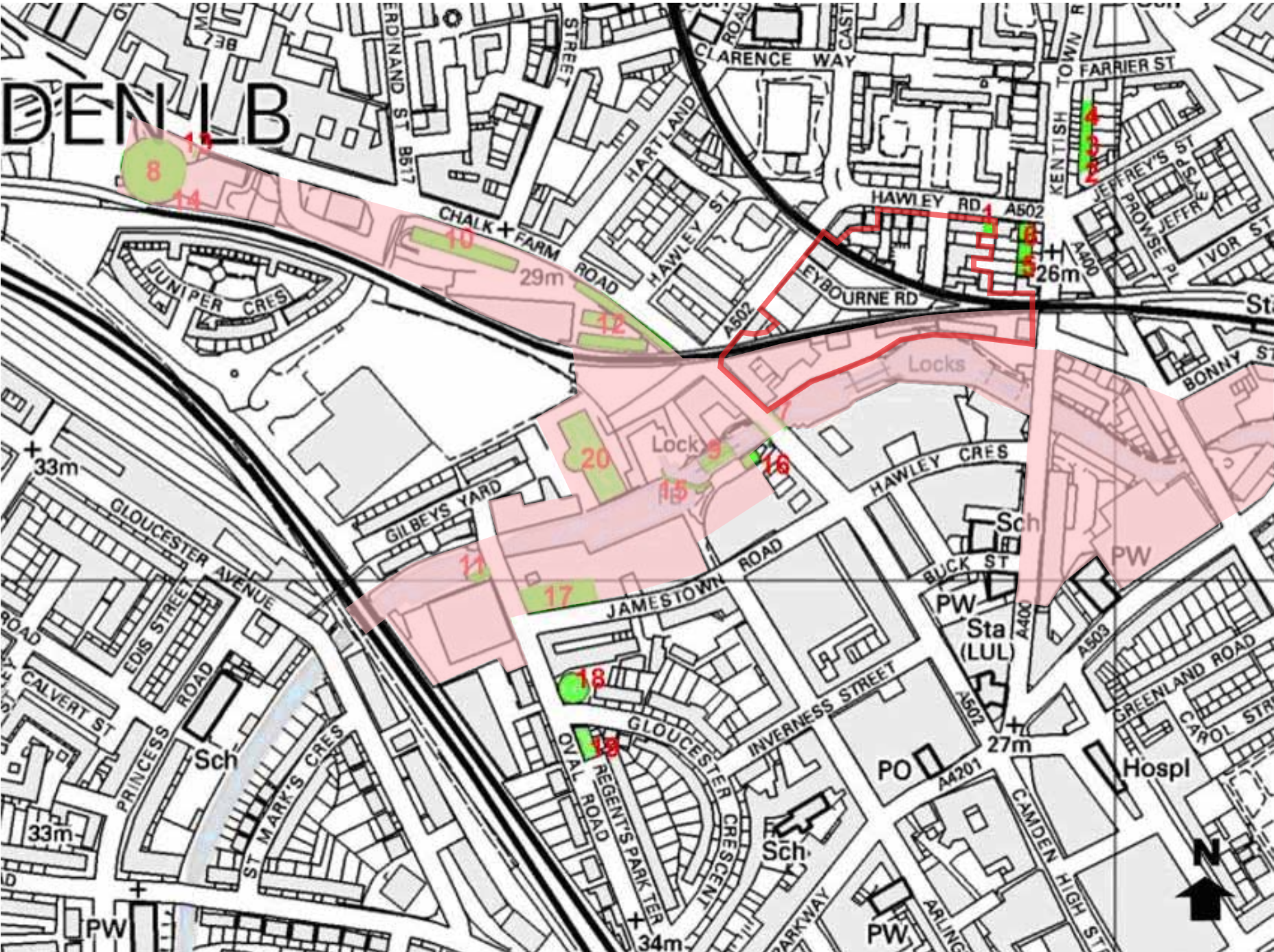
7. Hampstead Road Bridge



8. The Roundhouse



9. Hampstead Road Lock



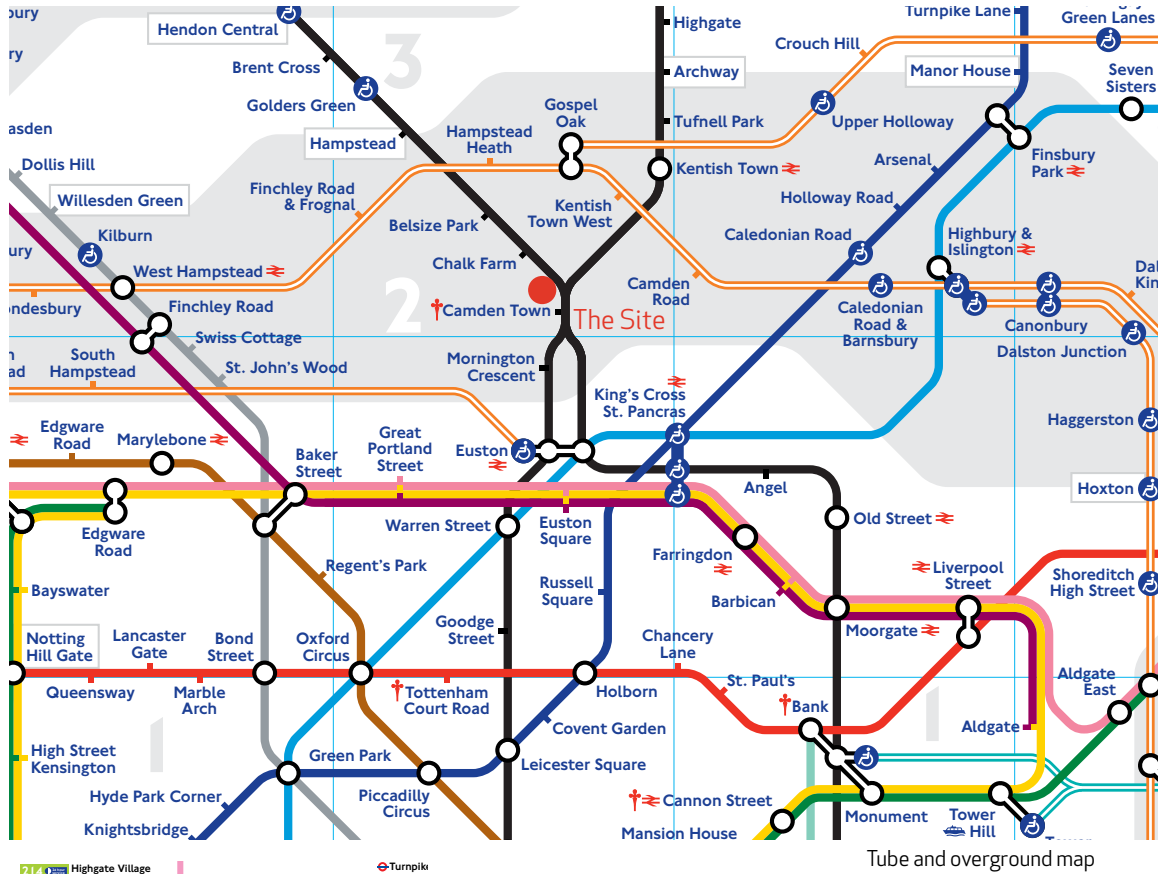
Listed buildings shown in green, Conservation Area shown in blue (illustrative only, please refer to plan on page 5), site shown as red outline.

Public transport

Underground and railway

- The masterplan site enjoys excellent public transport connections.
- The scheme is intended to encourage the use of public transport. The principal point of access to the development for vehicles ie, taxis, coaches and service vehicles, will be at the western side of the site off Castlehaven road. Chalk Farm Road will provide very limited access except for emergency vehicles.
- The area is well served by the London transport system, and is easily accessible from in and around London.
- Camden Town underground station (Northern Line) is located approximately 350m to the east of the site, along Chalk Farm Road. Chalk Farm underground station (Northern Line) is approximately 700m to the west of the site, along Chalk Farm Road. Camden Road station (overground) is approximately 450m to the north-east of the site.
- These stations provide access to the site from within the London transport network, although access is restricted 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, which use low floor vehicles.

See the Arup Transport 'Pedestrian Environment Review System v2 (PERS) Report' (March 2011).



- Key
- 1. Camden Town Station
 - 2. Camden Road Station
 - 3. Camden Road Rail Station
 - 4. Chalk Farm Road Station
 - 5. Kentish Town West Rail Station
 - 6. Mornington Crescent Station



Underground and rail stations with direct approaches to the site indicated

Existing pedestrian and vehicular movements

The site is located off Chalk Farm Road. It is bounded by Hawley Road to the north, the Regent's Canal to the south and Chalk Farm Road and Castlehaven Road to the west, with Kentish Town Road to the east.

Space Syntax have carried out a series of pedestrian movement surveys of the site. Understanding the existing movements have been fundamental in developing the new masterplan.

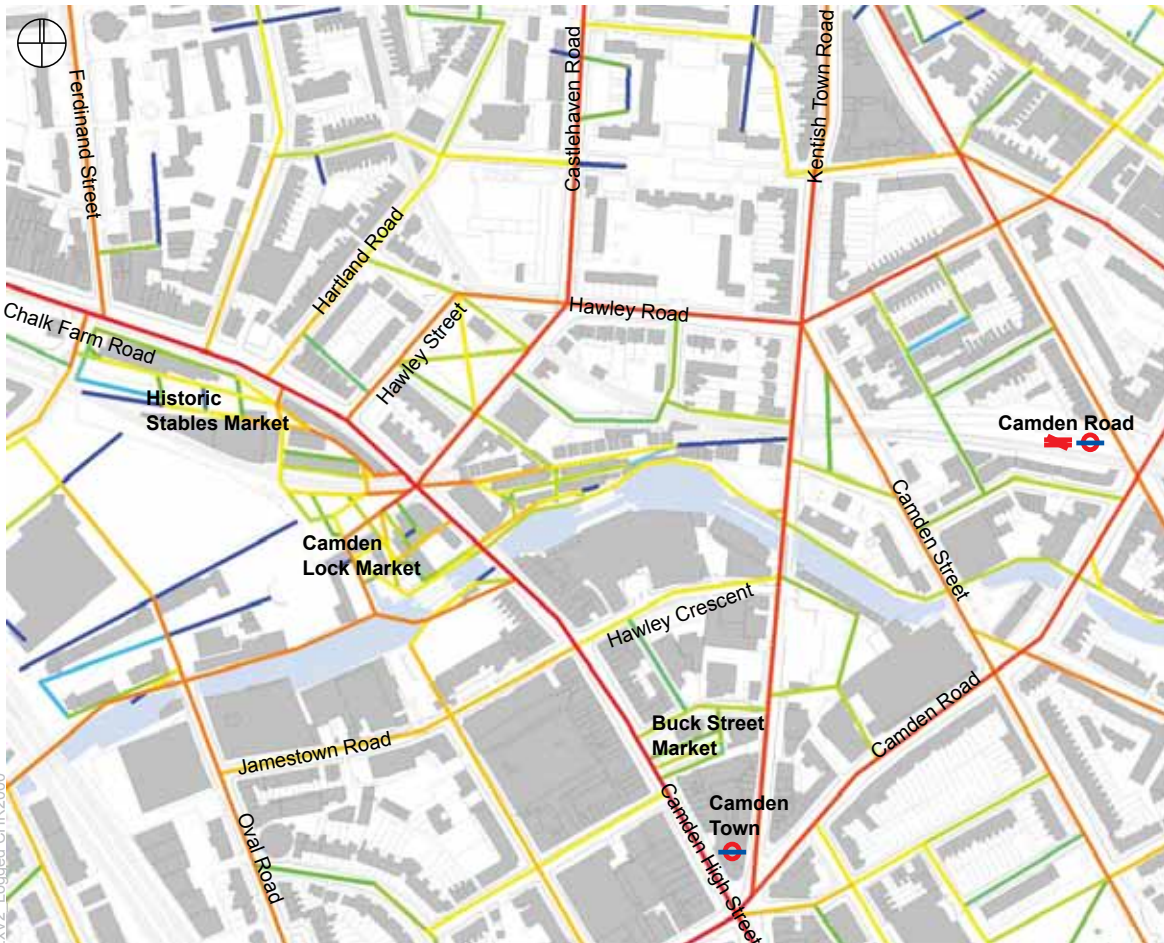
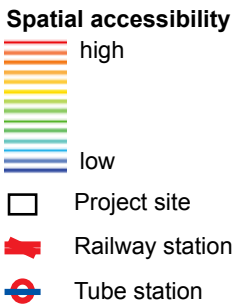
The existing north-south routes have a high use pattern, in particular at Camden High Street/Chalk Farm Road. However, the potential opportunity for Kentish Town Road as a key pedestrian route is currently underused.

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.

- Currently vehicles can access the site through a number of roads:
- Leybourne Road
 - Haven Street
 - Water Lane
 - An access road parallel to Waterlane north of the viaduct

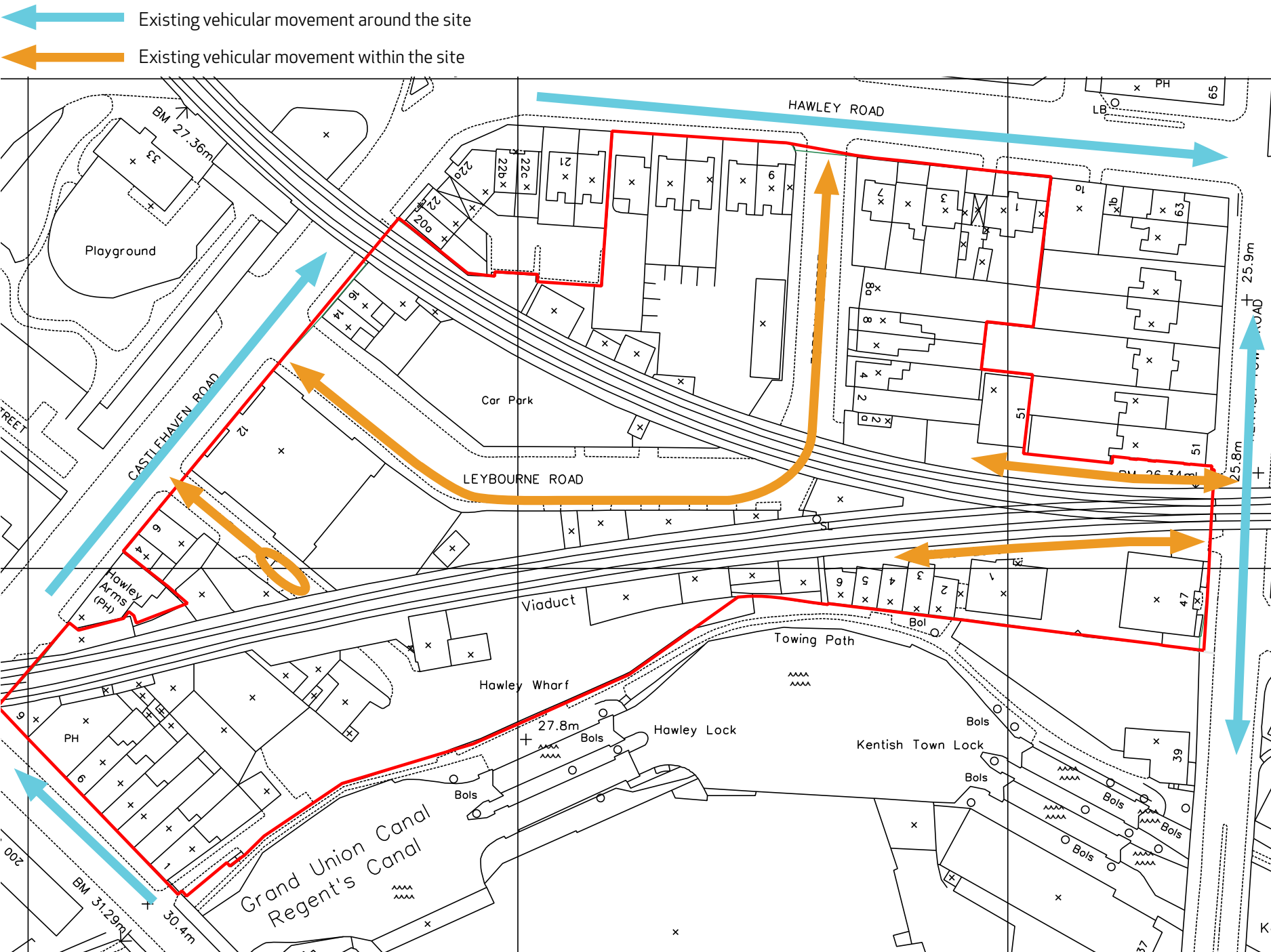
Traffic surveys have been completed for the existing traffic movements through and around the site.



Existing pedestrian movement



Existing urban structure



Existing traffic movements

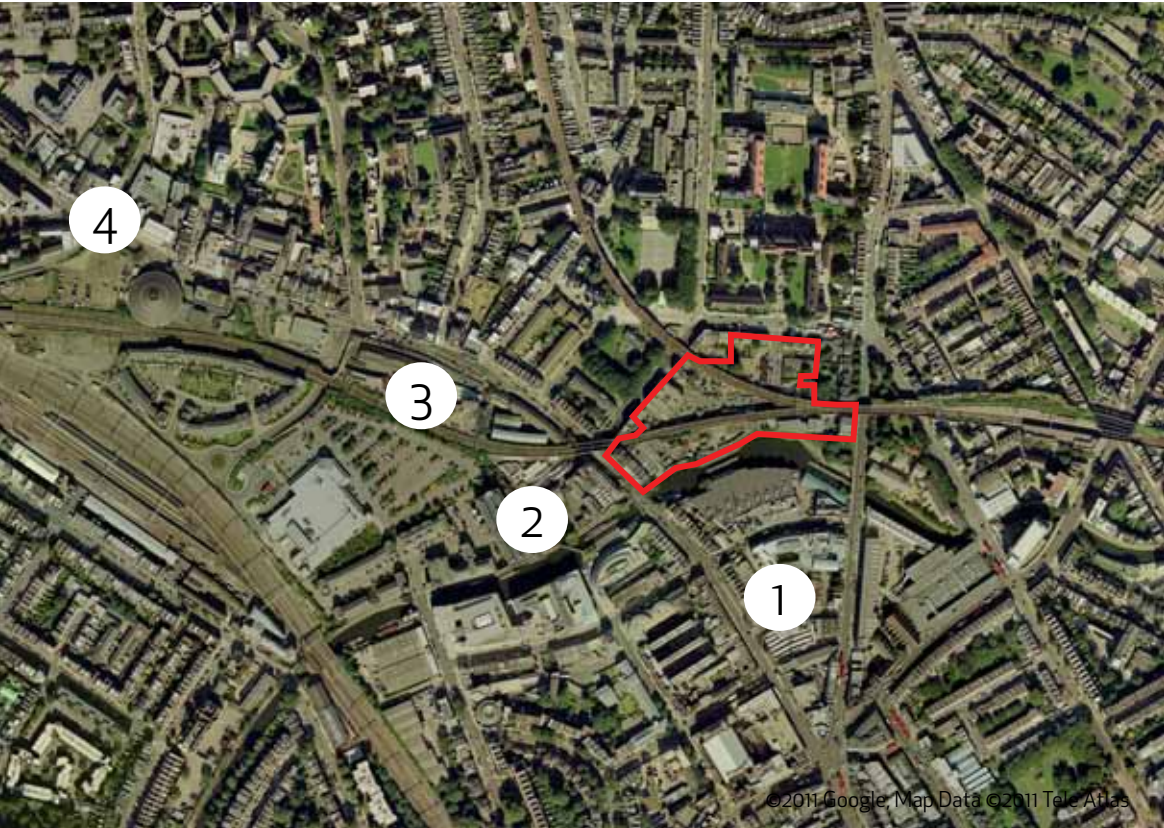
Amenity

Retail and catering

- The site lies predominantly in Camden's town centre, at the heart of the market district. It neighbours Stables and Camden Lock markets.
- The strip of Chalk Farm Road between Camden Town station and the site is filled with unique retail that gives a very distinctive character to the area.
- There are some traditional high street shops near the Camden Town underground station.
- There is a wide choice of public houses around the site, such as the Hawley Arms.
- There are numerous convenience stores near the site, especially on Chalk Farm Road and Camden High Street.
- There is a big Morrison's neighbouring the site on Camden Street.
- Many catering choices surround the site, ranging from market food stalls to restaurants of all budgets.

Leisure and culture

- There is a vibrant and established music scene in Camden due to its many famous music venues, recording studios, theatres and clubs.
- The Roundhouse has become a major cultural attraction and offers an exciting programme of theatre, music and art events.
- There is a gym complex within a five minute walk of the site.
- Open spaces nearby including basketball courts on Castlehaven Road as well as Castlehaven Gardens.



Aerial plan
1. Camden Market
2. Camden Lock Market
3. Stables Market
4. The Roundhouse



Market views

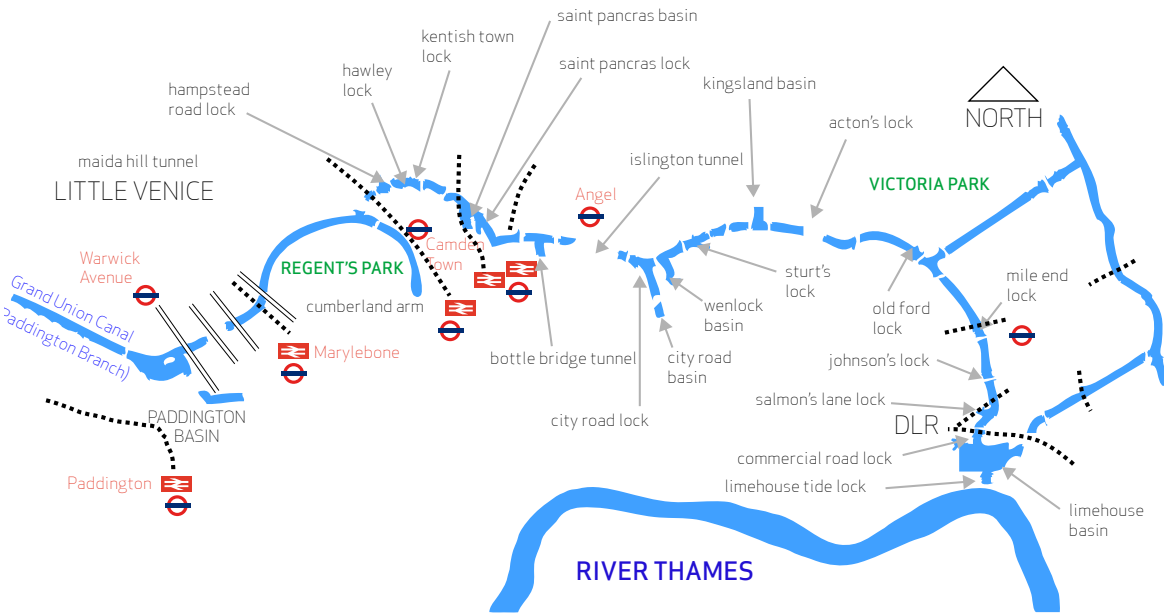
Existing open space and public realm

The site is close to many parks and open spaces such as Primrose Hill and Regent's Park. In the area immediately surrounding the site there are plenty of green spaces, however there are no clear or direct routes to these spaces from the site.

The tow path is too narrow for the number of people that go through it, especially on days when the market operates.

The site suffers from poor connections to adjoining areas, the canal and areas to the north.

The existing urban structure is overcrowded and there is a need for new public spaces and routes to improve the pedestrian flow as well as visitor comfort.



Regent's Canal, geography and connections



Environmental considerations

The following environmental aspects informed the design approach:

Sun
There are almost no tall structures surrounding the area to affect the site at different times, with the exception of the viaducts (average height 4m tall).

Wind
There are no high rise buildings around the site to channel the wind in a specific direction.

The prevailing wind direction in London is towards the north-east.

Air quality
Various gardens around the site provide improved local air quality.

Acoustic
There are a number of slow moving trains using the existing railway viaducts that cross the site.



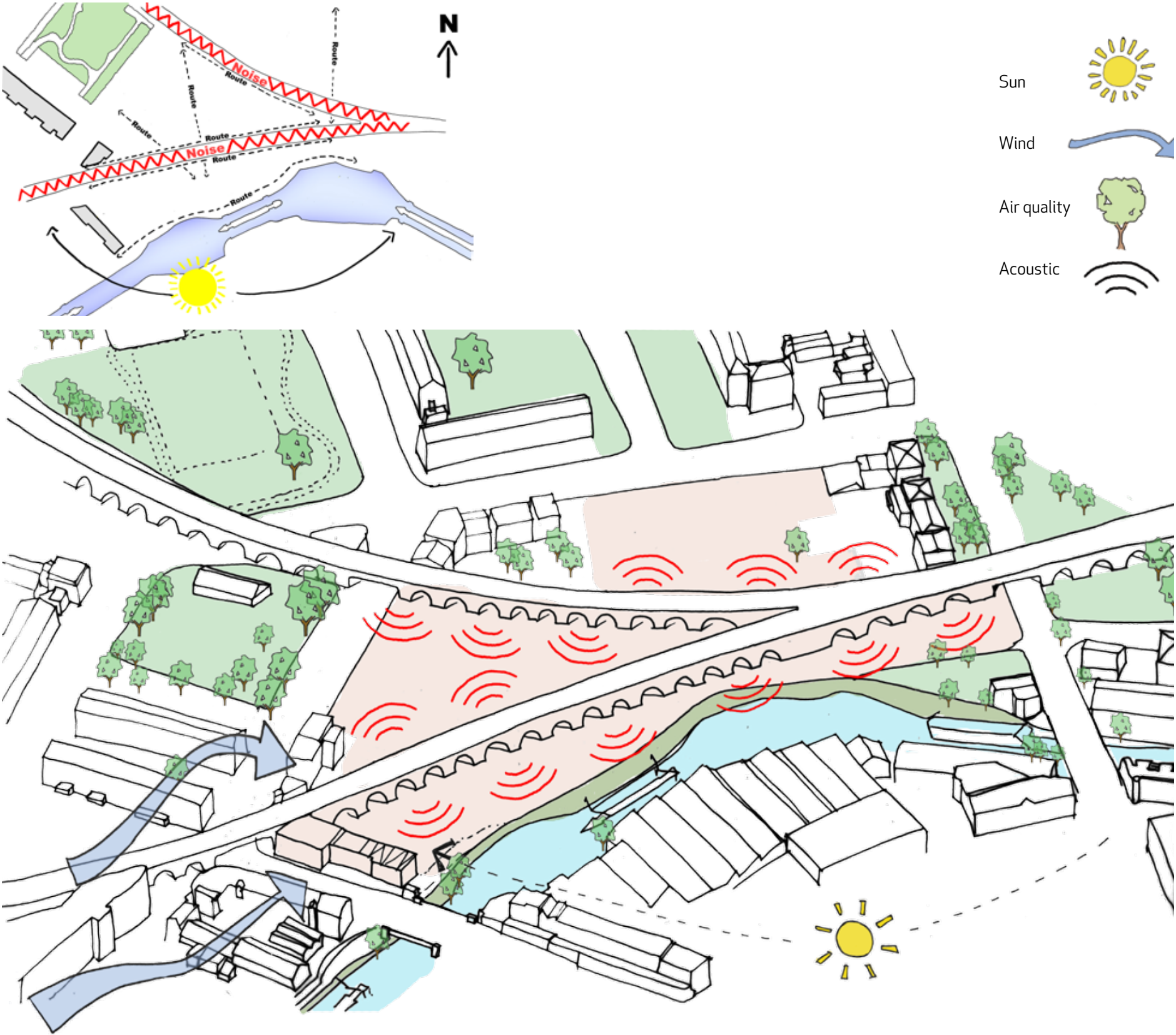
Aerial shot



Viaducts across the site create acoustic disturbance



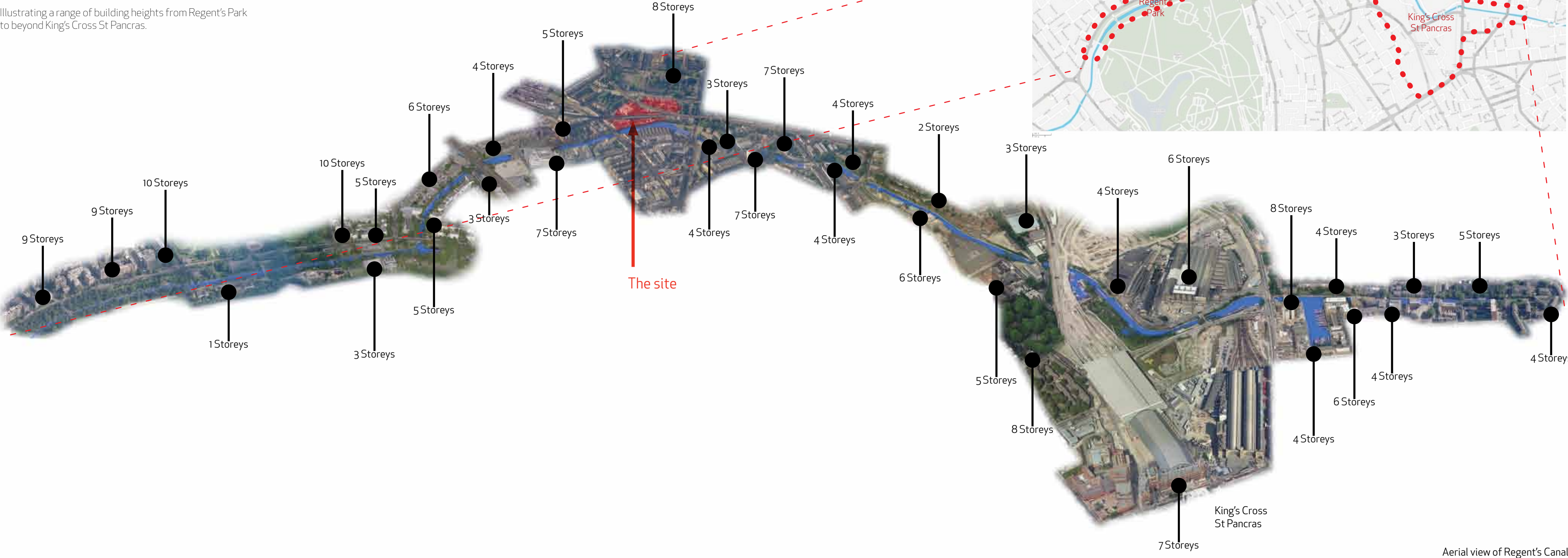
Castlehaven gardens



3D axonometric sketch showing environmental considerations

Existing height context

Illustrating a range of building heights from Regent's Park to beyond King's Cross St Pancras.



Existing material context

Appearance - the roof lines, variety of styles and colours give Camden its characteristic quirkiness.

Brickwork and steel - provide the materials palette related to Camden's industrial history.

South and north of Regent's Canal - the materials and architectural styles on the south side of the canal have great variety compared to the more traditional palette of the north side.

