

Camden Lock Village
(Hawley Wharf)
Stanley Sidings Limited

Hampstead Road Bridge-
Northeast Abutment Design
and Access Statement and
Heritage Assessment

Stephen Levrant – Heritage
Architecture

September 2011



Contents

1	INTRODUCTION	3
1.1	Aim.....	3
1.2	Authorship	3
2	THE HAMPSTEAD ROAD BRIDGE	4
2.1	Location	4
2.2	Heritage Assets	4
2.3	Brief Historical Background	5
2.4	Listed building description.....	6
2.5	Current Condition	7
3	PROPOSED DEVELOPMENT	11
4	LAYOUT	12
5	SCALE.....	12
6	APPEARANCE.....	12
7	ACCESS	12
8	PPS5 CONSIDERATIONS.....	13
9	CONCLUSION.....	14

1 INTRODUCTION

1.1 Aim

This Design and Access Statement and Heritage Assessment is submitted in support of the application for listed building consent for alterations to the northeast abutment of the listed Grade II Hampstead Road Bridge as part of the hybrid application for the development of the Hawley Wharf Area.

In order to improve access to the new development, it is proposed to introduce a new route from Chalk Farm Road to the Regent's Canal towpath. This requires the demolition of a later wall attached to the northeast abutment of the listed Grade II Hampstead Road Bridge to introduce a new stairway.

1.2 Authorship

This report has been prepared by:

Stephen Levrant [RIBA, AA Dip, IHBC, Dip Cons (AA), FRSA] Principal Architect

Nadina Reusmann [Arquitectura UBA, MSc] – Senior Architectural Assistant

Paul Brennan [BA (Hons), Dip Arch] – Architectural Assistant



Fig. 1 Existing wall and abutment.

2 THE HAMPSTEAD ROAD BRIDGE

2.1 Location

The Hampstead Road Bridge over the Regent's Canal is a listed Grade II structure with one of its abutments lying within Area A of the development site.

The bridge is located within the Sub Area 1 of the Regent' Canal Conservation Area. The relationship with the canal is an important aspect of the historical development of the area.

The character of the environs developed over the years and, today largely derives from the presence of four distinct but interrelated elements: the Regent's Canal, Chalk Farm Road, the Railway viaduct and the market activities.

The street pattern is almost unaltered from those established in the 1840's when the Hawley Estate was laid and Camden Town expanded following the opening of the Regent's Canal.

The arrangement of the buildings, the size of plots and links between spaces underwent changes in the second half 19th century, after the railway viaduct, depots and goods yards were introduced. In recent years, as for many other areas in London, large footprint buildings have replaced those of a small footprint.

The frontages along Chalk Farm Road and Regent's Canal present a different scale of buildings, from large-scale commercial-warehouse to terrace houses.

2.2 Heritage Assets

As mentioned before, the Hampstead Road Bridge is located within the Regent's Canal Conservation Area.

There are several designated heritage assets in the vicinity, most of them also within the Conservation Area.

PPS5 policy HE6.1 states that "*The level of detail [in the description of the significance of the heritage assets] should be proportionate to the importance of the heritage asset and no more than is sufficient to understand the potential impact of the proposal on the significance of the heritage asset*". The proposals involve the demolition of a later wall attached to the abutment; it is considered that the wall proposed for demolition holds no significance and it is detrimental to the significance of the listed Hampstead Road Bridge. The proposed intervention is minimal therefore the proposed works will have a negligible impact (positive, if any) on the Hampstead Road Bridge and other heritage assets in the vicinity and on the Regent's Canal Conservation Area as a whole.

2.3 Brief Historical Background

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, but reconstructed in 1876, as the foundation stone beneath the bridge states.

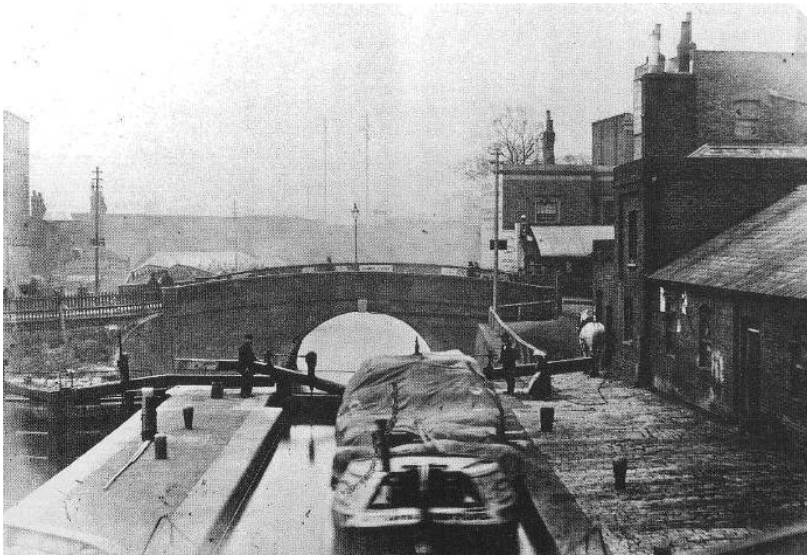


Fig. 2 The old narrow brick Hampstead Road Bridge, 1876

The passage below Hampstead Bridge is a feature that was added with the construction of the new bridge in 1877, to allow continuity of the tow

path. Prior to that, horses had to be unhitched and taken over the road, as the tow path changes sides.

Although attached to the listed structure, the date of construction of the walls is uncertain. Diversity of materials and construction methods indicate that the section proposed to be removed has been erected at a much later date, probably in the late 1970s when the towpaths were used as a route for underground electricity cables.

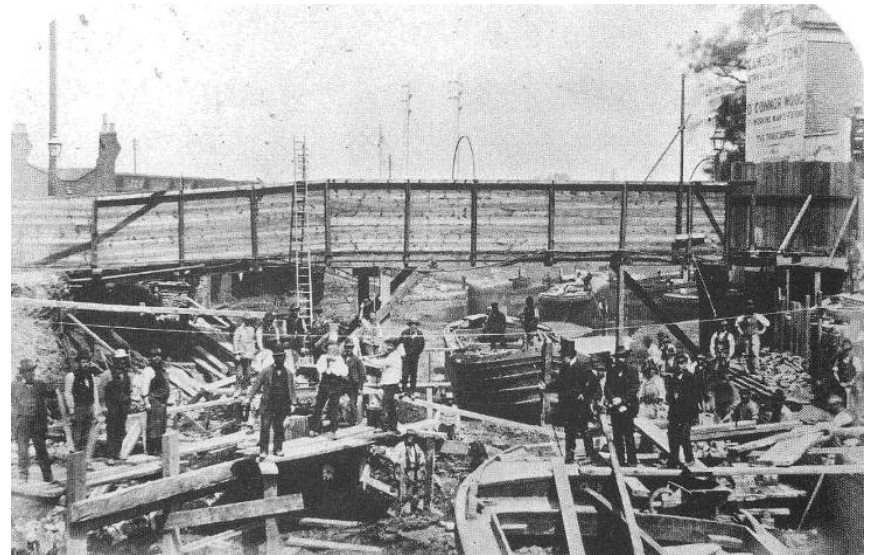


Fig. 3 The Construction of the iron Hampstead Road Bridge, by St. Pancras Vestry and Metropolitan Board of Works, 1876



Fig. 4 The newly constructed Hampstead Road Bridge, 1877. In the background, on the left, Nos. 1-2 Chalk Farm Road

2.4 Listed building description

Name: HAMPSTEAD ROAD BRIDGE OVER GRAND UNION CANAL

List Entry Number: 1272426

Location

HAMPSTEAD ROAD BRIDGE OVER GRAND UNION CANAL, CAMDEN HIGH STREET

Grade: II

Date first listed: 11-Jan-1999

CAMDEN

TQ2884SE CAMDEN HIGH STREET

798-1/65/151 Hampstead Road Bridge over Grand

Union Canal

GV II

Public road bridge over the Grand Union Canal and towpaths.

1876, replacing an earlier inadequate brick bridge of c1815.

Provided by the St Pancras Vestry and the Metropolitan Board of Works. Slightly cambered cast-iron girder bridge. Cast-iron panelled parapets with relief moulded rectangles; similar parapets on bridge deck provide pedestrian walkways. Brick abutments with stone coping. Stone plaque in north-east abutment recording the rebuilding.

Listing NGR: TQ2873484121



Fig. 5 The existing wall abuts up against the Hampstead Road Bridge

2.5 Current Condition

The condition of the abutment is decayed. The bricks are weathered, most of the joints are missing; the copings joints are made of cement and there are paint marks and some graffiti alongside not just the abutment but the bridge itself.

At the East end as the abutment turns towards the canal, the brick courses are disjointed and the bricks damaged by the insertion of a later hook. (Fig. 8).

The later wall starts at the end where the abutment turns towards the canal. (Fig. 9). It consists of a parapet and two pillars on the East end; one in yellow stock brick and one in blue engineering brick erected one beside the other. (Fig. 10).

On the canal side the pillars and parapet are held together by a concrete base. Both pillars have redundant timber posts and rusted pipes attached. (Fig. 11).



Fig. 6 Detail of the section where the wall abuts up against the Hampstead Road Bridge.



Fig. 7 The East end of the abutment from the canal side



Fig. 8 The East end of the abutment



Fig. 9 The later wall



Fig. 10 The pillars



Fig. 11 The canal side.



Fig. 12 Detail of the later parapet joining the end of the abutment.

3 PROPOSED DEVELOPMENT

The proposed works for which consent is sought in this application should be read in conjunction with the following drawings by MAKE architects:

P3302 Existing Drawings Stair Detail 01

P3303 Proposed Drawings Stair Detail 01

The proposals seek to demolish the later wall in order to provide an alternative route between Chalk Farm Road and the towpath by the canal. The stair was proposed and designed following consultation with British Waterways and London Borough of Camden

As stated in the Design and Access Statement by MAKE architects, from the outset *'the layout and design of the development has been informed by inclusivity and accessibility for all potential occupiers and visitors. Gentle gradient walkways gradually flow down to the canal spaces and then spiral upwards, supported by stairs and lifts'*.

The proposed new opening at the end of the abutment will be occupied by a set of steps to reach the towpath near the entrance to the market from Chalk Farm Road. The towpath then widens towards the East creating an inviting public realm and strong sense of place while enhancing the relationship with the Regent's Canal.

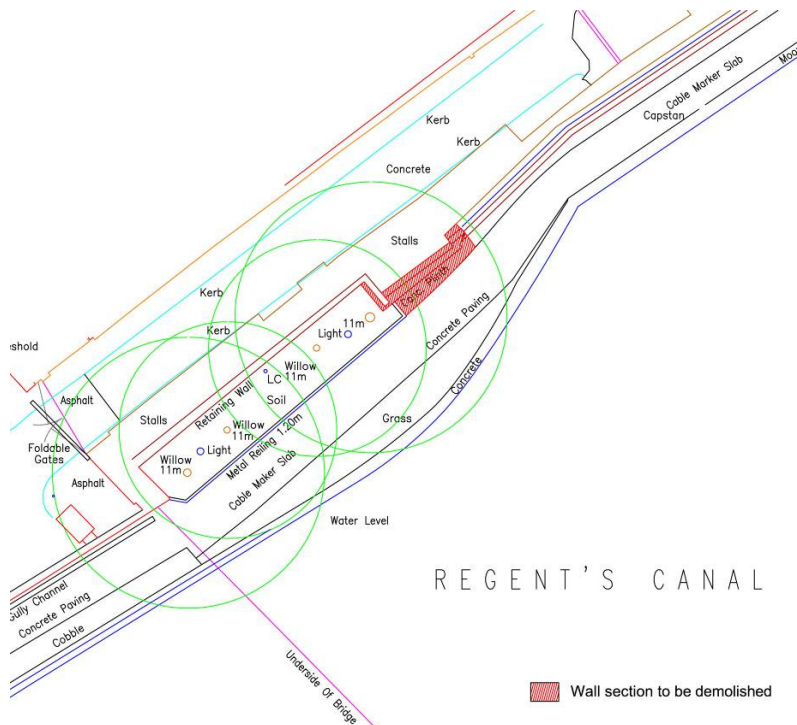


Fig. 13 Detail in plan of the later parapet joining the end of the abutment.

4 LAYOUT

The proposal does not change the existing layout of the Hampstead Road Bridge itself but will remove the wall attached to the bridge abutment. The new stairs will be added at the end of the abutment linking Chalk Farm Road to the towpath.

5 SCALE

The proposals do not introduce any changes to the scale of the bridge or its abutment. The proposed demolition is for a later structure of extremely poor characteristics attached to the listed walls.

6 APPEARANCE

The retained abutment will be cleaned and made good improving its general appearance.

The guarding/ handrails proposed for the new stairs are designed to match existing railings on other parts of the canal (i.e. the horse ramps the other side of Hampstead Road Bridge). No railings will be attached to the retained abutment.

7 ACCESS

This proposal is to improve access between Chalk Farm Road and the towpath. The stairs will be designed to the parameters set out in Approved Document Part M and BS 8300. Further details on access for the development are explained in ARUP's Access Statement.

8 PPS5 CONSIDERATIONS

This section provides supplementary information about the extent of the impact of the proposal to remove a later wall attached to the Hampstead Road Bridge abutment within the Development Site on the significance of any heritage assets affected in accordance with Planning Policy Statement 5: Planning for the Historic Environment (PPS5). The applicant has considered PPS5 and the PPS5 Practice Guide during the design process.

Policy HE6 sets out the information requirements for applications for consent affecting heritage assets.

In accordance with **HE6.1**, an applicant should provide a description of the significance of the heritage assets affected and the contribution of their setting to that significance. The level of detail should be proportionate to the importance of the heritage asset and no more than is sufficient to understand the potential impact of the proposal on the significance of the heritage asset.

The affect of the applicant's wider proposals for Camden Lock Village are considered in detail in the separate PPS5 Heritage Assessment that accompanies the hybrid planning application. This design and access statement only considers the affects of the proposals for removal of a later wall attached to the listed Grade II Hampstead Road Bridge.

The proposals do not generally alter the appearance and scale of the bridge (other than as a result of the demolition of later wall which is detrimental to the setting of the listed structure)) and therefore no other heritage assets (either designated or non-designated) are considered to have the potential to be affected by the proposed development (other than a minor aesthetic improvement to the Regent's Canal Conservation Area).

Consideration of the setting of the Hampstead Road Bridge has been undertaken, following the advice in **paragraph 113** of the PPS5 Practice Guide that *"elements of a setting may make a positive or negative contribution to the significance of a [heritage] asset, may affect the ability to appreciate that significance or may be neutral"*. A proportionate approach has been undertaken; it was concluded that the section proposed to be removed is detrimental to the setting of the listed bridge and as such the impact of the proposed works will be highly beneficial.

Paragraph 79 of the PPS5 Practice Guide explains that there are a number of potential heritage benefits that could weigh in favour of a proposed scheme, including if: (1) it sustains or enhances the significance of a heritage asset and the contribution of its setting; (2) it reduces or removes risks to a heritage asset; and (3) it secures the optimum viable use of a heritage asset in support of its long term conservation.

Policy HE7.2 states that "in considering the impact of a proposal on any heritage asset, local planning authorities should take into account the particular nature of the significance of the heritage asset and the value that it holds for this and future generations".

The proposed development meets all three of the heritage benefits from **paragraph 79** of the PPS5 Practice Guide listed above. The proposals will see the removal of a detrimental structure attached to the listed Grade II Hampstead Road Bridge, and will improve the context and setting of the bridge and the Regent's Canal Conservation Area. The continuity of the original use of the abutment as a barrier to prevent from falling is also secured by the proposal.

Policy HE9 sets out a number of further principles that should guide the local planning authority when determining an application for consent relating to designated heritage assets. **HE.9.1** sets out a presumption in favour of the conservation of designated assets. Any harmful impact on the significance of a designated heritage asset needs to be justified on the grounds set out in **HE9.2** (where there substantial harm or total loss of the heritage asset) or **HE9.4** (where there is less than substantial harm). The proposed physical works to the abutment of the Hampstead Road Bridge do not have a harmful impact on the significance of the listed

structure. In fact, the proposed physical works are considered to be of substantial benefit.

Policy HE9.4 states that "*a local planning authority should (i) weigh the public benefit of the proposal against the harm; and (ii) recognise that the greater the harm to the significance of the heritage asset the greater the justification will be needed for any loss*". Further, **paragraph 87** of PPS5 Practice Guide explains that "*Where a proposal causes minor harm there will still be a loss of value to society caused by that harm. This is a loss of public benefit that needs to be weighed against any other public benefits the proposal will bring*".

The removal of the later wall and restoration of the abutment will be of benefit to the heritage asset itself, its setting and context, and the historic environment around it.

9 CONCLUSION

The abutment of the Hampstead Road Bridge within the Development Site is in poor state of repair. The attachment of the later wall to the Grade II listed structure has further detracted from the heritage asset's significance.

The proposed removal of the later wall, subject of this application, will see that the repairs to the abutment are done in a largely unobtrusive fashion minimising the risk to the existing historic fabric. It is considered that the proposed alterations do not alter the special interest of the bridge and that the level of proposed intervention is acceptable in conservation terms and is substantiated by the research undertaken.