

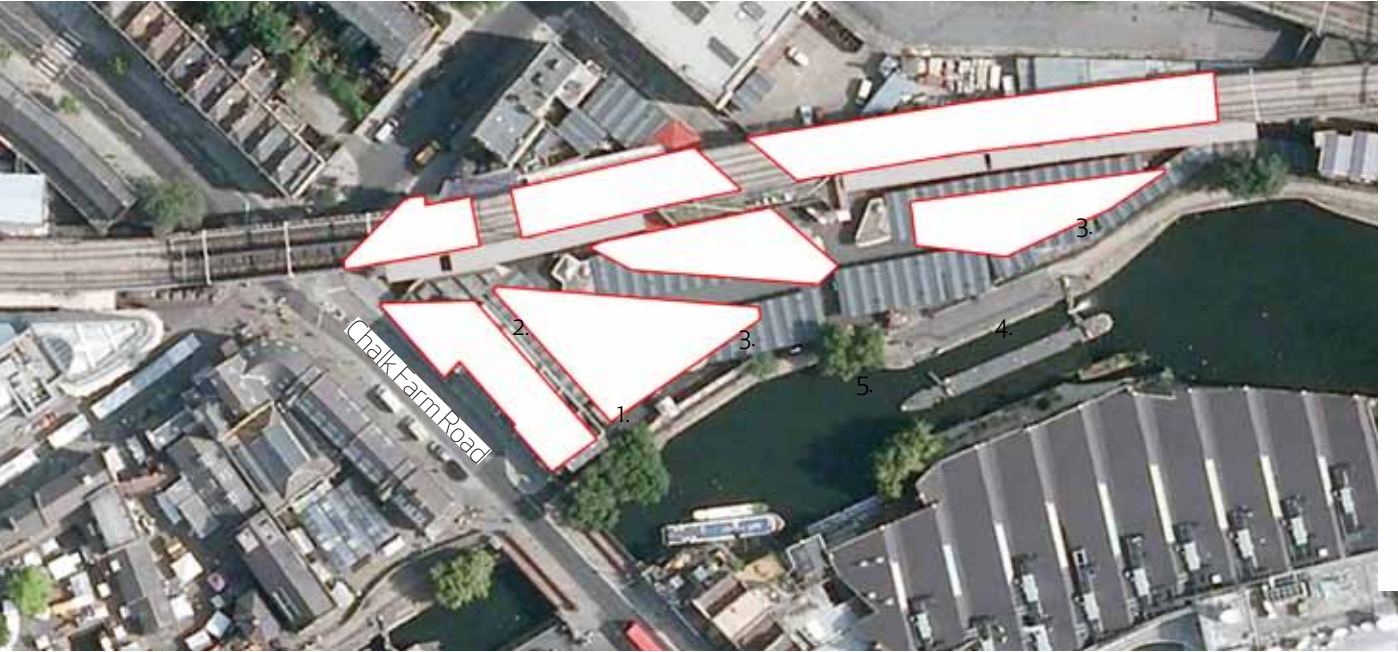
Section 6
Area A
Design approach

Area A: Summary

The proposed use for Area A, located within Camden Town Centre, is market retail and restaurants;

1. The existing surviving frontage buildings along Chalk Farm Road are retained and refurbished, with a public accessible garden at roof level.
2. A new building completes the terrace and forms the Gateway Space to the retail space.
3. Canal Market buildings: new arched structures with spiralling pedestrian routes overlooking the canal. There are public gardens and restaurant pavilions at roof level.
4. The new publicly accessible Canal Space fronts directly onto the canal and enjoys extensive sunlight due to its southerly aspect. It terminates the Metropolitan Walk.
5. The existing tow path is widened, visually and physically defined and has improved access.

This section reviews the two main components of Area A, Chalk Farm Road Buildings and the Market Buildings. Each component is reviewed in terms of context and concept, evolution following consultation and feed back and the proposal.



Current aerial view overlaid with the proposal



Nos.1-8 Chalk Farm Road: Existing pre- and post fire

Located within the Regent’s Canal conservation area, nos. 1-8 Chalk Farm Road (no. 9 Chalk Farm Road was a single-storey infill building between the existing terrace and the railway viaduct) are considered to be of special importance to the site as they represent the unique character of Camden. Nos. 7-9 Chalk Farm Road were destroyed in the fire in 2008.

The proposal is to retain the surviving buildings at nos.1-6 Chalk Farm Road as far as is possible. The existing single-storey ‘extensions’ abutting Chalk Farm Road, as well as the single storey building of no. 9, are omitted to greatly expand and improve the public realm along Chalk Farm Road, ease pedestrian flow and create the new gateway entrance space.

Nos. 7-8 Chalk Farm Road, destroyed by the 2008 fire, will be replaced with a new building design following the geometry, rhythm and materials of the surviving terrace.



Photographs from the fire in 2008



Current view



No. 9 Chalk Farm Road: remove to give access to the railway viaduct for maintenance, and form the new ‘gateway’ to the CLV site

Nos. 7-8 Chalk Farm Road buildings destroyed by fire

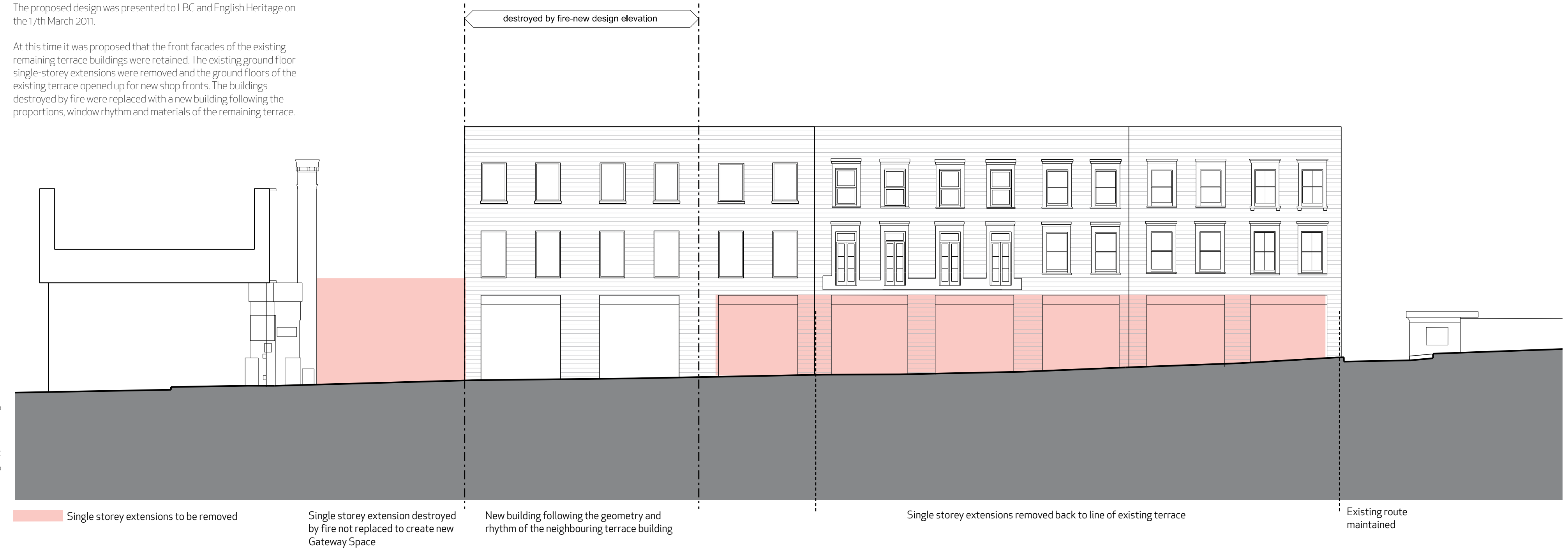
Remove ground floor extensions to improve the public realm and ease pedestrian flow

Remove to enhance entrance to the towpath

Nos.1-8 Chalk Farm Road: Evolution

The proposed design was presented to LBC and English Heritage on the 17th March 2011.

At this time it was proposed that the front facades of the existing remaining terrace buildings were retained. The existing ground floor single-storey extensions were removed and the ground floors of the existing terrace opened up for new shop fronts. The buildings destroyed by fire were replaced with a new building following the proportions, window rhythm and materials of the remaining terrace.

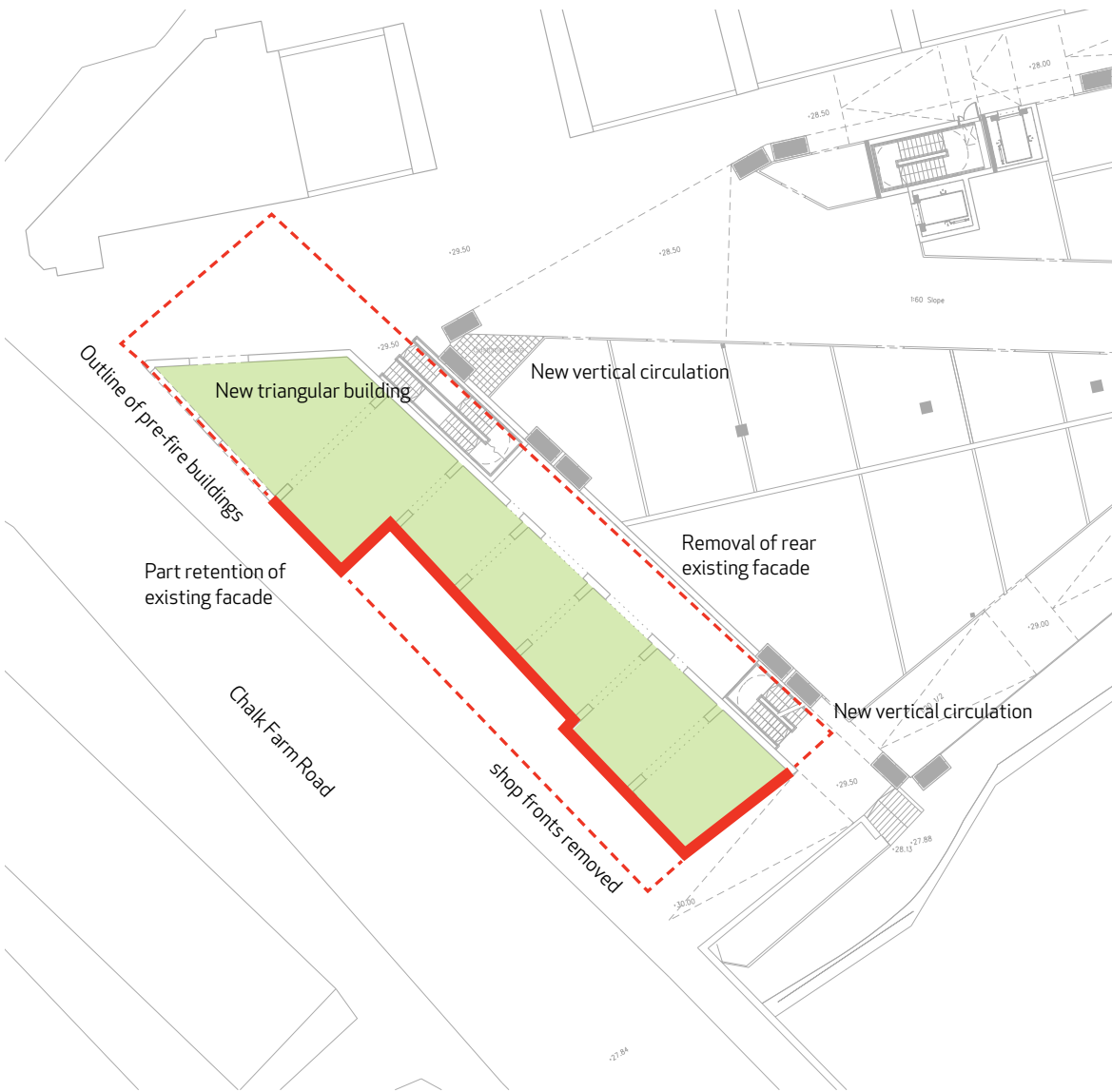


Nos.1-8 Chalk Farm Road: Evolution

The existing rear elevation was proposed to be removed and a new rear elevation positioned to create the space for the new vertical circulation stairs, connecting the Chalk Farm Road buildings and the new market buildings directly behind. The new stairs effectively separate the new from the old and also become a dynamic element linking up to the existing roof. It was proposed that the rooftop would be converted into a public external garden.

To maximise the proposed new Gateway Space, a triangular building was proposed for nos.7-8 Chalk Farm Road. The new building would follow the form of the existing terrace buildings including the building line, the window proportions and setout, and the materials proposed.

Buildings 7 - 8 is cut back at the rear to increase the size of the Gateway space and to prevent overcrowding.



Plan of proposal



View of the Chalk Farm Road proposal

LBC and English Heritage's comments on the proposals presented were as follows:

- The removal of the single-storey extensions and expansion of the public realm were welcomed.
- Need to maintain the integrity of the existing building by retaining the entire rear elevation, the party walls and elements of the roofscape, eg chimney stacks etc, as opposed to only keeping the front and partial side facades.
- The new external circulation stairs and new bridges would sometimes cross the existing window openings and that was felt to add to the drama of this new 'infill' circulation space. New openings were acceptable for access but need to follow existing door and window openings as far as possible
- The new building proposed for nos. 7-8 was agreed to be a new modern design, not just a facsimile of the adjacent buildings or original building. The design needs to acknowledge the existing Victorian terrace but also address the new Gateway Space; a 'celebration' at the end of the terrace.



Gateway view of new building at 7-8 Chalk Farm Road

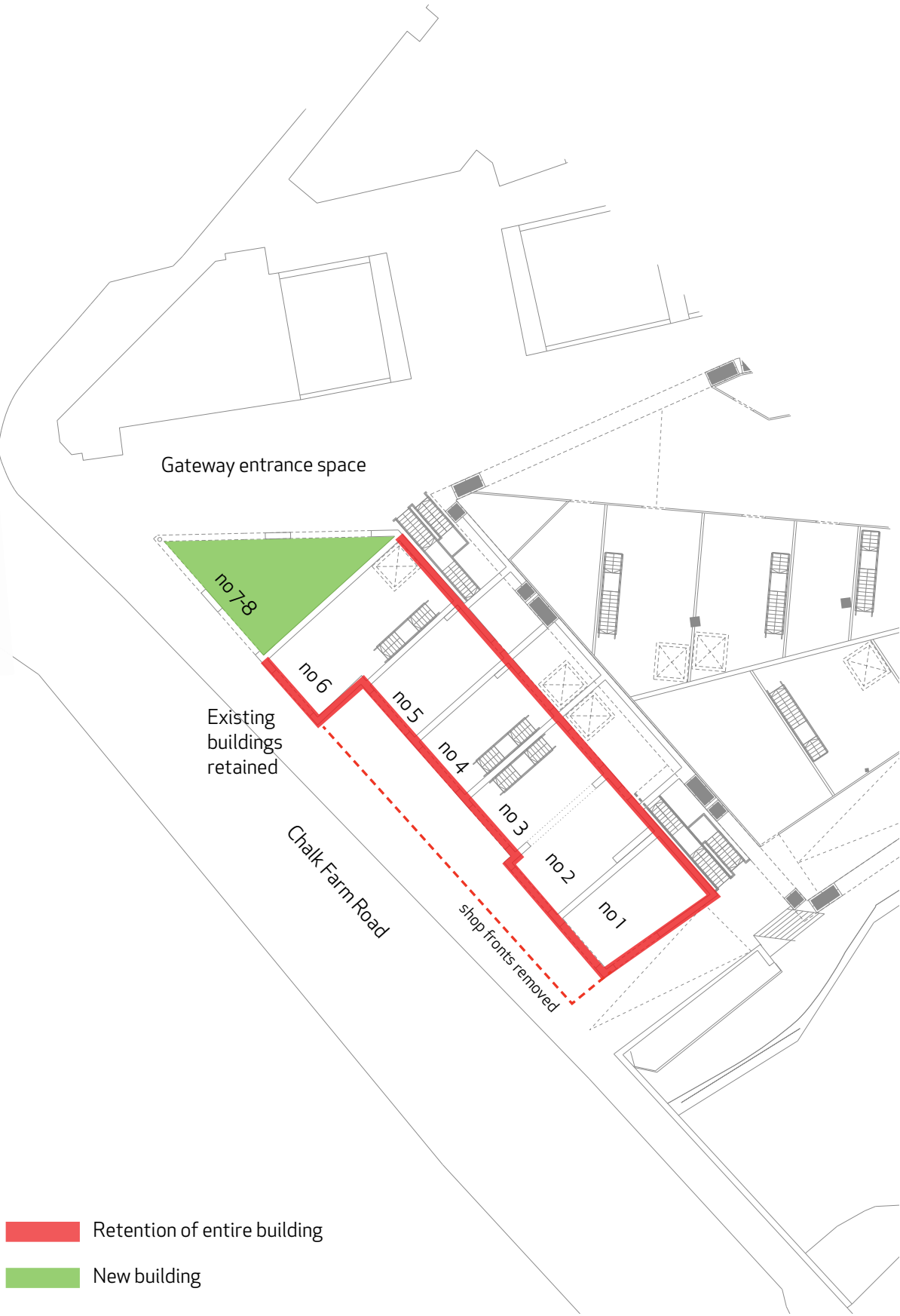


Proposed view of the new rear elevation

Nos.1-8 Chalk Farm Road: Proposed

Following the meeting with LBC and English Heritage, the design was revisited to respond to/incorporate the comments made. In particular the following key revisions to the design were made:

- Retain the existing buildings including the rear wall, the party walls and the chimney stacks. The existing timber floors are replaced to coincide with new floor levels.
- The space between the existing terrace and the new market buildings is retained as an external circulation space, with new openings cut into the existing rear elevation to give access to the floors.
- A publicly accessible landscaped space at the roof of the buildings should be created incorporating the existing rooftop features, including chimneys and party walls.
- A new modern building proposed for nos. 7-8 Chalk Farm Road completes the terrace and is triangular in plan to form the new Gateway Space.
- The existing single storey extensions are removed to create an expanded public realm along Chalk Farm Road.



Nos.1-8 Chalk Farm Road: Context study

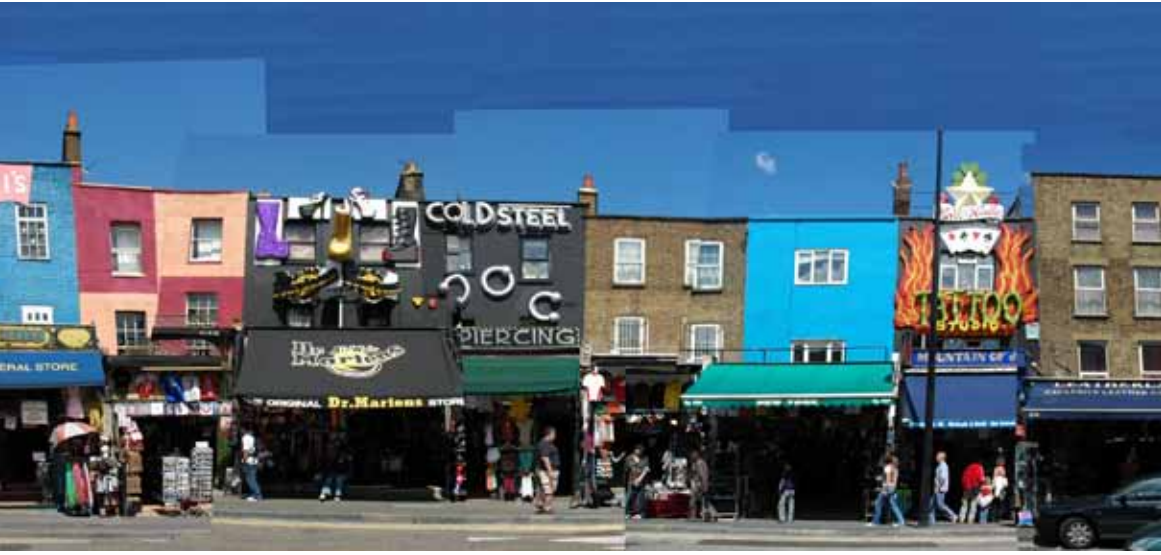
Nos. 7, 8 and 9 Chalk Farm Road pre-fire Posters cover windows and brickwork Decoration and advertising covers brickwork Rhythm of openings Windows free of decoration



Chalk Farm Road elevation pre-fire

This photographic study relates the original Chalk Farm Road buildings (pre-fire) to the existing character of Camden High Street.

It illustrates the use of large graphics, art and colour to create a unique Camden street experience.



Camden High Street

Current view

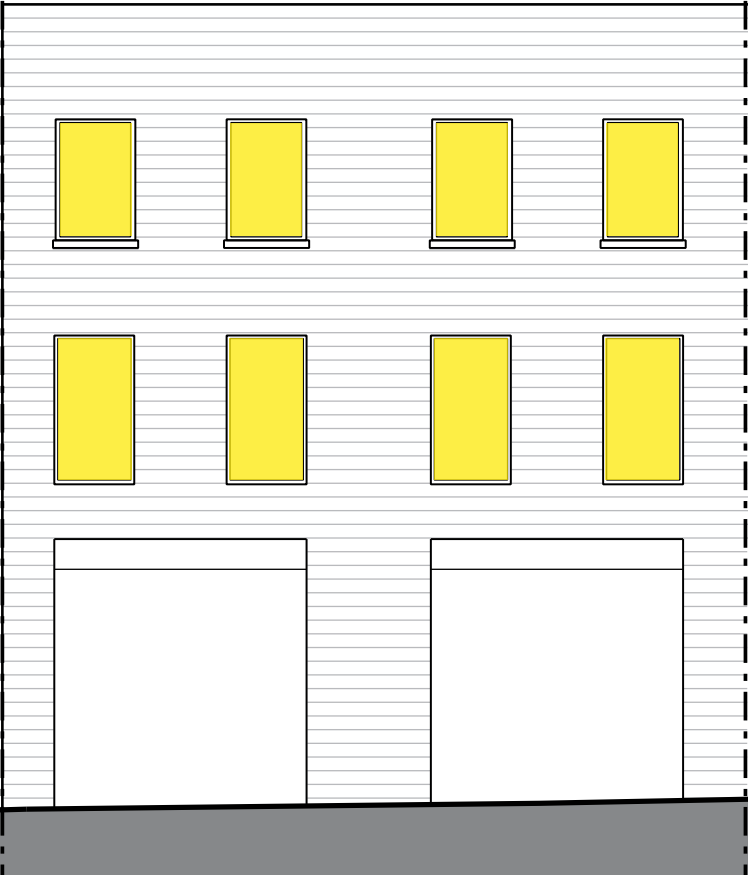
Nos.7-8 Chalk Farm Road:
Proposed

The existing upper level spaces of the entire Chalk Farm Road terrace will be reinstated as retail use, accessed from ground level or via the new circulation stairways.

The concept is to follow the rhythm of the existing terrace windows. These ‘windows’ become the framing device for the future art and graphic installations. The rhythm of ‘windows’ becomes the rules for the external extravagant displays that can be either be followed or broken, thereby continuing the unique visual experience from Camden High Street.

It is proposed that the spaces between the ‘windows’ are brick lattice. This follows the existing brick context, however the lattice design allows natural light into the retail spaces behind, as well as a forming a three-dimensional texture.

Existing: Current art and graphic installations along Camden High Street



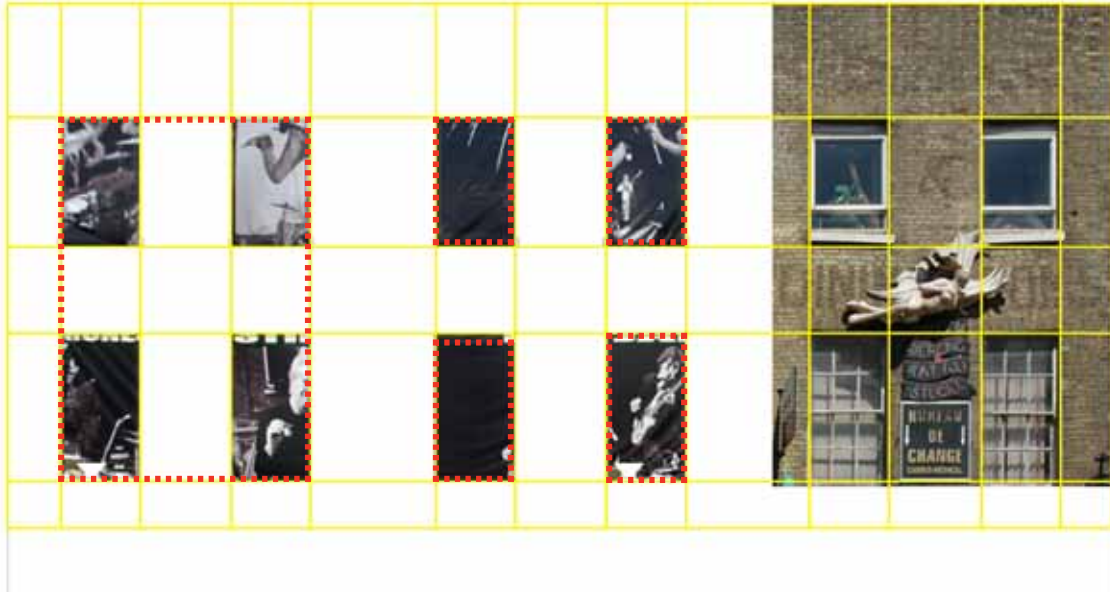
Art and graphic installations use the existing window rhythms as the rationale for their installation



01. Originally the large graphics applied to the existing elevations created the elevations.



02. The concept is to continue the rhythm of the openings along the Chalk Farm Road elevation for the nos. 7-8 building.



03. The art graphics represent the openings, following and exaggerating the rhythm of the Chalk Farm Road elevation.

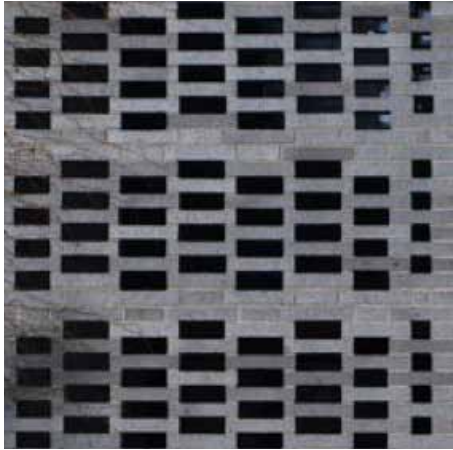
Nos.1-8 Chalk Farm Road:
Proposed



Proposed Chalk Farm Road elevation

The ‘windows’ expand in size to mark the end of the terrace and celebrate the Gateway Space. Lattice brickwork is introduced to create a three-dimensional brick texture and bring natural light into the spaces behind.

At the very corner of the proosed an ‘iron’ column is introduced instead of a brick pier. This further improves the permeability and visibility at the corner to the Gateway Space.



Brick weave research images

Nos.7-8 Chalk Farm Road
Proposed

Introducing a lattice brick weave between the graphic ‘windows’ brings natural light to the retail spaces behind, while maintaining flexibility for these spaces. The delicate weave details, as well the potential glow at night, create a subtle yet special building marking the end of the terrace.

A leading objective of the proposed design has been to create a sympathetic interface with the Conservation Area without giving in to a pastiche design. The lattice brick weave lightens the traditional style of the adjacent nos. 1-6, generating an innovative yet coherent sense of collective integrity. The graphics fenestration develops from the established proportion of the adjacent buildings to larger dimensions, hinting at the scale of the development behind the facades.

The proposed elevation flows effortlessly with continuity and rhythm, providing a contemporary end to the terrace and a well-proportioned entrance to the site between the building and the railway arches.



Illustrative views of nos. 7-8 Chalk Farm Road

Nos.1-8 Chalk Farm Road: Proposed

The existing rear elevation is retained, including the window openings and details.

New enlarged openings are introduced to afford access from the new vertical circulation staircases and bridges. The enlarged openings respond to the existing window openings.

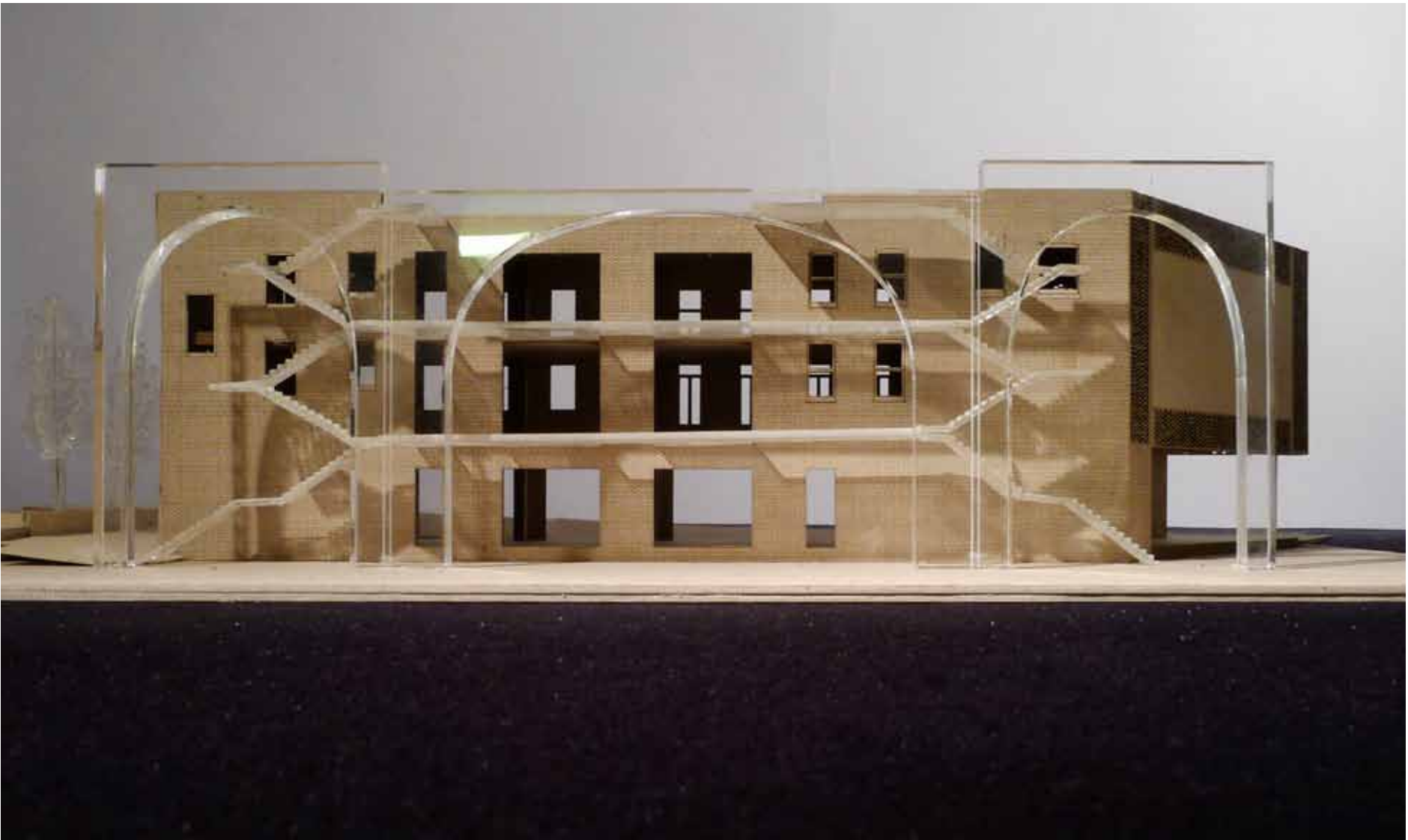


- 1. Existing window openings retained.
- 2. Enlarged existing window openings for access to the floors.

— Survey drawing showing the existing facade (pre-fire)

— Proposed rear elevation

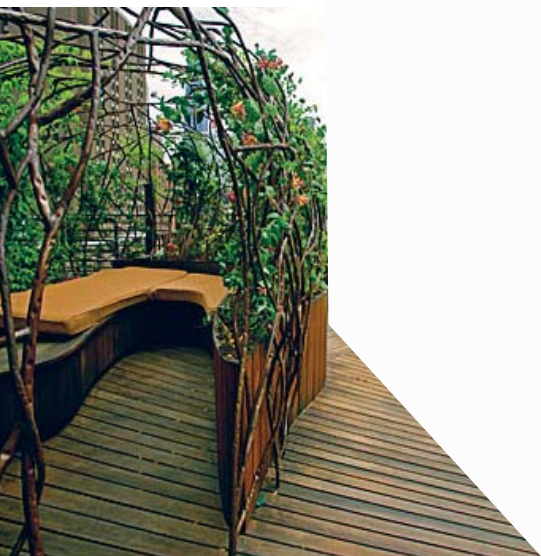
7-8 Chalk Farm Road
Destroyed in the 2008 fire



Nos.1-8 Chalk Farm Road: Proposed rooftop garden

The Chalk Farm Road terrace terminates with a publicly accessible rooftop garden. The garden layouts are defined by the retained existing party walls and chimney stacks. The gardens respond to the rhythm of the existing premises below, to create a series of interconnected garden spaces. Staircases and bridges connect down and across to the Canal Market buildings.

Further details are contained within the landscape Strategy.



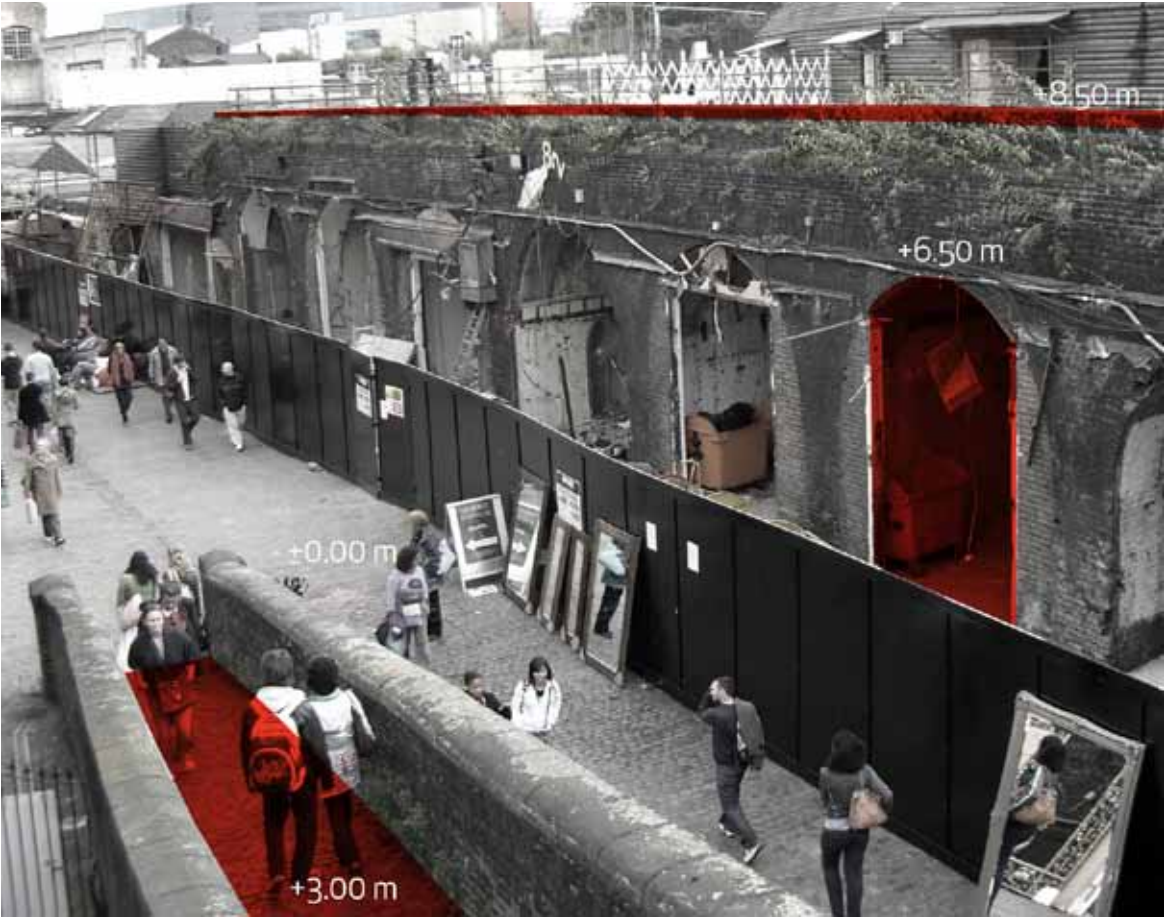
Roof plan

Canal Market buildings: Context and concept

The design approach for the Canal Market buildings fundamentally follows the unique context of the canal, the tow path and the adjacent original horse ramps.

The adjacent existing market spaces and the ad-hoc system of routes that have grown out of this unique historical context has informed the concept for the Canal Market buildings.

The levels on these photographs demonstrate how pedestrians move between floors around the existing markets.



Images of existing Camden markets

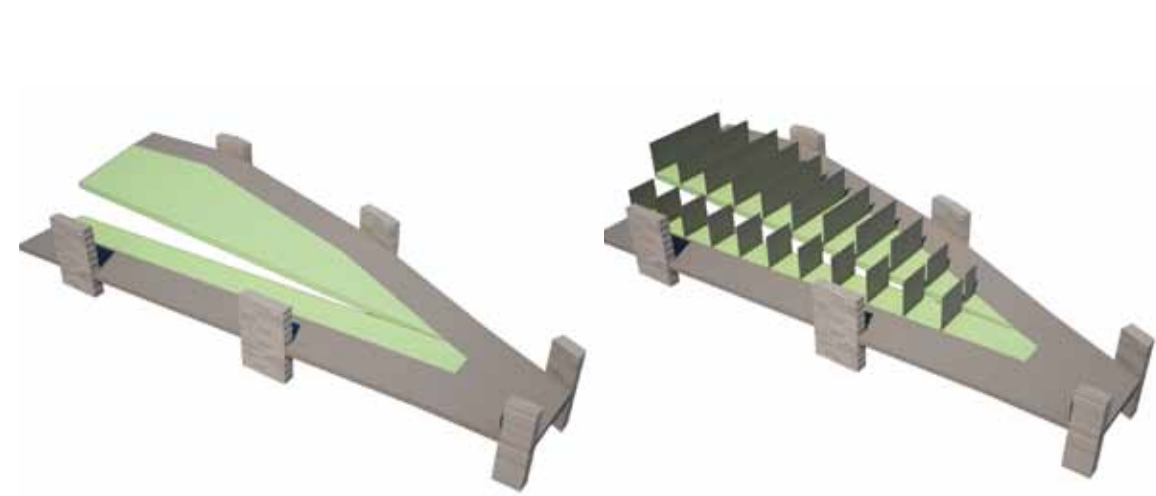
Canal Market buildings: Concept

- Concept proposal:
- Two buildings each side of the Canal Space linked by bridges and stairs
 - Entry points from Chalk Farm Road, down to the canal and along the railway viaduct.
 - A diagonal route connects the Gateway Space at Chalk Farm Road directly down to the canal level.
 - A series of open air 'gradient walkways' lead visitors around the edges and through the new buildings.
 - These gently rising 'gradient walkways' flanked by the retail units encourage visitors to circulate slowly up and through the buildings.
 - Open air market retail units of various sizes
 - The main vertical circulation stairs and lifts are placed at the centre between the Canal Market buildings, with flying bridges linking the buildings.
 - Projecting 'balconies' allow re-orientation and provide places to enjoy.
 - Culminating in rooftop gardens.

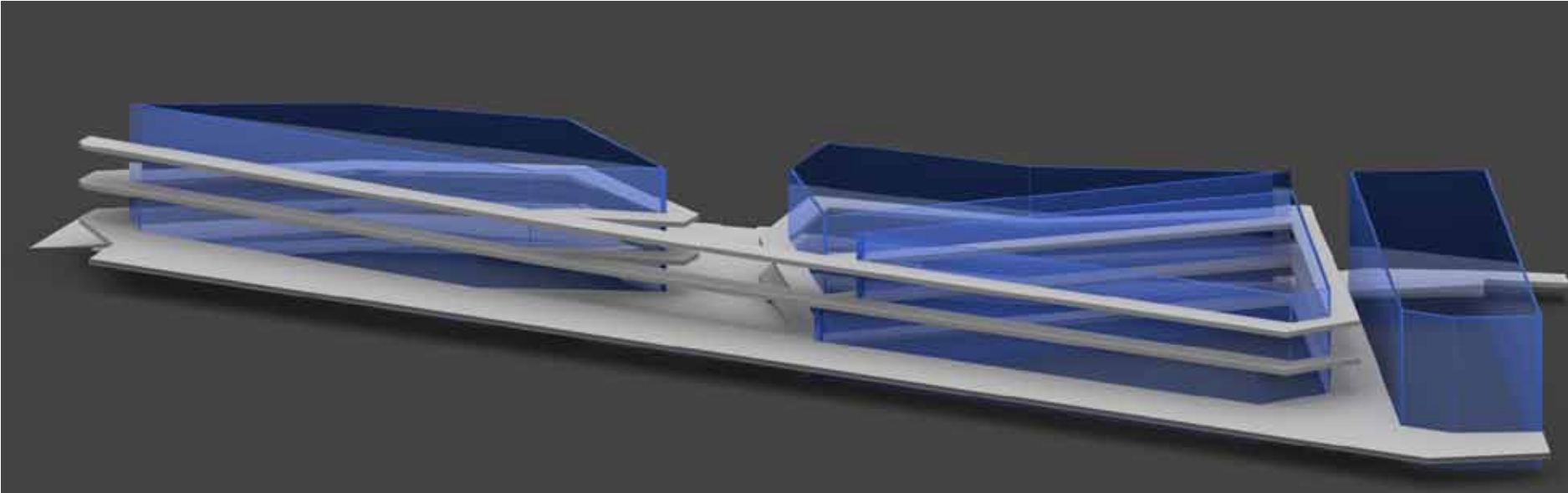
The result is a series of dynamic, flowing routes and spaces, spiralling up and around the new structures and offering continuously changing view points, widths and heights of spaces. All are designed to complement the unique character of the existing Camden markets.



Concept: spiralling 'gradient walkways' encircle the Canal Market buildings, following the market retail units up through the structure



The 'gradient walkways' and the retail units 'slope' up through the buildings



Concept diagram: two buildings linked by gradient walkways spiralling around and through the buildings

Canal Market buildings: Structural concept

Camden Town was transformed with the arrival of the Regent's Canal and then more dramatically with the arrival of the railways. The railway infrastructure of the seemingly endless, sweeping railway viaducts permanently altered the landscape.

The structural design for the Canal Market buildings seeks to celebrate this industrial heritage.



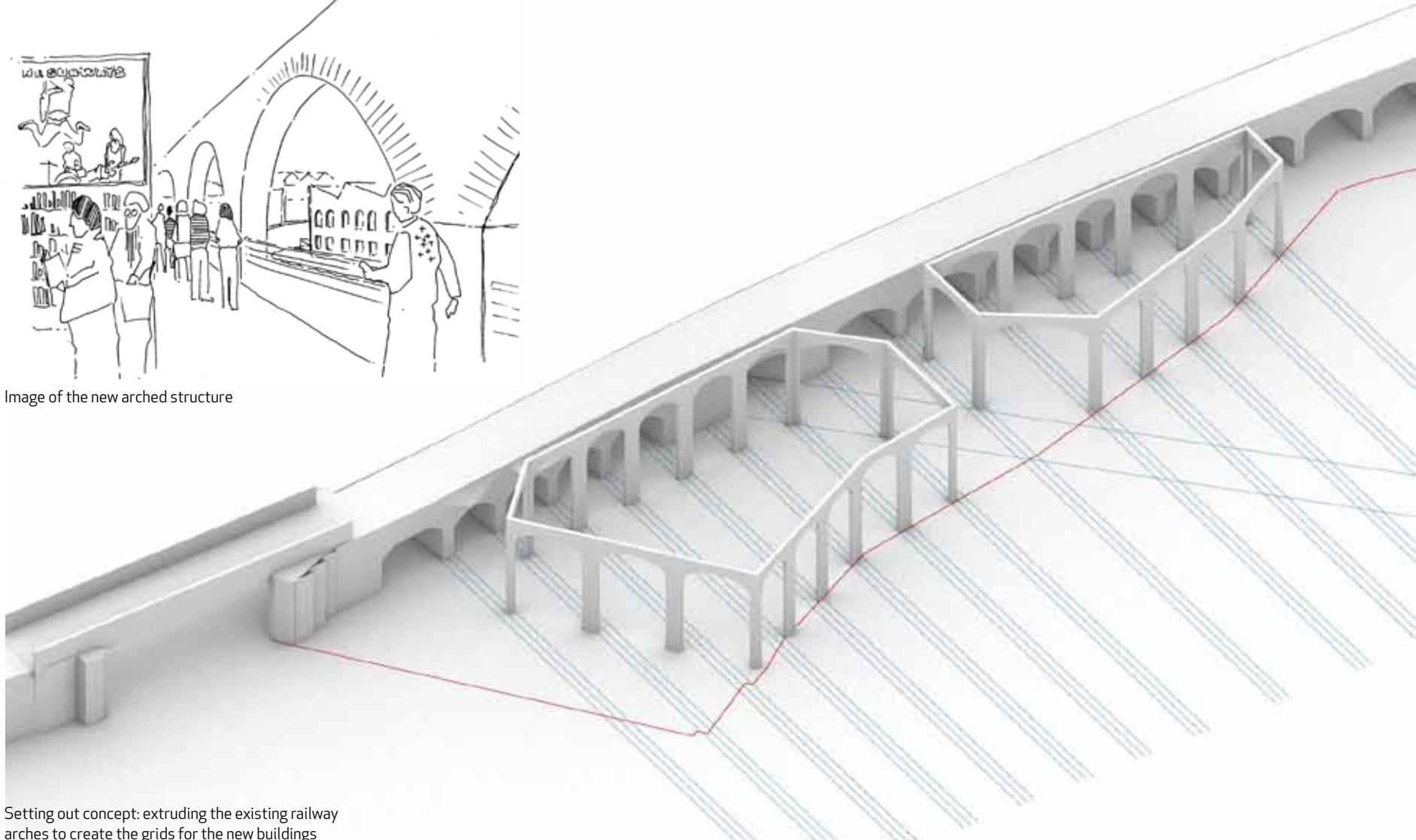
Canal Market buildings: Structural concept evolution

The setting out grid for the Canal Market buildings follows the existing railway viaduct arch grid. The buildings respect the existing viaduct, further reinforcing the design concept.

Ideas were developed for structural brick arches to form the space, inspired by the industrial heritage of the existing railway viaducts which march through the site.



Image of the new arched structure



Setting out concept: extruding the existing railway arches to create the grids for the new buildings



Image of the existing railway arches



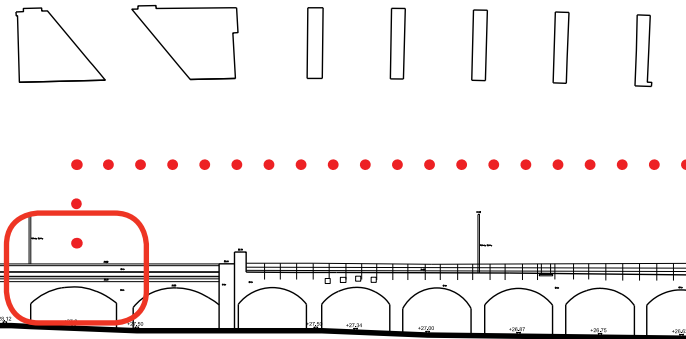
Inspirational images

Canal Market buildings: Structural concept evolution

The existing railway viaduct arches were carefully studied, in particular their scale and proportions as well as the materials and details.



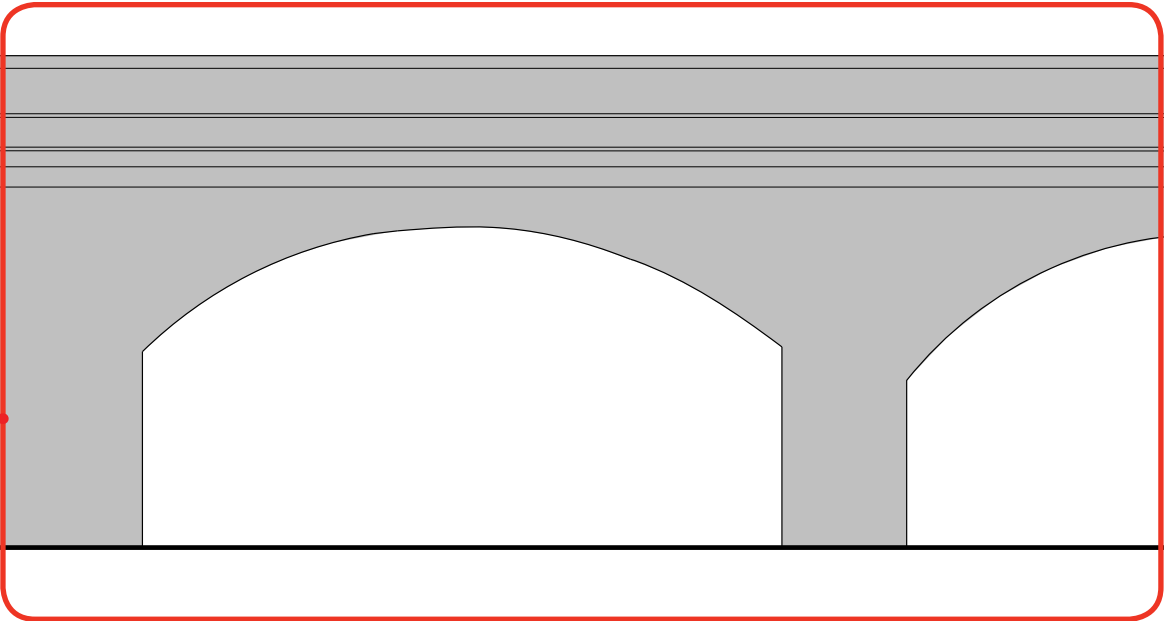
The top parapet is sometimes solid and sometimes open



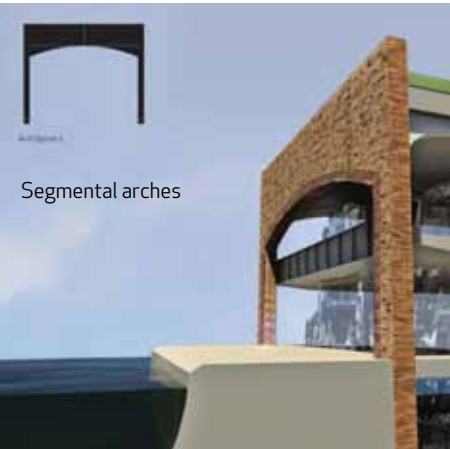
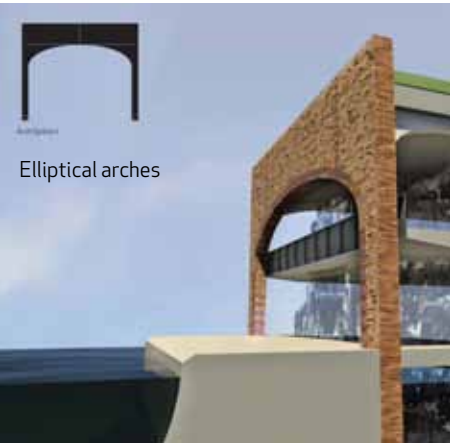
Viaduct elevation



Photograph of viaduct arch on site



Viaduct arch in detail



Initially the spacing of the arches followed the pattern of the existing railway viaducts. The form and setting out of these approximately 10 metre spanning arches was tested and developed.

Both the segmental and elliptical arch forms were examined. The conclusion was reached that the proportions of the arches were too narrow and the smoother arch form worked best, in particular in bringing the arched structural forces to ground.



Initial sketch of the Canal Market buildings

Canal Market buildings: Proposed structural design

Doubling the railway viaduct grid results in an arch spanning of approximately 20 metres. The resulting arch performs more efficiently than the 10 metre arch, is proportionally more in tune with the existing railway arches and still works with the grid of the existing viaduct.

The larger setting out allows the existing routes, in particular the Metropolitan Walk, to work with the proposed structure. As you walk between the new arches and the viaduct, the columns will align and the two structures will relate to one another.

The final shape of the arch takes its inspiration from the existing viaduct arches. The blended nature of the arch allows the structural arch to perform more simply, without the sideways thrust forces.



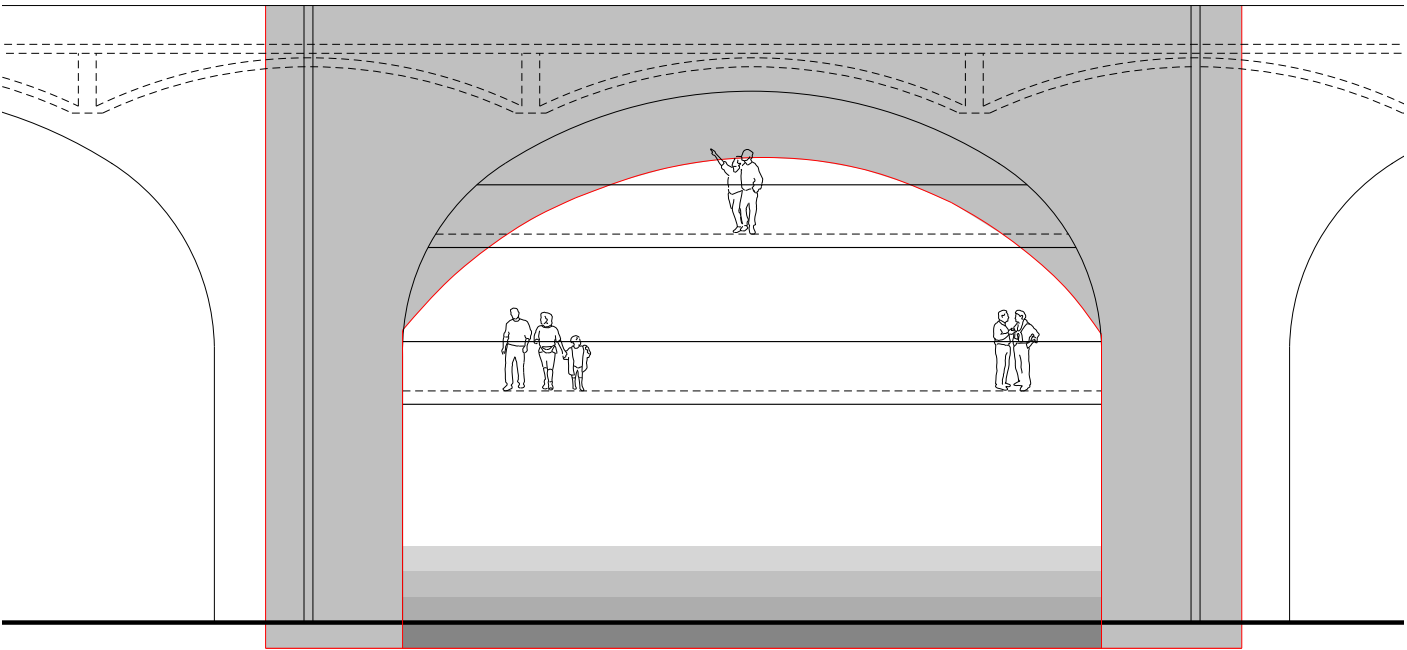
Inspiration image for the blended arch



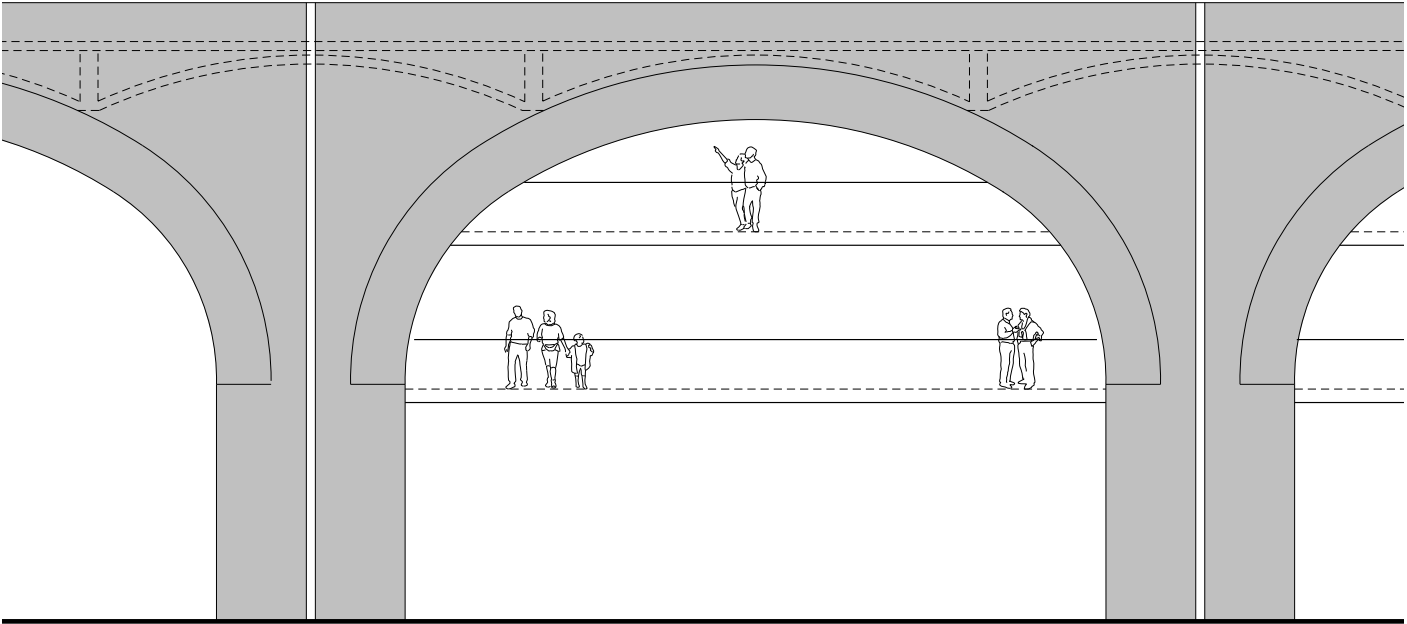
Proposed arch profile

The new blended arch form was modelled on the area's existing railway viaduct arches. Following consultation discussions with LBC and local stakeholders, the arch apex was lowered.

The proposed lowered arch improves the proportion of 'solid' above the arch. The final arch profile closely follows the existing railway arch proportions.



Comparing the arch profile with the existing viaduct arches (in red)



Proposed arch profile

Canal Market buildings: Proposed structural design

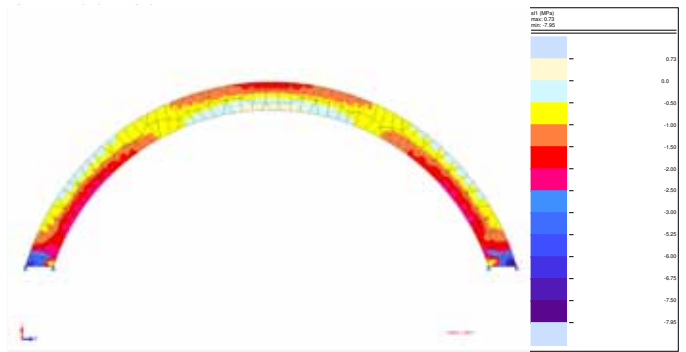
The arches work by transmitting load via compression only from the superstructure to the ground. The area of the compression zone and its route through the arch is referred to as the ‘thrust block’ and will be the basis for the design and analysis of these arches.

The following images demonstrate the stresses in the arch and allow us to ascertain the thrust block via a visual inspection of the stress contours.

The model has been built and inspected through stages, to allow us greater control and understanding of the arches’ structural sensitivity and behaviour.

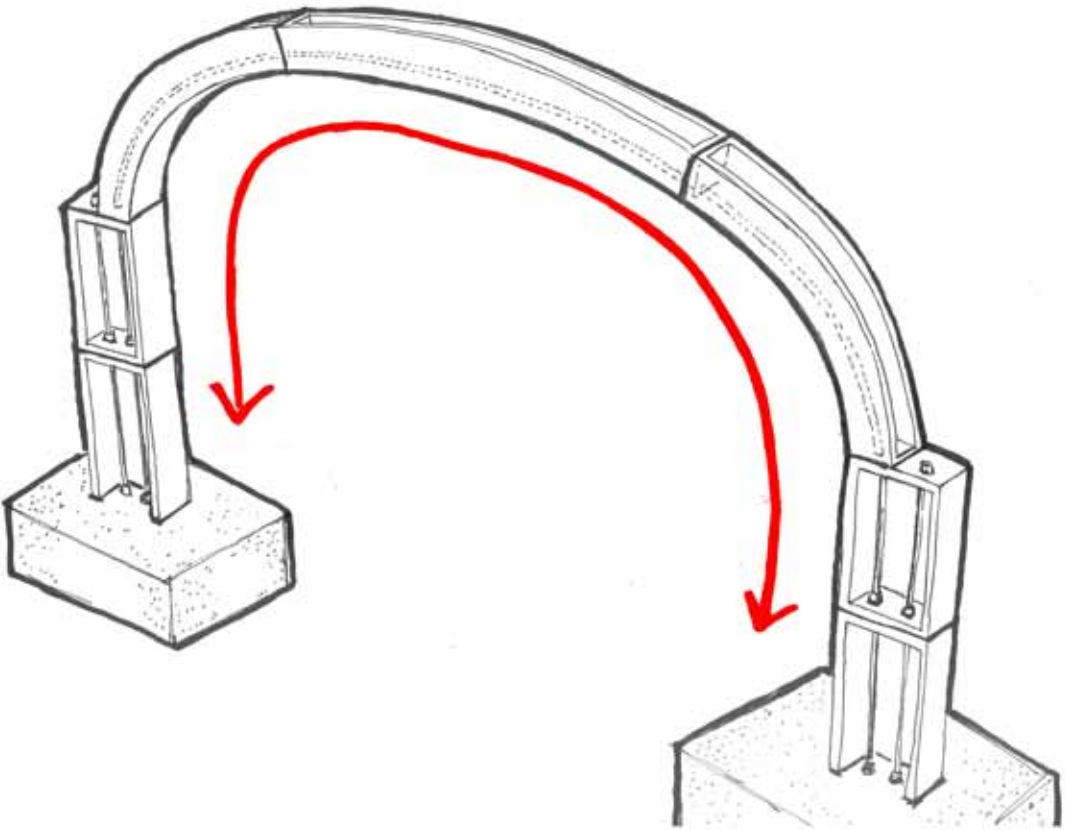
As seen below, there are areas of concentrated stresses, however the section of the arch remains in compression and a path is maintained to the ground.

The design challenge has been to counteract the horizontal force which is generated by the thrust block at the base of the arch. Traditionally this force is balanced by other adjacent arches, or an abutment at the end of a series of linear arches.



Load diagram of the arches

To overcome this issue and aid the construction and robustness of the frame, each arch and pier has been designed to be in equilibrium independently, and the increased width of the pier has been utilised and designed to act as an abutment.



Sketch showing compression transferred through the blended arch into the ground

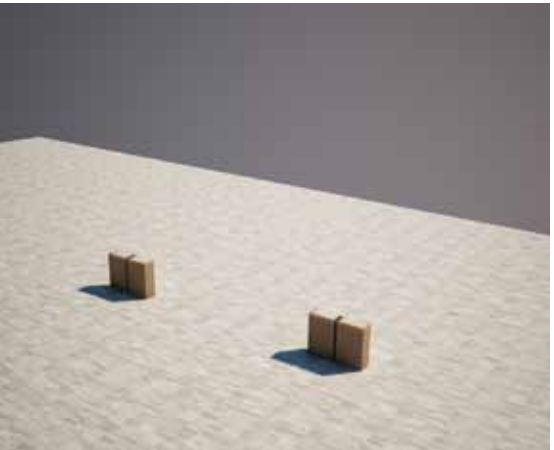
Historically, arches were constructed out of small elements (bricks) over a temporary template to form the profile of the arc, and then removed when all elements were in place.

Additionally, to stop sections of the arch going into tension and maintain the thrust block, they were loaded with additional material to create a pre-compression on the arch.

Our approach to modernise this process, while maintaining the same structural principles, is to post-tension pre-cast concrete segments, the sizes of which will be atomised based on site restrictions and crane lifting limits. We are also looking to construct them as corbelled arches, to eliminate the need for a temporary template.



Column detail



Construction sequence

Canal Market buildings: Proposed structural design

The arched structure informs the geometry of the vaulted roof slab. The vaults intrinsically provide service runs and planting zones for the rooftop garden above, thereby the vaulted soffits are kept clean and visually refer back to the existing railway arch spaces. The vaulted soffits are expressed by arched brick lintels in the face of the arch structure.



Arched brick lintel detail



View of proposed vaulted soffits



View of proposed arch structure



Proposed internal sketch view

Canal Market buildings: Proposed rooftop terrace and pavilions

The rooftops are proposed as gardens for use as a public open space, with public seating to enable visitors to take advantage of this unique space overlooking the canal.

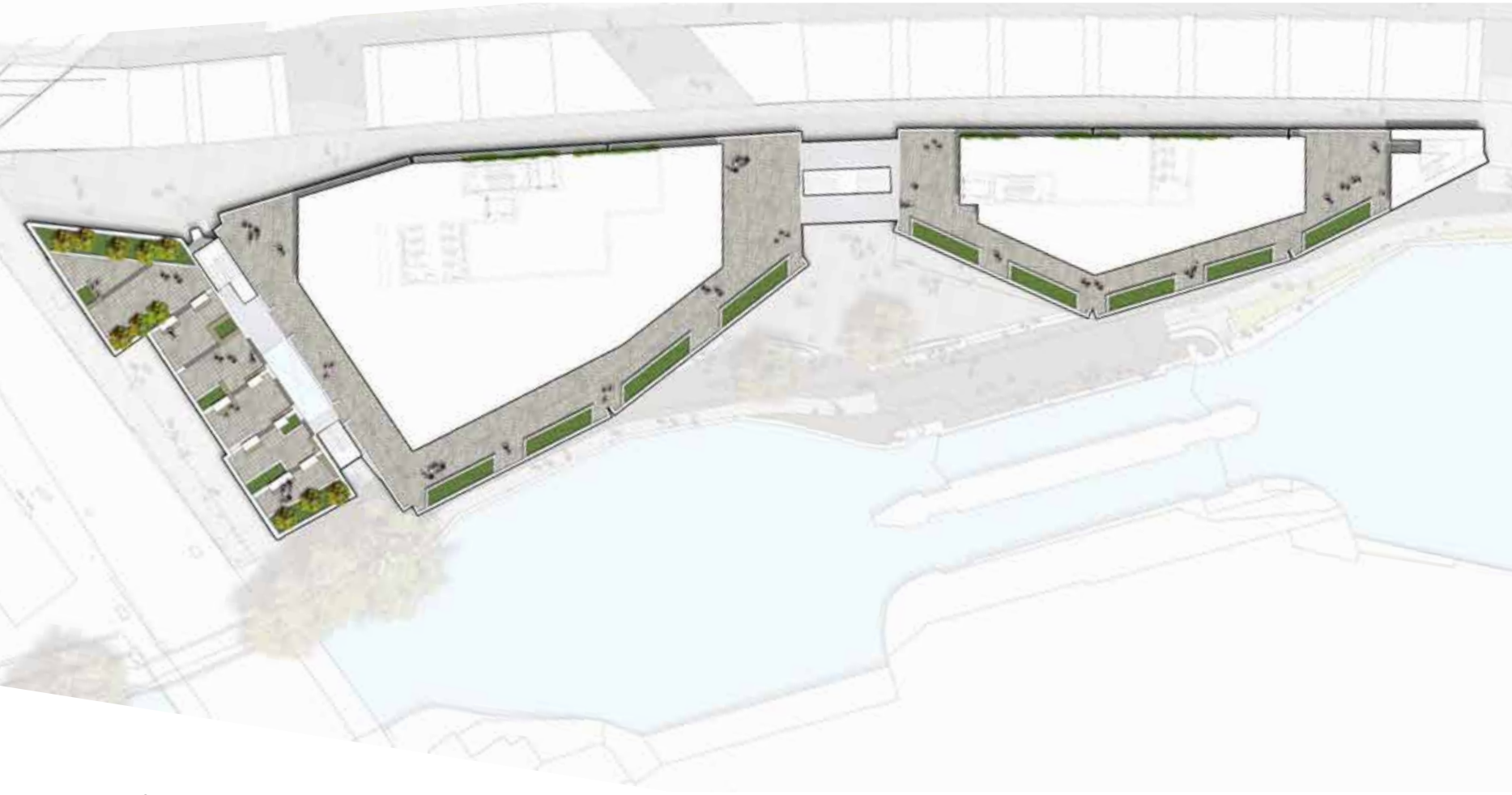
Two pavilions are proposed as restaurant use. The pavilion design has evolved from double-height wave roof structures to a series of simple single-storey pavilion objects which follow the set-out of the arch structure below. The canopies have dropped in height and designed as individual elements to further reinforce the separate building design.



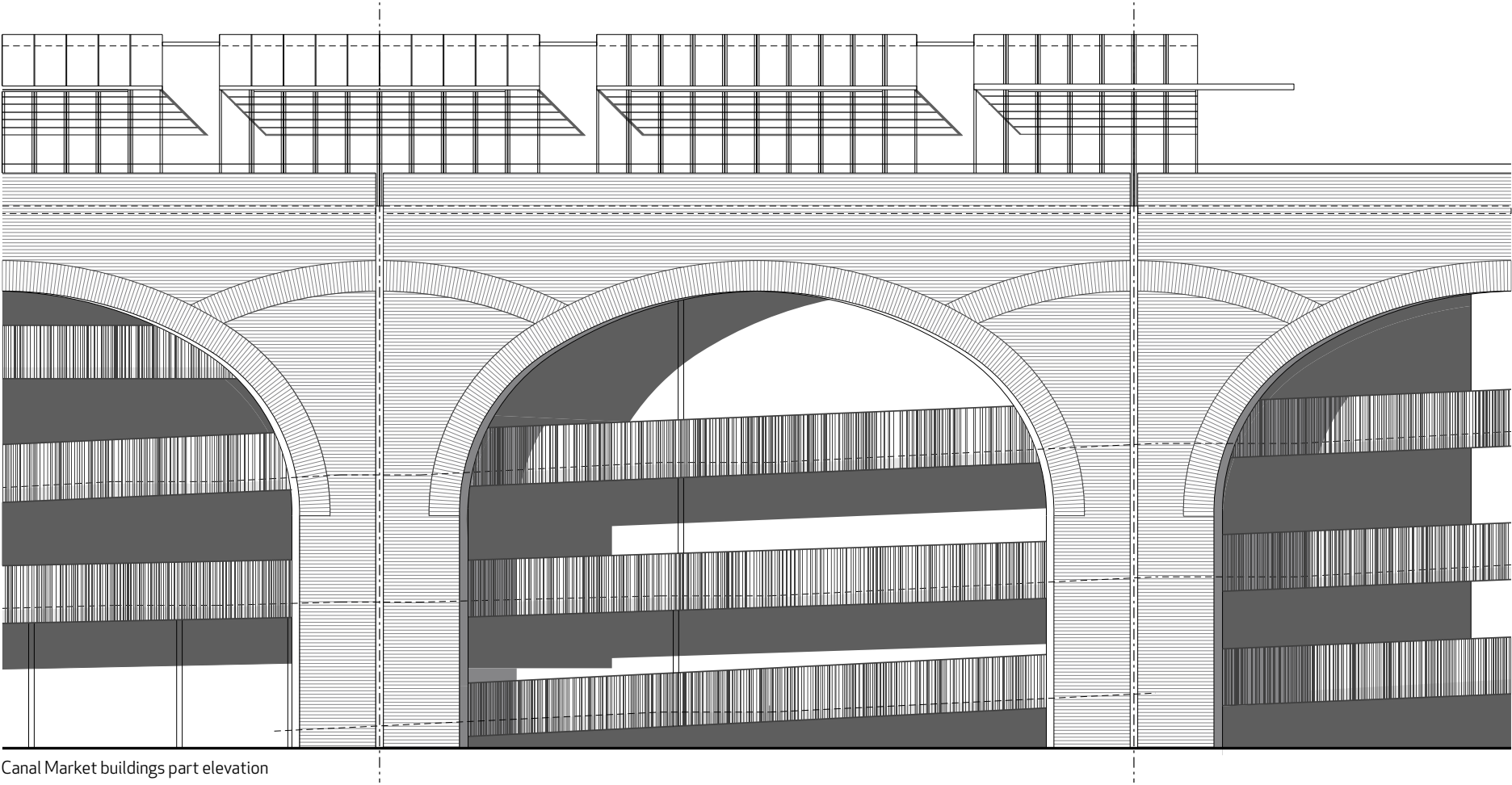
Initial sketch of the wave roof design



Proposed rooftop pavilions



Plan illustrating rooftop gardens



Canal Market buildings part elevation

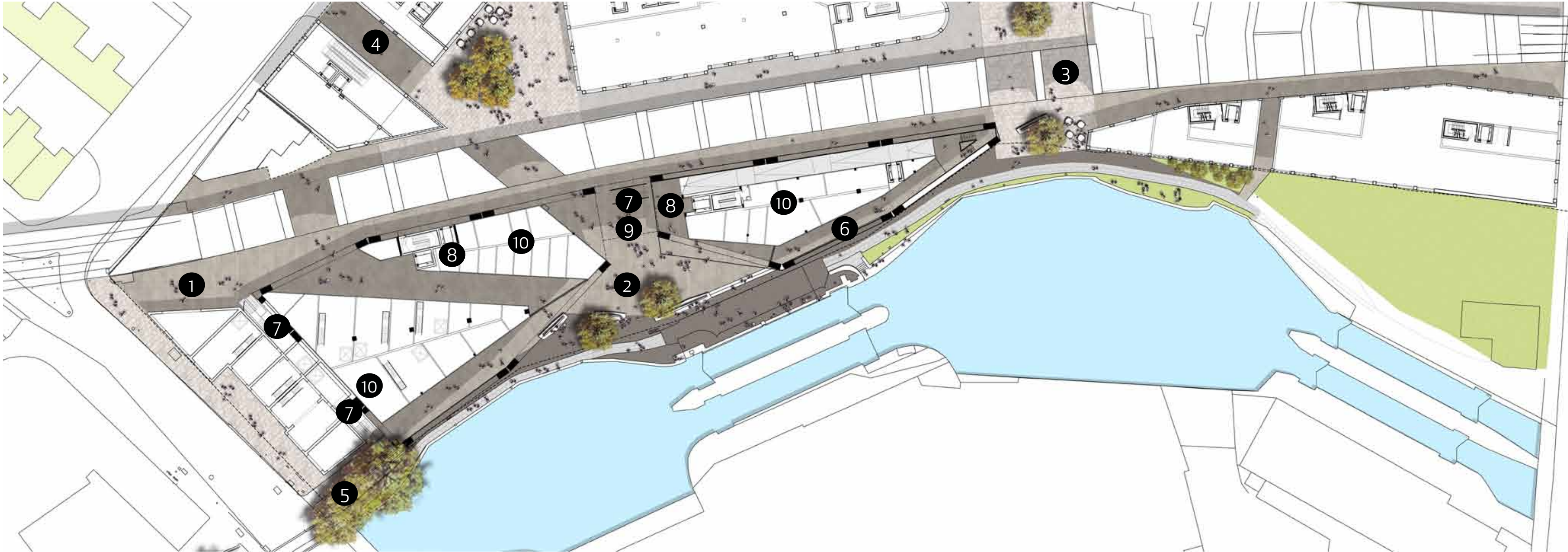
Canal Market buildings: Proposed

Illustrative view of the proposal from Hampstead Bridge,
Chalk Farm Road.



Canal Market buildings: Proposed layout

- 1. Gateway Space
- 2. Canal Space
- 3. Arch Space
- 4. Metropolitan Walk
- 5. Route down to tow path
- 6. Gradient walkway to upper levels
- 7. Vertical circulation
- 8. Access lifts, goods lifts, fire fighting stairs
- 9. Stair and lift down to basement public WC and changing facilities
- 10. Flexible retail spaces



Canal Market buildings: Proposed layout

The original concept for the building is a “open” market hall. It is envisaged that market stalls will inhabit the majority of Area A. This concept has informed the design of Area A at every stage. There are 3 buildings each with different character:

- Chalk Farm Road terrace comprises a regeneration of existing Victorian terrace and a new end of terrace building
- Canal building with flat slabs and projecting balconies
- Canal building with floors that follow the gradient walkways as they rise through the building, creating animated routes spiralling around the perimeter of the building

A number of different uses are proposed for the Area buildings and Arches. The proposed uses are:

- A1 Market Retail units
- A3 Restaurants and Cafes
- A5 Hot food Takeaways

Most of the units will be small units, illustrated in the photographs of existing market stalls on this page. A smaller number of the units will be larger in size over 100 Sqm.

Inherent in the design is the aspiration for market retail. This has informed the open routes around the building and the desire for open market stalls that front on to these routes. We foresee that the A1, A3 and A5 units will be simply and robustly fitted out in the spirit of a market building.

It is important that the units have some sort of coherency however maintain their individuality. This could be achieved by the manager of the market specifying the size of the signage or the floor finish in each of the units. The individuality could be achieved by the different type of merchandise being sold.

The fit out of the units will be carried out by the tenant. This will include frontages, any staircases and lifts required.

Basement

The units in the basements are designed to be flexible. They can be accessed from the communal cores or staircases and lifts that form part of the tenant fit out.

Some retail units will require more space, for example second hand clothing stalls that hold a large amount of stock. These units could benefit from a larger basement space accessed from a ground floor unit.

Ground Floor

It is envisaged that the Ground floor will have a mixture of different uses including A1, A3 and A5.

Units are accessed from graded routes that go from Chalk Farm Road to Canal level.

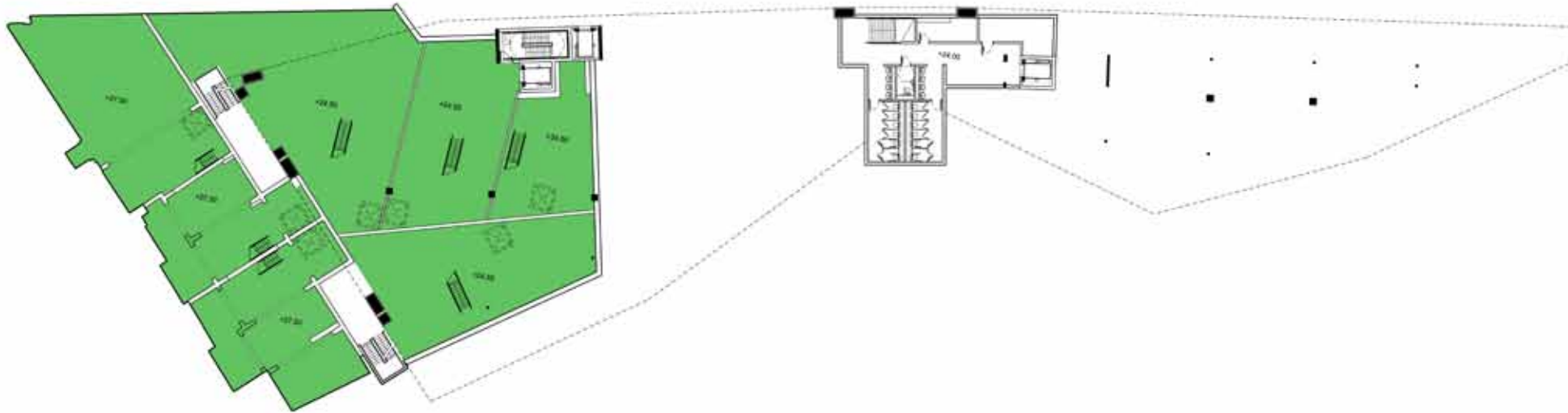
The Viaduct arches in area a will also be used for A1,A3 and A5,uses and will be Accessed from the route from Chalk Farm Road to the arches space. Importantly to separate Area C from Area A the Viaduct arches will not have any active frontage facing on to Area C.



Existing market stalls on Canal Market



Illustrative views of proposed market retail spaces



Basement Plan illustrative layouts



Ground Floor Plan illustrative layouts

Key plan	
■	A1
■	A3
■	A5

Canal Market buildings: Proposed layout

Level 02

The upper levels of the market building is designed with graded routes around the eastern building and flat slabs on the Western building connecting to 1 to 8 chalk Farm Road.

A mixture of A1,A3 and A5 uses is proposed within the flexible retail building.

Level 04

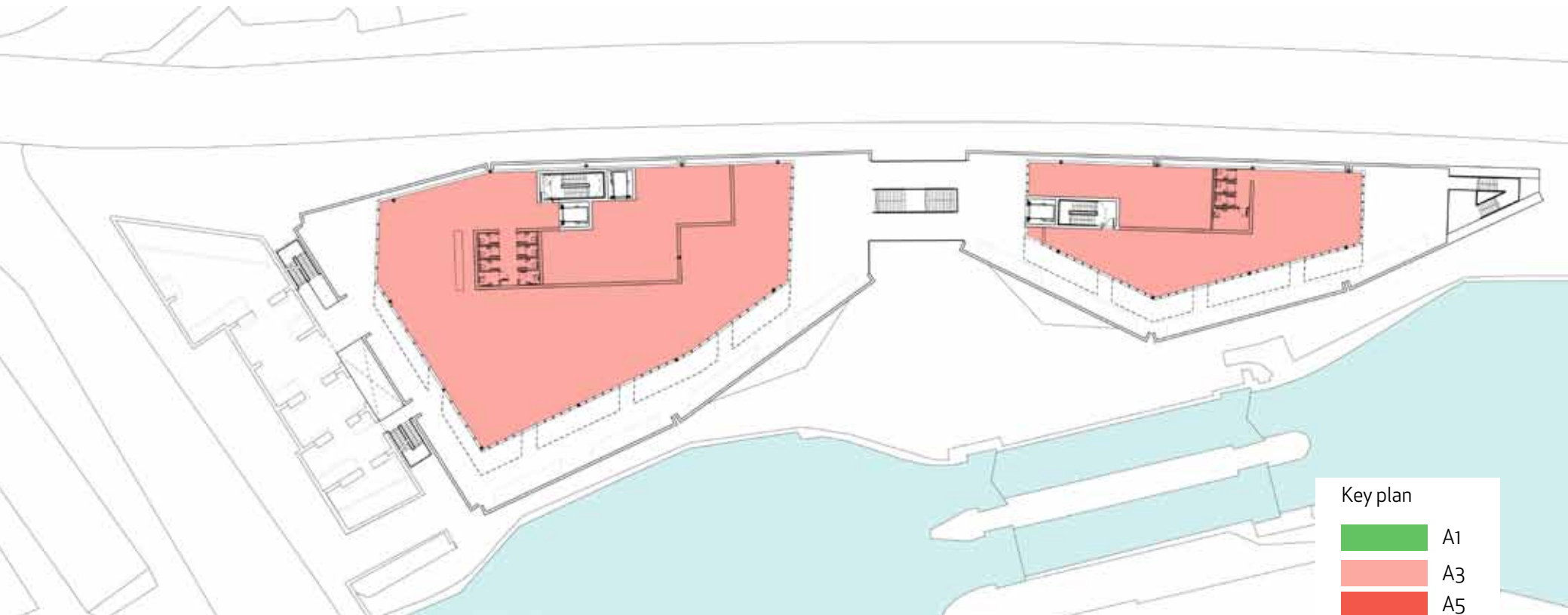
A high Quality restaurant is envisaged for Level 4 (A5)

The restaurant can be accessed either from a lift in each of the arch buildings or the open public stair cases.

Surrounding the restaurant is a publicly accessible garden leading to a pocket park on top of 1-8 chalk Farm Road.



Existing market stalls on Canal Market

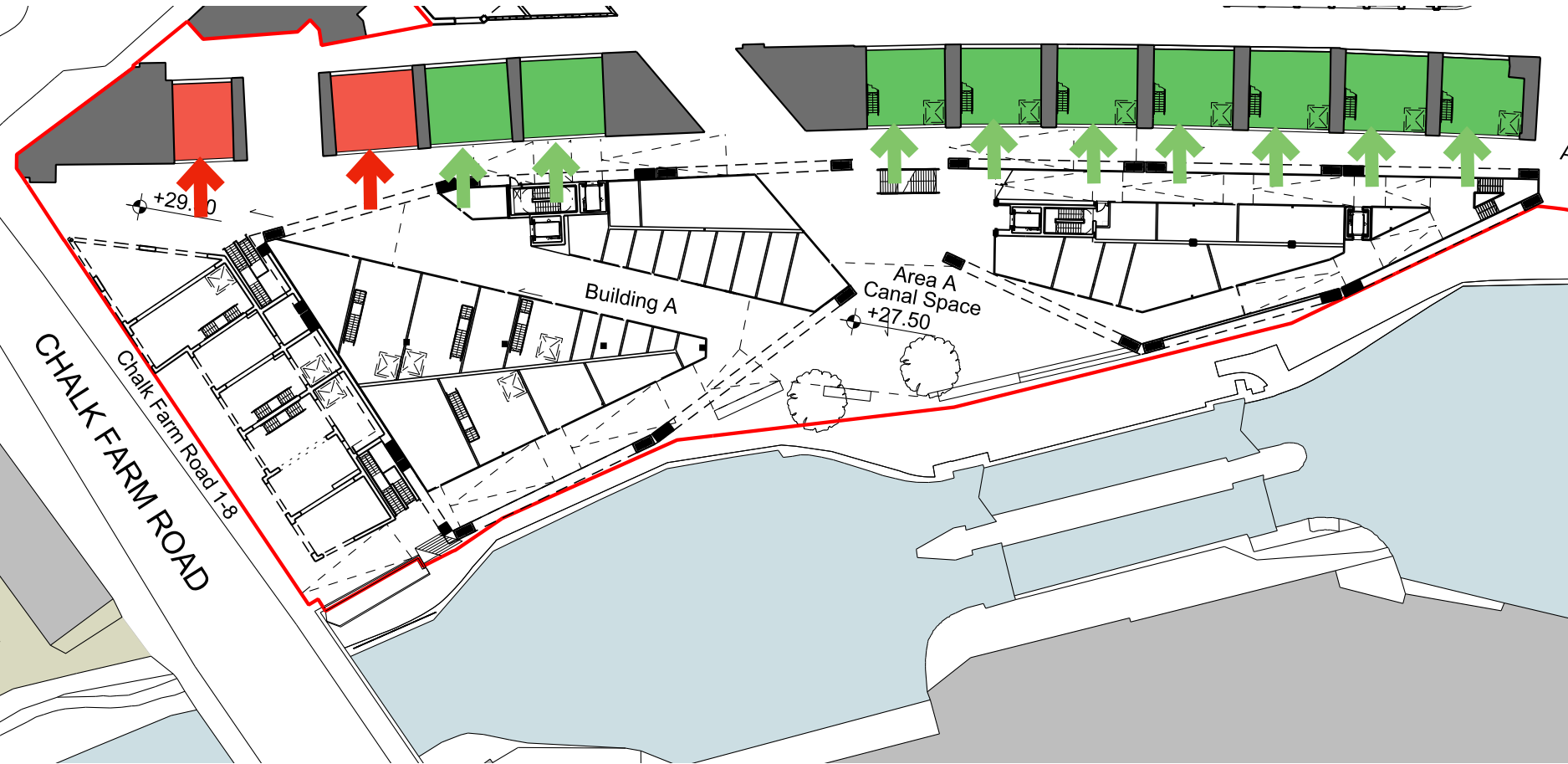


Area A: Railway arches

The existing railway viaduct arches are an essential characteristic of the site. In Area A it is proposed that they will become Market Retail, Restaurant and Hot food Takeaway use.

Units will only be accessed from Area A . Mezzanine floors are proposed in units S8 to S14.

- A1 Market Retail
- A5 Hot Food Takeaway



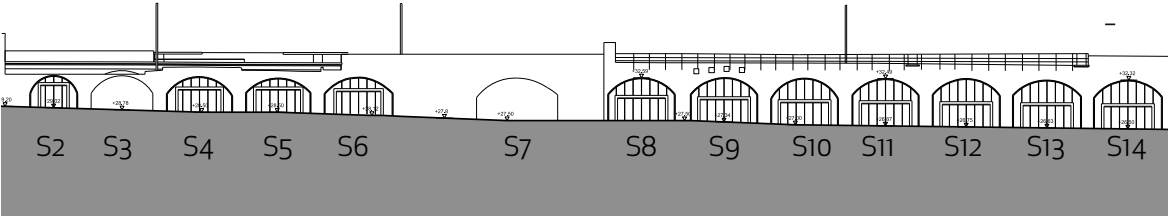
Plan of arches illustrative layouts



Photograph of the existing viaduct arches

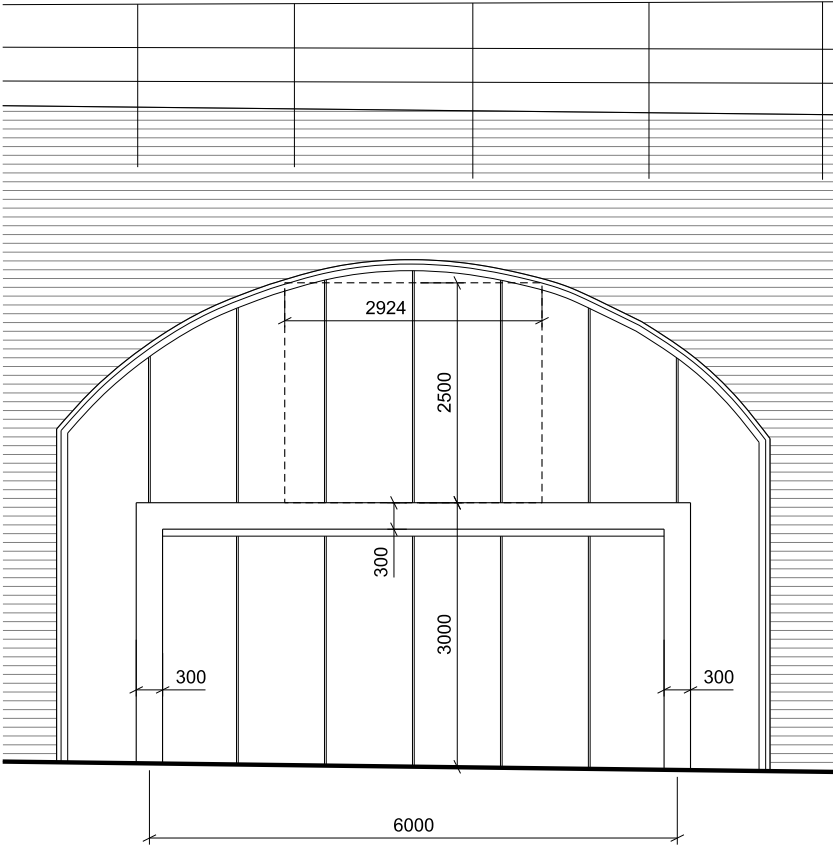


Photograph of the existing viaduct arches



- Mezzanine
- Chalk Farm Road
- Kentish Town road

Proposed elevation of arches



Proposed elevation of typical viaduct arch

Canal Market buildings:
Proposed

