



Section 7
Area B
Design approach



Introduction

In April 2010, following a design competition, Stanley Sidings Ltd appointed Allford Hall Monaghan Morris Architects to prepare a planning submission for a residential development within Area B of the Camden Lock Village Masterplan. The proposals were developed during the following months leading to a series of meetings and consultations with local residents and authorities.

Since early 2010, Camden Planning dept had been suggesting that Area B would be a suitable location for the expansion of the local Hawley Infants school into a full primary school. As a result the design team have been working on both a solely residential proposal for Area B and a School and combined residential and school option, both of which have been consulted on for over a year with relevant parties including the School Governors and the GLA. As part of Camden's Community Investment Programme, Camden's Cabinet Committee met on 20 July 2011 and confirmed their preference for a new Hawley Primary School at Hawley Wharf. Due to the various levels of statutory consultation involved in preparing a detailed school application it has been agreed with Camden that a hybrid application be submitted for Area B, comprised of a detailed residential proposal and outline application for a single form entry Primary School and Nursery occupying over half of the site. This chapter of the Design and Access Statement deals with both the detailed and outline components of this submission.




Brief

The brief from Stanley Sidings was for a high quality, tenure blind housing scheme, maximising the potential of the site and providing an appropriate architectural response addressing both the residential streets to the north of the site and the proposed and existing canalside life of Camden.

The brief for the school site has been taken from the DfES Building Bulletin 99 (BB99). It has not been possible to develop a detailed brief in consultation with the local authority and school end user at this stage. As such this part of the process is reserved for detailed design.

Listed Building

The Grade II listed building at 1 Hawley Road is incorporated within school proposal. Detailed listed building consent is sought as part of this application to provide DDA access via a ramp into the lower ground floor and essential repairs to the listed building. Number 1c Hawley Rd which is also listed by virtue of its attachment to 1 Hawley Rd will be demolished to make way for the new school building.

-  Masterplan Boundary
-  Area B Boundary
-  Boundary of Outline Application for School Use within Area B



The Proposals

The proposal for Area B includes the demolition of the existing buildings, the construction of a new residential development and the construction of a new Single Form Entry Primary School & Nursery (210 + 26 pupils) and ancillary facilities,.

No. 1 Hawley Road will be fully restored and incorporated within the school proposal.

The viaduct arches will be refurbished for light and general industrial uses along with a new site wide public cycle store.

A new pedestrian route connects Hawley Road, through Area B and the viaduct arches to the rest of the masterplan and towpath of the Regents Canal.

A shared private garden is created behind the residential blocks for use by the residents of Area B.

The position and use of Area B allows it to act as both a connection and buffer between the proposed developments and the existing predominantly residential communities. The inclusion of a school within the proposals provides a strong community focus and helps to provide further connection to the existing residential communities.

Broad Site Context

The broader site context is made up of a number of distinct architectural characters.

The ‘postcard’ Camden Town image prevails along Camden High Street, with applied three-dimensional graphics and brightly coloured retail facades giving the area a unique and distinctive identity.

To the north of the Regents Canal a quieter residential community emerges. The traditional villas and townhouses provide a subtler balance to the bustle and activity of Camden Town.

The industrial and commercial heritage of Camden stretches along a belt of land created by the Regents Canal and adjacent Railway Line. Much of these uses are now gone, but many of the buildings remain giving a distinct scale and character to the area.

Large scale modern development stretches along the edge of the Regents Canal. Predominantly commercial properties have replaced much of the industrial uses.



Postcard Camden Town



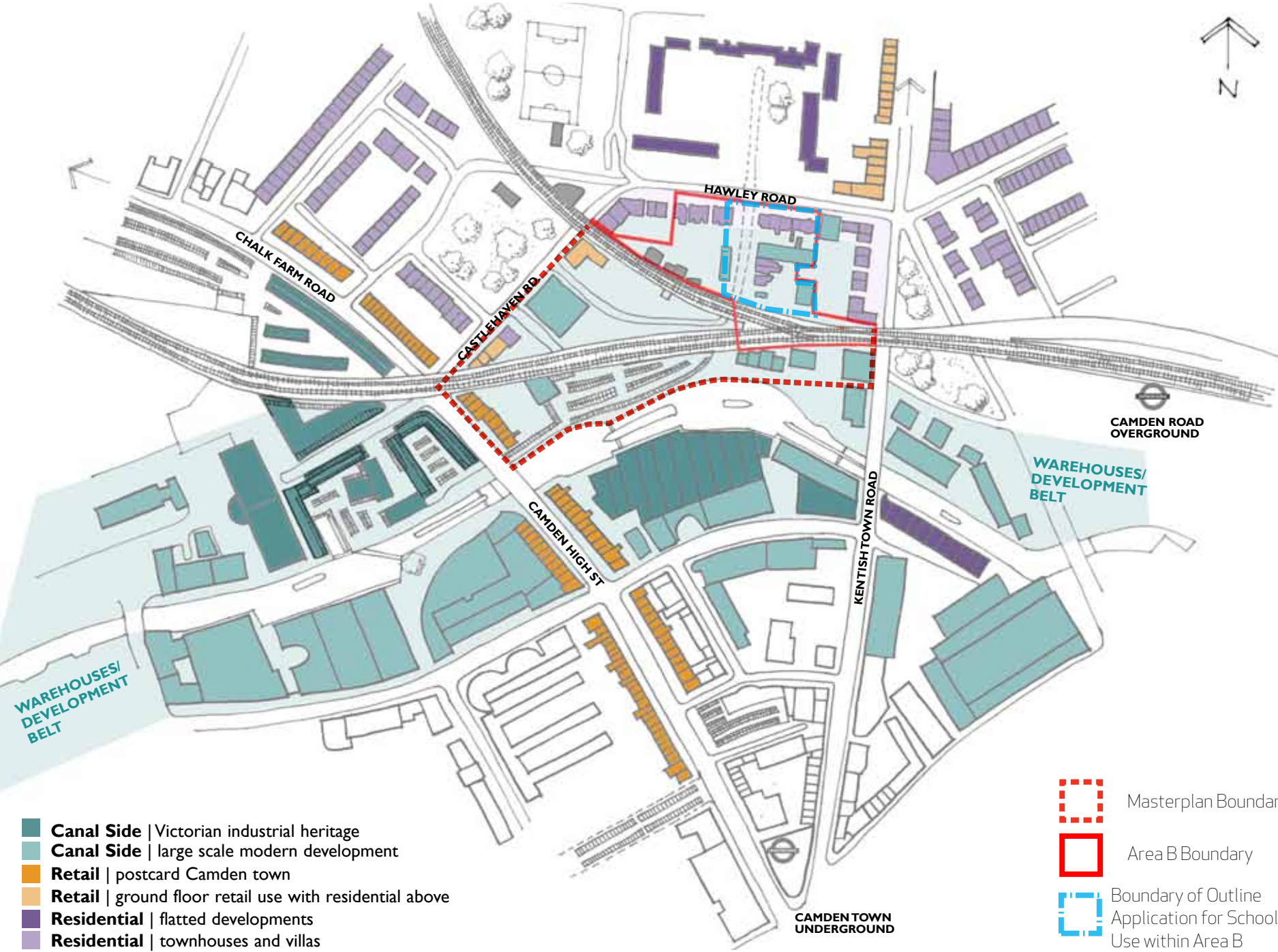
Industrial Heritage



Residential Townhouses



Large Scale Modern Developments



Local Site Context



1 - Hawley Road South



02 - Hawley Road North (running left to right - Welford Court, Torbay Court, Bradfield Court)



03 - Villas on Kentish Town Road

Area B is located between Hawley Road and the railway viaduct that runs from East to NorthWest.

The south side of Hawley Road is comprised of a series of villas and townhouses dating from the mid 19th century, ranging in height from three to four storeys, with the majority of these properties adopting a lower and upper ground floor, and some with inhabited roof spaces. As a result entrance porches and staircases are prevalent and accommodated in large front gardens that provide protection from the busy road.

The rhythm of villa and townhouse varies along the street and is broken by a single storey motorcycle garage towards the east end of Hawley Road.

Rounding the corner, Kentish Town Road houses a series of listed paired villas dating from the early 19th century. These buildings are three stories in height with upper and lower ground floor. Like the villas on Hawley Road they also have generous front gardens.

On the corner of Hawley Road and Castlehaven Road sits a more recent flatted development that breaks from the traditional pairing of properties that exists along the south side of Hawley Road.

On the North side of the street sit larger postwar flatted properties, ranging from four to five storeys along the streets edge and rising to eight storeys to the north. Facing the street these properties are also given generous front gardens. The combination of a wide street, busy one way traffic, deep under used front gardens and poorly maintained properties results in Hawley Road feeling quite empty and uninviting.

Torbay street bisects Area B, and is currently home to a mixture of mid 19th century Victorian cottages and mid-late 20th century light industrial units. These units are located in purpose built structures and within the arches of the railway viaduct.



4 - No. 1 Hawley Road South



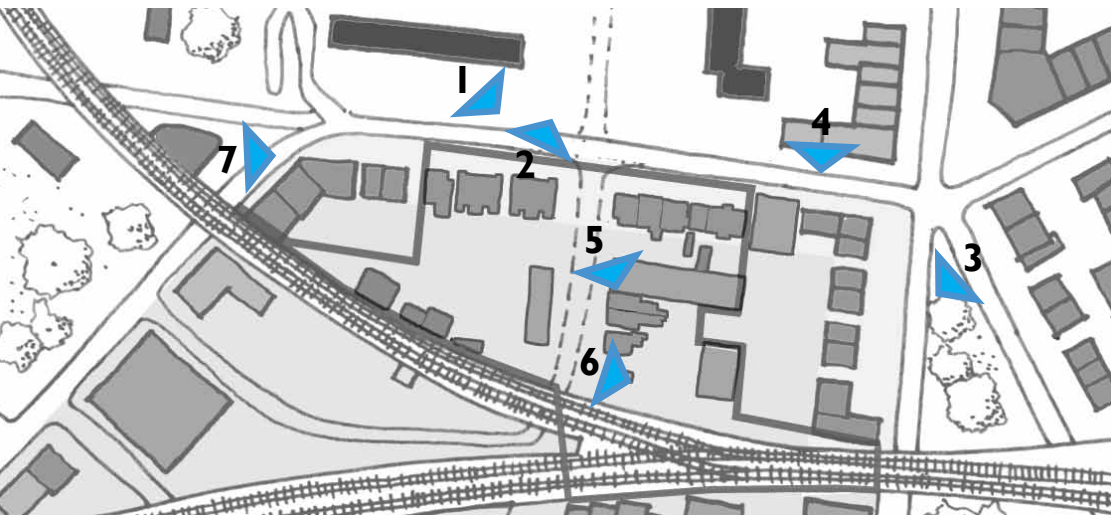
5 - Torbay Street



6 - Viaduct Arches



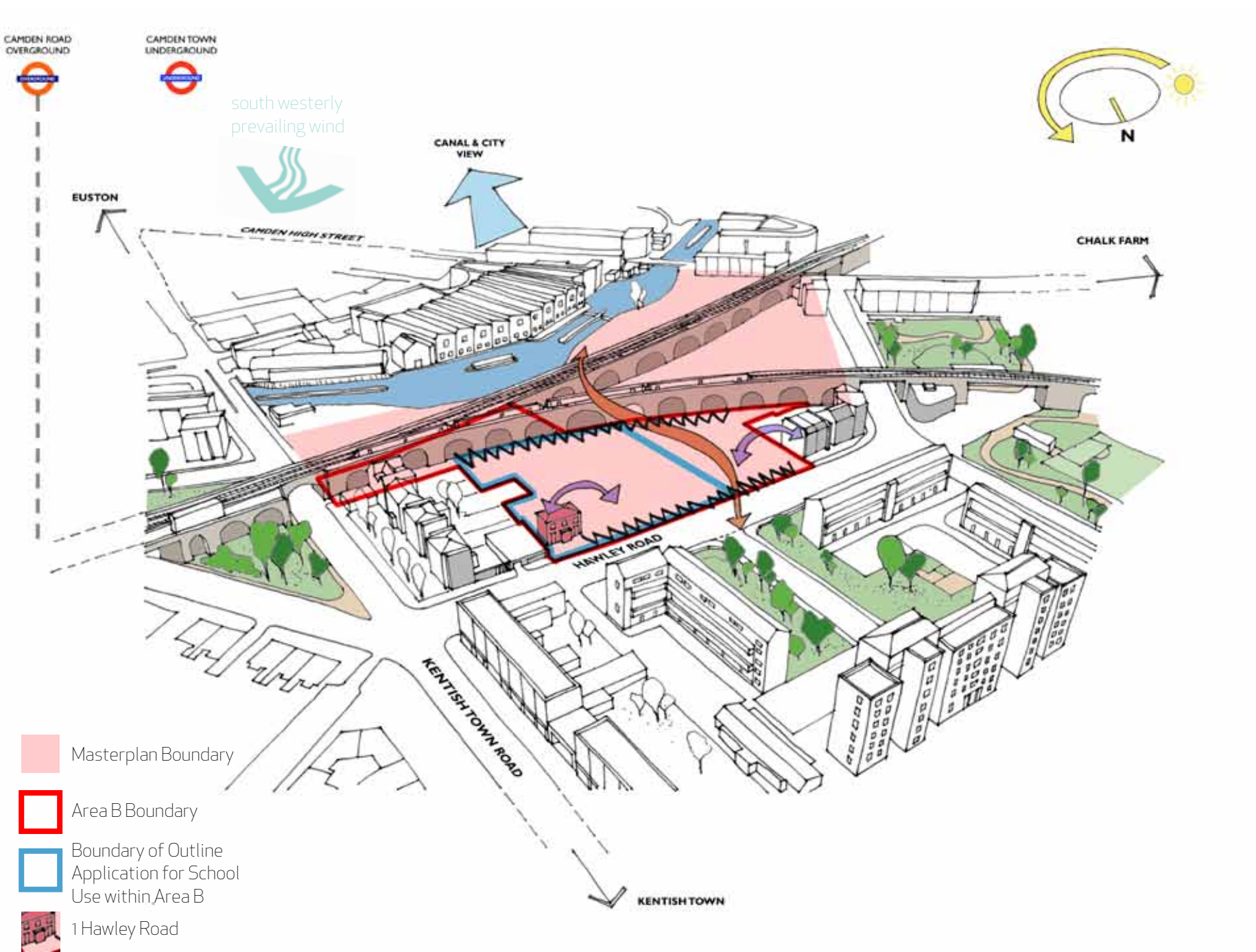
7 - Corner of Hawley Road and Castlehaven Road



Site Analysis

While many of the issues surrounding Camden Lock Village are common to the whole masterplan, a number of specific local factors influence the proposals for Area B.

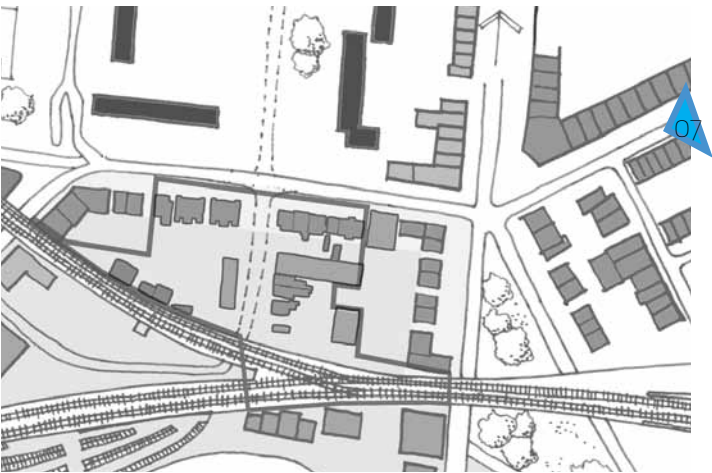
- To the north the site is bounded by Hawley Road, which accommodates three lanes of one-way traffic running west to east.
- To the south the site is bounded by a railway viaduct that separates Area B from the Canal beyond. The main strategic principle of the redevelopment of Area B is to provide a link from the north through to the Canals edge.
- To east and west back gardens abut the site, providing a quieter and more domestic context for these edges of the development.
- Adjacent properties provide a domestic setting and scale while the properties on the opposite side of Hawley Road are larger in scale and reflect more recent traditions in British housing.
- 1 Hawley Road sits within the boundary of Area B and is a Grade II Listed Building.
- The main local outdoor space is provided by a park and games area off Castlehaven Road and by the towpath along the north edge of Regent's Canal.



- Masterplan Boundary
- Area B Boundary
- Boundary of Outline Application for School Use within Area B
- 1 Hawley Road

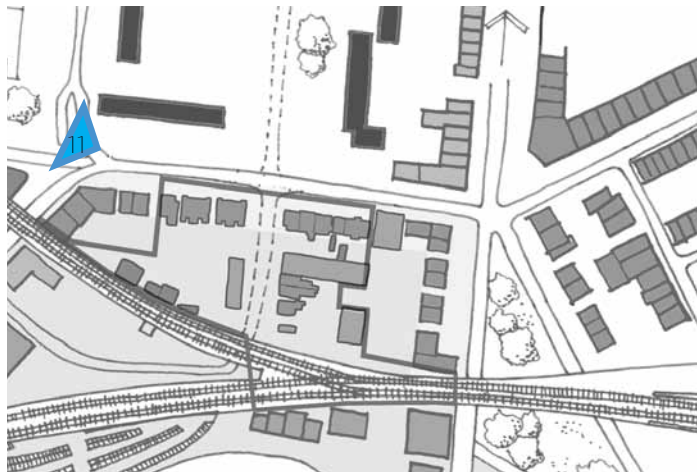
Verified View Positions

The verified views have been selected by Peter Stewart Consultancy. More information on this can be found in Volume 3: Environmental Statement – Townscape and Visual Assessment.

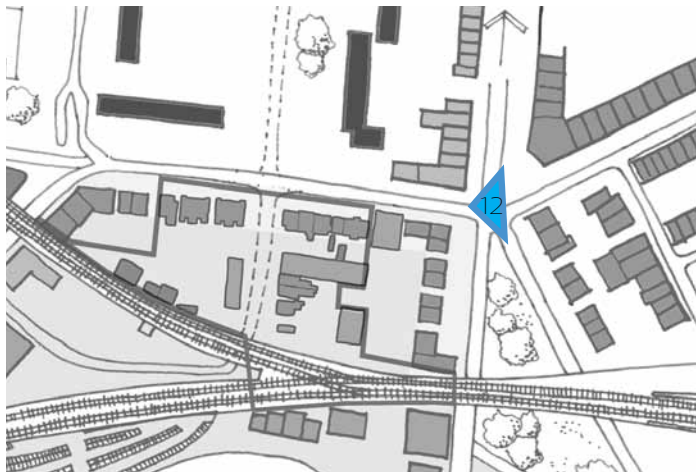


View 07: Looking SouthWest along Jeffrey Street





View 11: Looking East along Hawley Road from the junction between Hawley Road and Castlehaven Road



View 12: Looking West along Hawley Road from the junction between Hawley Road and Kentish Town Road



Streetscape Analysis

The existing streetscape along the south side of Hawley Road comprises of a series of paired Victorian villas. This creates a dominant vertical rhythm along the streets edge.

A secondary rhythm is created through a layering of garden walls, prominent gateposts and entrance porches.

This layering of rhythms is made less legible by a number of large trees located in the front gardens of the properties on the south side of Hawley Road.

Building Heights on the south side of Hawley Road vary between 3 and 4 storeys, while building heights on the north side of Hawley Road vary between 4 and 5 storeys.



Heights on Hawley Road South



Paired Villas (Hawley Road looking West)



Heights on Hawley Road North



Garden walls, gatepost and porches (Hawley Road looking West)

For a more detailed Streetscape Analysis with specific reference to the verified views please refer to Volume 3: Environmental Statement – Townscape and Visual Assessment

Evolution: Residential Options

ESA Architects, Invited Competition and Residential Design Development



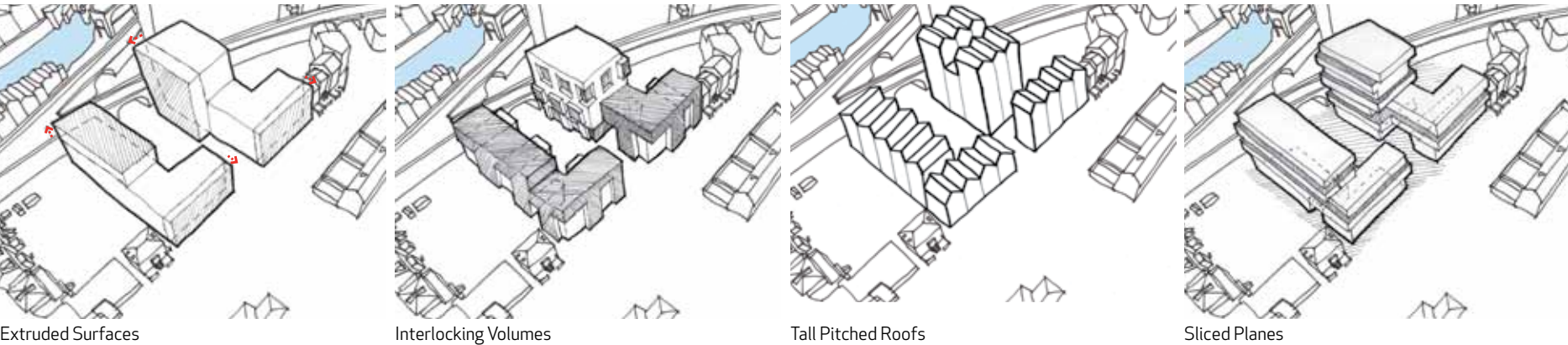
Prior to AHMM being appointment in 2010, ESA Architects were working on Area B of the Camden Lock Village Masterplan.

In early 2010 ESA were replaced by AHMM following an invited competition for Area B of Camden Lock Village.



A number of options were presented at competition level, examples of which are shown above. The option titled City Room was selected for detailed development. It was felt that this option best responded to the requirements of the brief by delivering a community space for residential use, separate shared private amenity for the residents of Area B and providing a legible connection from Hawley Road through to the Regents Canal in the South.

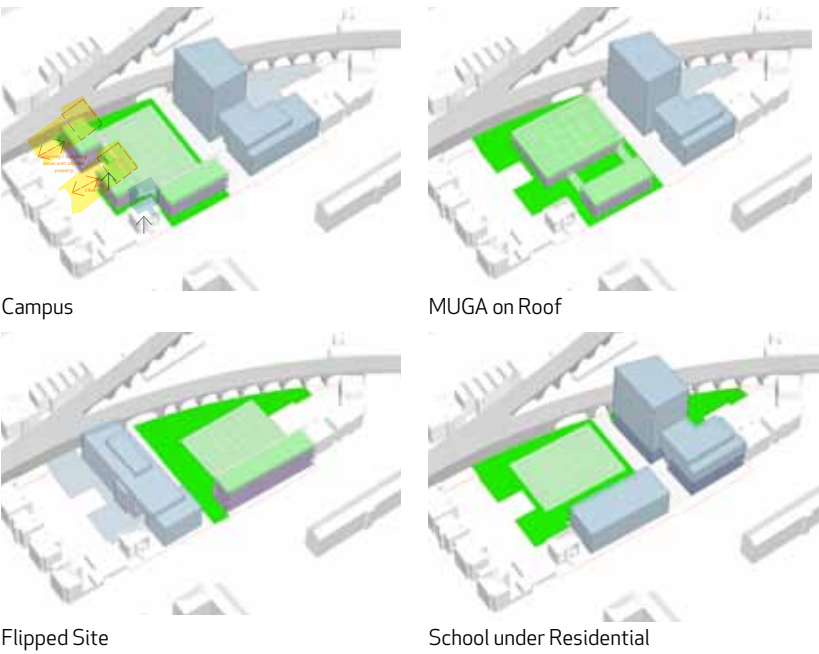
Studies for Articulation of Massing, AHMM, 2010



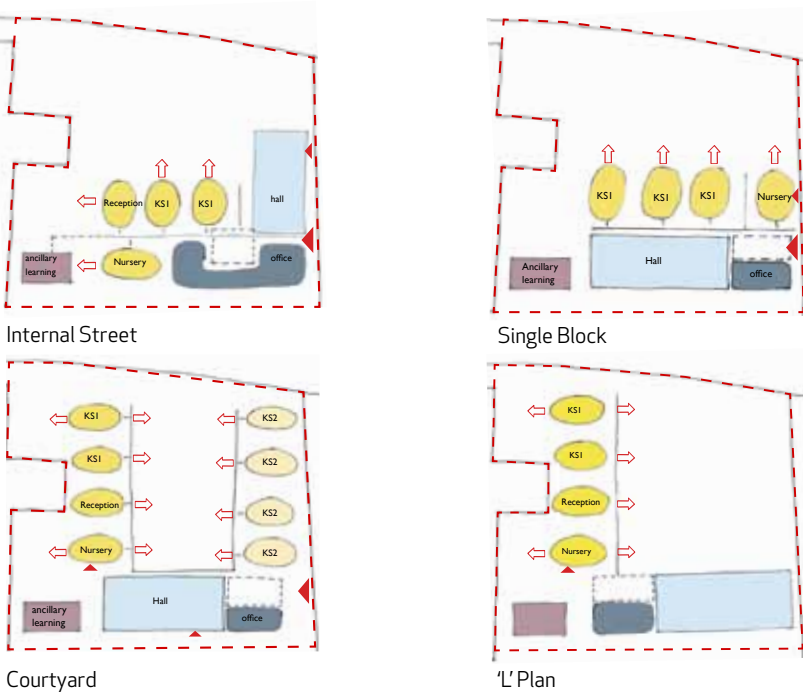
A number of studies were carried out looking at how to articulate the building volumes proposed by the city room option, four examples of these studies are shown above.

Evolution: School Options

In July 2010 AHMM carried out a series of studies looking at the site area required to deliver a school in various configurations using BB99 to generate an indicative brief for the site. Below are examples of the proposals that were tested at this stage.



In December 2010 further design studies were prepared based on early briefing requirements from Hawley Infant School. Through a process of consultation with the Hawley Infant School Governors and LBC the 'L' Plan was selected as the preferred option to be progressed to outline planning.



Streetscape studies for Residential + School. 12 storey option

