

**Camden Lock Village**  
(Hawley Wharf)  
Stanley Sidings Limited

Technical Appendix –  
Historical Report

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Architecture

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Contents

1 Introduction .....3

1.1 Aim of this Report.....3

1.2 Authorship .....3

1.3 Methodology Statement .....4

1.4 Planning Policy Guidance .....4

1.5 Location of the Site and Statutory Status .....4

1.6 Regent’s Canal Conservation Area .....5

2 HISTORICAL DEVELOPMENT AND ARCHAEOLOGY .....6

2.1 Background History .....6

2.2 The origins and Historic development of the site ..... 16

2.3 Archaeological Issues .....23

2.4 Summary .....23



# 1 INTRODUCTION

## 1.1 Aim of this Report

This document examines the history of the site and its context within and in the vicinity of the Regent's Canal Conservation Area [Fig. 1]. This report has been drawn up to inform the design process for development of the site.

This document will be the basis on which to formulate the PPS statement and visual impact assessment of the new development.

The background history briefly outlines the historical evolution of the urban context in the immediate vicinity of the site. It highlights the development of Hawley Wharf over the years using a sequence of historic maps and documentary evidence.

The chapter on the character of the site environs explains the wider site context as it appears today in relation to the surviving historic fabric. It outlines the architectural characteristics of the townscape and views, in order to achieve an understanding of the physical context, existing qualities and its significance within the historical development of the area.

For the particular analysis of the streetscapes, the site was divided in four sub areas: Sub Area A is within the Regent's Canal Conservation Area and this report includes a chapter on the significance of the buildings standing along Chalk Farm Road detailing the extent of historic remains, general attributes, design quality and conditions of the buildings. Sub Areas B, C and D are described in function of their appearance and historical background.

## 1.2 Authorship

This report has been prepared by:

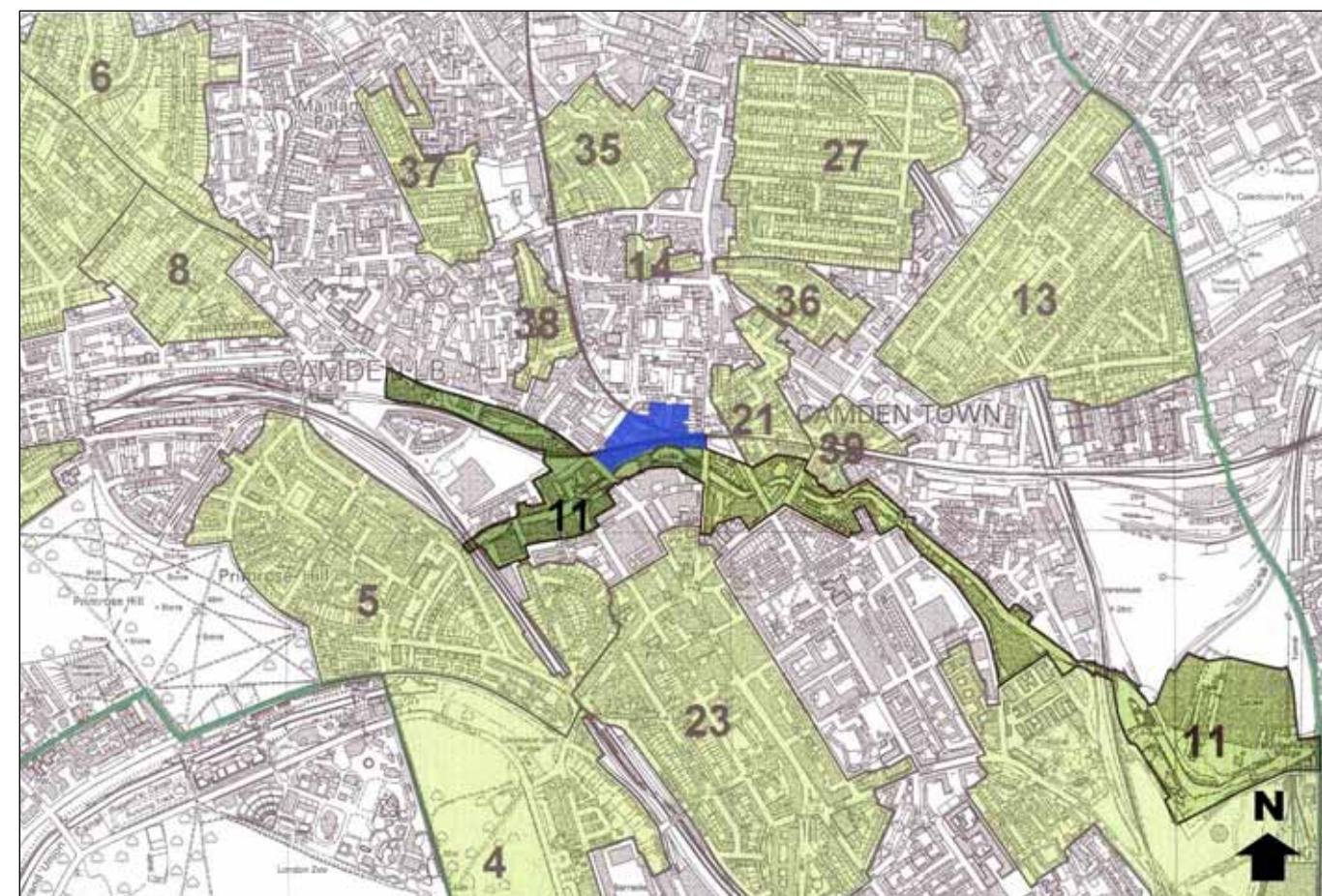
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**Fig. 1 Camden Borough Council Conservation Areas in green, No11 regent's Canal Conservation Area, the site in blue.**



### 1.3 Methodology Statement

This report is the result of an in-depth assessment that encompasses literature, and documentary research review, analysis and processing of information, building surveying, and previous experience. It also includes cross referencing of findings in the form of morphological plans, plan sequences and schedules of significance. The methods used in undertaking the study assessment are the following:

#### Literature and documentary research review

The documentary research is based upon primary and secondary sources of local history and architecture, including maps and drawings.

#### Building surveys

The survey was conducted by visual inspection of the relevant elements of each building in order to record, area-by-area, the surviving external features and including the internal features in the buildings within the Conservation Area and those Statutory Listed. Consideration has been given to all the elements which contribute to identify the built form in order to understand the historic and architectural significance of the buildings. The building material for each architectural element has been identified wherever possible.

#### Dates

Dates of elements and construction periods have been identified using documentary sources and visual evidence based upon experience gained from similar periods and construction sites.

#### Cross reference of findings

From documentary evidence and the site surveys of the existing buildings, it is evident that some elements of the early buildings still remain. However, the buildings have been subject to several alterations and extensions over the years. A variety of methods have been used to show clearly and effectively the building development and the remains of early structures.

The morphological map, based upon a diagrammatic representation of the site as it stands today, shows in which period each individual building was built in its present form.

The map and the plans were prepared utilising the documentary research and evidence gained on site by visual inspection of the fabric and architectural details. Site evidence includes the comparison of brick bonds, construction methods, architectural features and building materials. Careful consideration was given to the comparison between the existing plan form and the early layout displayed in the early maps.

### 1.4 Planning Policy Guidance

The assessment has been prepared taking into account the information contained in PPS5 Planning Policy Statement 5: Planning for the Historic Environment (2010), BS 7913:1998 Guide to the Principles of the Conservation of Historic Buildings, and Conservation Area statement. Regent's Canal (2001).

The Replacement Unitary Development Plan, adopted in June 2006, and the Hawley Wharf Area Planning Framework Post Consultation Draft for adoption dated January 2009 have also been taken into consideration.



**Fig. 2 Aerial View of the Site. Regent's Canal Conservation Area in pink and the site in blue.**

### 1.5 Location of the Site and Statutory Status

The subject site is situated in Camden Borough Council at the heart of the existing Camden Town market [Fig. 2].

The main part of the site (called Site A within this report) occupies a triangular area called Hawley Wharf, bounded on the North by the railway, on the South by the Regent's Canal and on the West by Chalk Farm Road. This section of the site is located within Sub Area 1 of Regent's Canal Conservation Area.

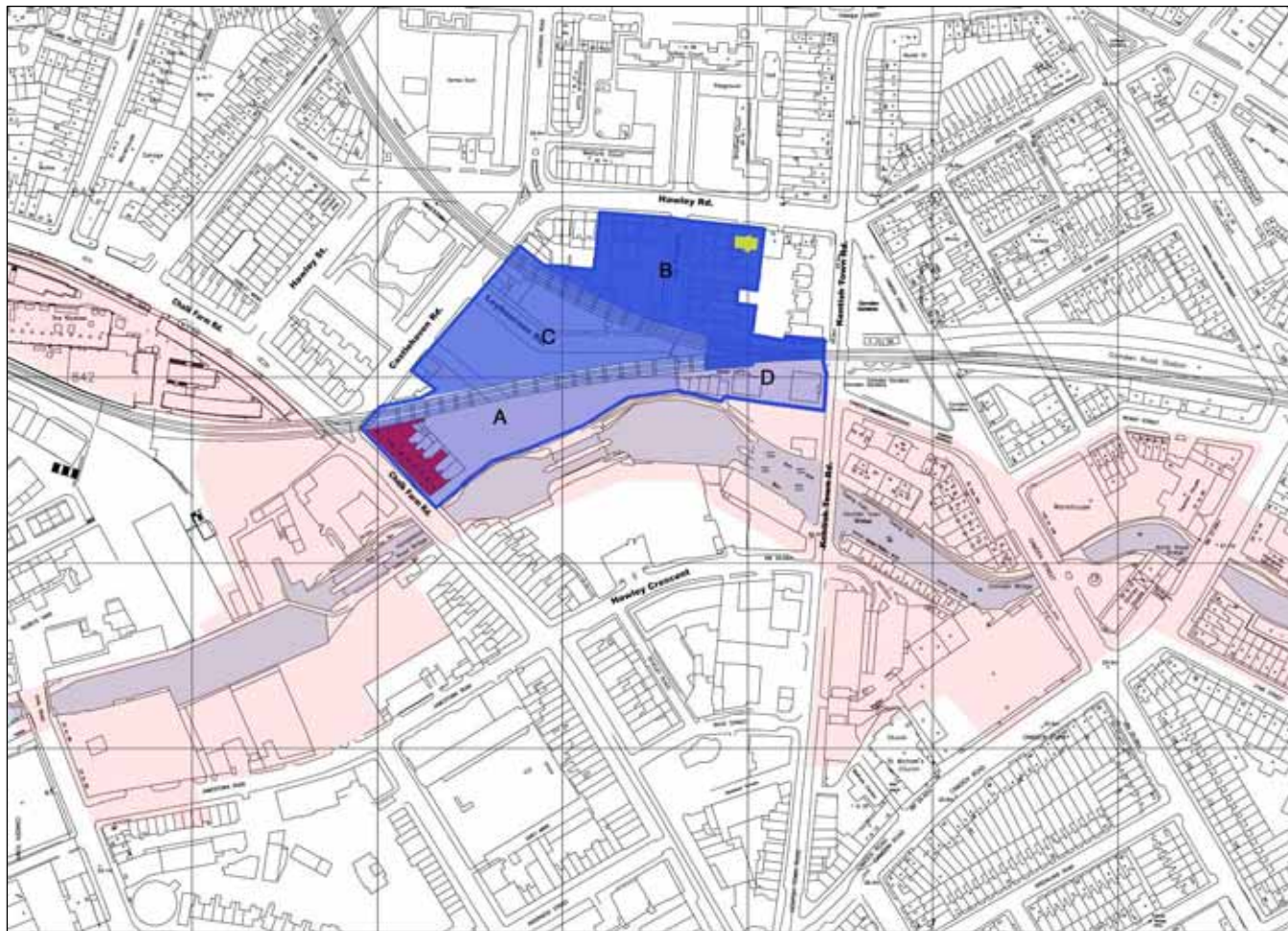
The other three sections of the site occupy a triangular area in the case of Area C, bounded by the railway to the North East and the South, and by Castlehaven Road to the West; a polygonal Area B bounded to the South by the railway, to the West by terraced houses, to the North by Hawley Road and to the East by the adjoining properties consisting mainly of the back gardens of detached houses.



These two areas are not included in any Conservation Area. Finally Area D is another polygonal section bounded to the North by the railway, to the South by the Regent's Canal and to the East by Kentish Town Road.

All areas are connected via the railway viaduct arches, which are presently occupied by workshops.

There is only one listed building in the site: No 1 Hawley Road, located in Area B, although the group of buildings situated on Chalk Farm Road (Area A) and numbered consecutively 1 to 9 have been designated as “*buildings which make a positive contribution*”<sup>1</sup> to the character of the Conservation Area. This group of buildings was severely affected by the February 2008's fire .



**Fig. 3** Regent's Canal Conservation Area in pink, the site and its sub areas in blue, in red “buildings which make a positive contribution” (accordingly to the 2001 Conservation Area statement), and in yellow the listed building.

## 1.6 Regent's Canal Conservation Area

The Regent's Canal Conservation Area was originally designated in 1974 and subsequently extended in 1981 to include the Stanley Sidings and the Stable Buildings. It was further extended in 1983, 1984 and 1985 to incorporate other areas of the King's Cross Good Yard.

The Conservation Area's special character derives mainly from the townscape qualities and historic importance of the Regent's Canal which runs through many diverse areas. The canal's special character varies and this reflects the quality, historic development and context of the surrounding urban areas.

The spatial form and character of the Regent's Canal Conservation Area includes the subject site and a large section of Camden Goods Yard, and derives visual qualities from the canal and adjacent development. It is also characterised by the historic evolution of Camden Town, in particular by the changes that occurred in the area during the railway era. The building activities in those years have deeply affected the townscape and the relationship between the canal and its environs. Chapter 2, examines the influence between the Canal and railway construction, and also its historic development in the context of how Camden Town evolved.

<sup>1</sup> In Conservation Area Statement. Regent's canal (2001), p.22.



## 2 HISTORICAL DEVELOPMENT AND ARCHAEOLOGY

### 2.1 Background History

Originally the districts of Camden Town and Kentish Town were in the parish of St. Pancras, and developed, from mid 18<sup>th</sup> century onwards, along the two main roads that led North from central London to the villages of Hampstead and Highgate.

The earliest known settlement was on the high lands of Hampstead Heath and dates back to the Mesolithic age around 7000 BC. For many centuries, the area remained heavily forested, with fertile land drained by the Fleet, Tyburn, and Westbourne Rivers, and other streams.

From the 17<sup>th</sup> century settlements were established in Kentish Town, in the area nearby the church of St. Pancras, on the banks of the Fleet River, which was once a stream. Today the waterway still flows from two sources on Hampstead Heath and is directed into two reservoirs constructed in the 18<sup>th</sup> century, Highgate Ponds and Hampstead Ponds. From the ponds the water flows underground in two culverts before joining up and passing under Kentish Town, King Cross and Farringdon Street before flowing into the River Thames beneath Blackfriars Bridge. A second group of houses were built further North and became the village of Kentish Town, an attractive country retreat for wealthy Londoners, with surrounding meadowland [Fig. 4].



Fig. 4 The junction of Royal College Street (on the left) and Kentish Town Road (on the right), looking south, 1722. Drawing by S.H. Grimm.

As the century progressed, the growth of London's population was prompting owners of large estates on the city's outskirts to lease their land for new housing, inns and cottages. These were built [Fig. 5], along Camden High Street the main thoroughfare of Camden Town.

The Cary's map [Fig. 4] shows that the area, in the late 18<sup>th</sup> century, consisted mainly of open fields, separated from London by open countryside. Only a few scattered dwellings and wayside taverns could be found. The most important tavern was the Mother Red Cap, which from the late 1600's stood next to the village pound for stray animals. The pound was situated at the junction between the medieval road to Hampstead from Tottenham Court (now namely successively, from South to North, as Hampstead Road, Camden High Street and Chalk Farm Road) and Kentish Town Road, where today's Camden Tube Station stands. This site shows existence of settlements since the mid 18<sup>th</sup> Century. The Mother Black Cap Tavern had been established by 1757, and other houses appeared shortly afterward. In 1778 the tavern was moved to a workhouse in the High Street on a 96 year lease. The workhouse proved not to be particularly suitable conversion to a tavern. Subsequently, in 1809 it was relocated in King's Road.

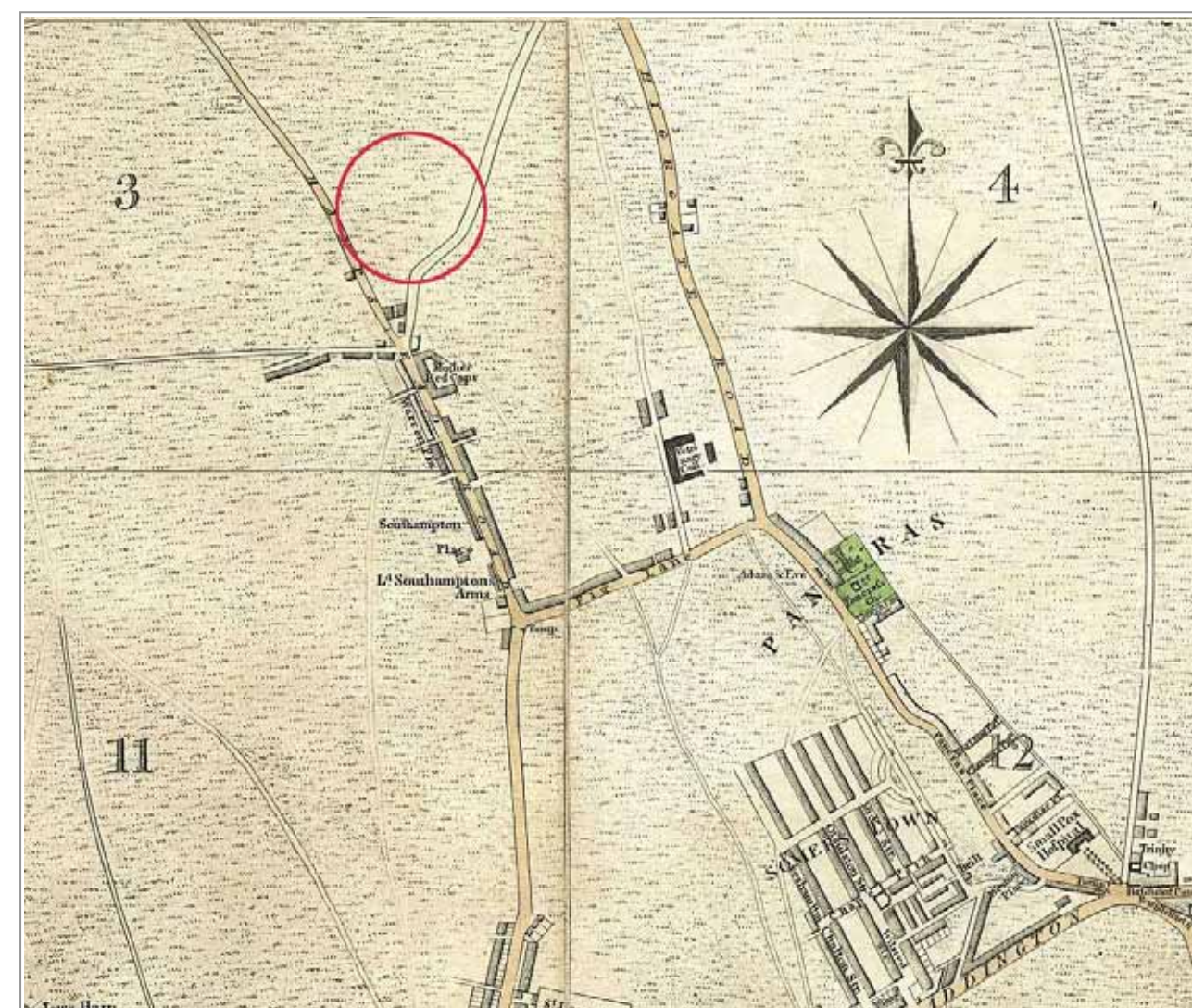


Fig. 5 Extracted from Cary's map of London and Westminster, published in 1795, the red circle indicated the site.





Fig. 6 Camden Town, from Hampstead Road, Marylebone, 1780.

Towards the end of the 18<sup>th</sup> century, Camden Town started to be developed by local landowners. The origin of the urbanisation of Camden Town is usually attributed to Charles Pratt, 1<sup>st</sup> Earl Camden. He obtained the land by his marriage with the daughter of a descendant of the Jaffrey family, who had received the land in the 1640's.

In 1791 Pratt obtained an Act of Parliament to grant building leases for his property East of Camden High Street. The plan, to build 1400 houses, took many years to be realised and development continued until mid 19<sup>th</sup> century. The other main landowner of that period was Charles Fitzroy, Baron Southampton, who acquired the land West of Camden High Street to develop the Southampton Estate. However, at the time of his death, in 1797, only a few houses were built along the main road.

At the beginning of the 19<sup>th</sup> century, as the 1804 Parish Map of St. Pancras [Fig. 7] shows, only terrace houses on both sides of the Camden High Street had been built, while the modest network of lanes to the East of the High Street were not yet developed. A modest development is also shown on the triangular site, at the junction between Kentish Town and Camden High Street. It appears to be occupied by the St. Pancras Workhouse and by the village pound. The River Fleet is still exposed, descending from Hampstead and Highgate in two tributaries, which met just North of Camden Town (near today's Hawley Road).

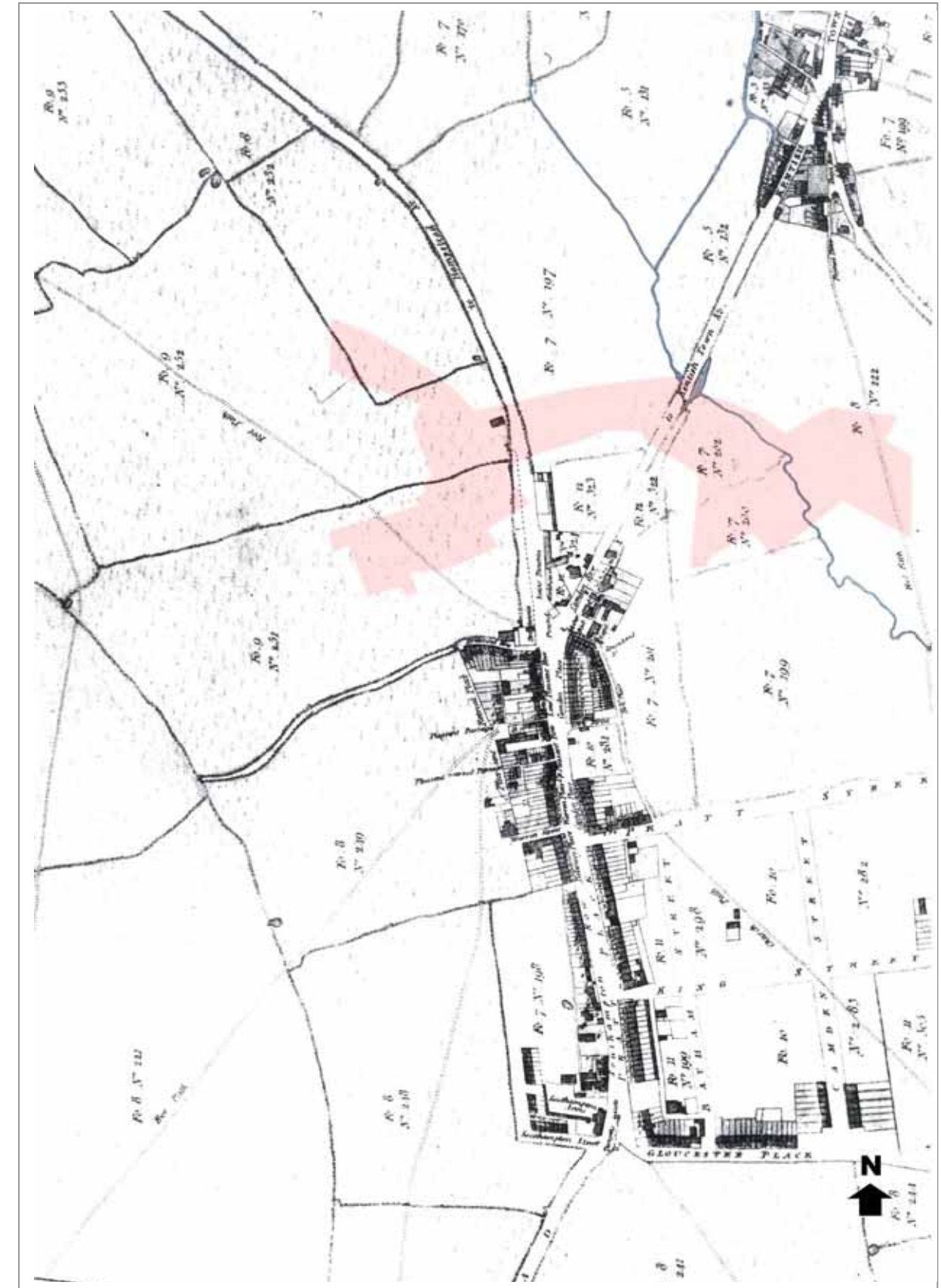


Fig. 7 Extracted from the Parish Map of St Pancras, 1804. Regent's Canal Conservation Area shaded pink.





Fig. 8 Extracted from the Greenwood Map, 1827. Regent's Canal Conservation Area shaded pink.

For a short while Camden Town was a middle-class suburb. As the century progressed, both Camden Town and Kentish Town enlarged into the surrounding land which started to lose its rural appearance due to an increasing number of terrace houses, semi-detached villas and public houses being built along the main roads of Pancras Vale (today's Chalk Farm Road) and Kentish Town Road. In 1821 an Act of the Parliament authorised the construction of Camden Road.

The 1827 Greenwood's map [Fig. 8] shows that considerable changes had taken place. The main street, the Turnpike Road to Hampstead (not yet shown as Camden High Street) provided the main axis for development. The three estates in Camden Town, at that time, were Southampton, Hawley-Buck and Camden (Pratt).

The Southampton Estate expanded to the West. In 1809, however, George Ferdinand Fitzroy had leased land for 500 houses, but it was his son Charles who completed the Estate few years later. The streets looking towards Regent's Park, (created by John Nash) were located between Grove Street (today's Arlington Street) and the park which had not yet been developed. A few years later they would be severely affected by the construction of the railway and the industrialization of the area that followed.

To its East is shown the Hawley-Buck Estate, the old demesne lands of Tottenham manor, which it is thought date back to the 15<sup>th</sup> century when the common land here was called Holt's Green.

The major event of those years, 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. The Greenwood's map shows a lock keeper's cottage on the subject site.

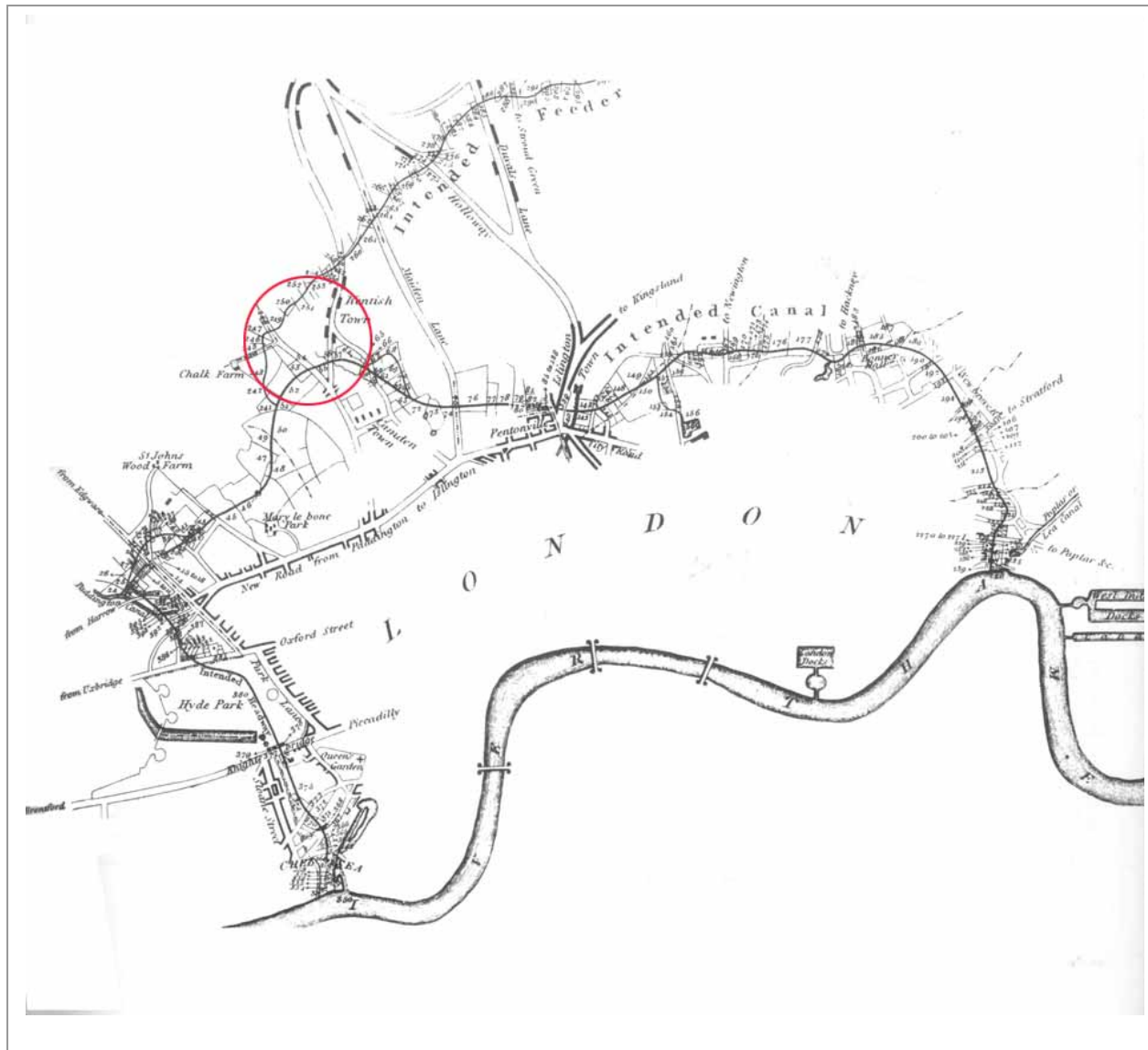
The opening of the Paddington Canal in 1801 had transformed that area from a quiet rural village into the busy terminus of an efficient transport system. The success of this operation and the expansion of the Port of London, contributed to passing of the Act of Parliament in May 1812 for the Regent's Canal.

The canal was originally proposed by Thomas Homer in 1802, and again in 1810 when he revised the plan and suggested a different route in order to avoid the city. The new plan [Fig. 9], in order to support the application to Parliament, was drawn up in 1811. It shows the Regent's Canal bypassing the city in an arc, through the fields and meadows to the North of the New Road, which was built 50 years earlier to connect Paddington to Islington. The canal was also included in the John Nash's Masterplan for Regent's Park. The Regent's Canal Company was formed to build and operate it. Nash's assistant, James Morgan, was appointed as the canal's Engineer.

The building of the canal tunnels and revision of the route was not without its difficulties [Fig. 10]. Delay in completion was caused by two serious setbacks and shortage of money. An innovative design, the hydro pneumatic lock invented by William Congreve, was built at Hampstead Road Lock and proved to be a failure, with the result that in 1819 it had to be rebuilt to a conventional design. Further financial problems were due to a Thomas Homer embezzling funds in 1815.

The section from Paddington to Camden Lock was opened in two stages; in 1816 and in 1820, in 1835, it was necessary to dam the river Brent and to create a reservoir, as the Canal was insufficiently supplied with water. These measures were extended in 1837 and 1854. A number of basins were built, an example being Battlebridge basin now the site of the London Canal Museum, opened in 1822.





**Fig. 9 Regent's Canal plan of September 1811. The red circle shows the site.**

From 1812, with the construction of the Regent's canal and urban growth, the River Fleet was covered over from Kings Cross to Camden. The Farringdon Road section was built over again in the 1860's due to the construction of the Metropolitan Railway. The remaining upstream section of the river was covered over with the expansion of Hampstead in the 1870's.

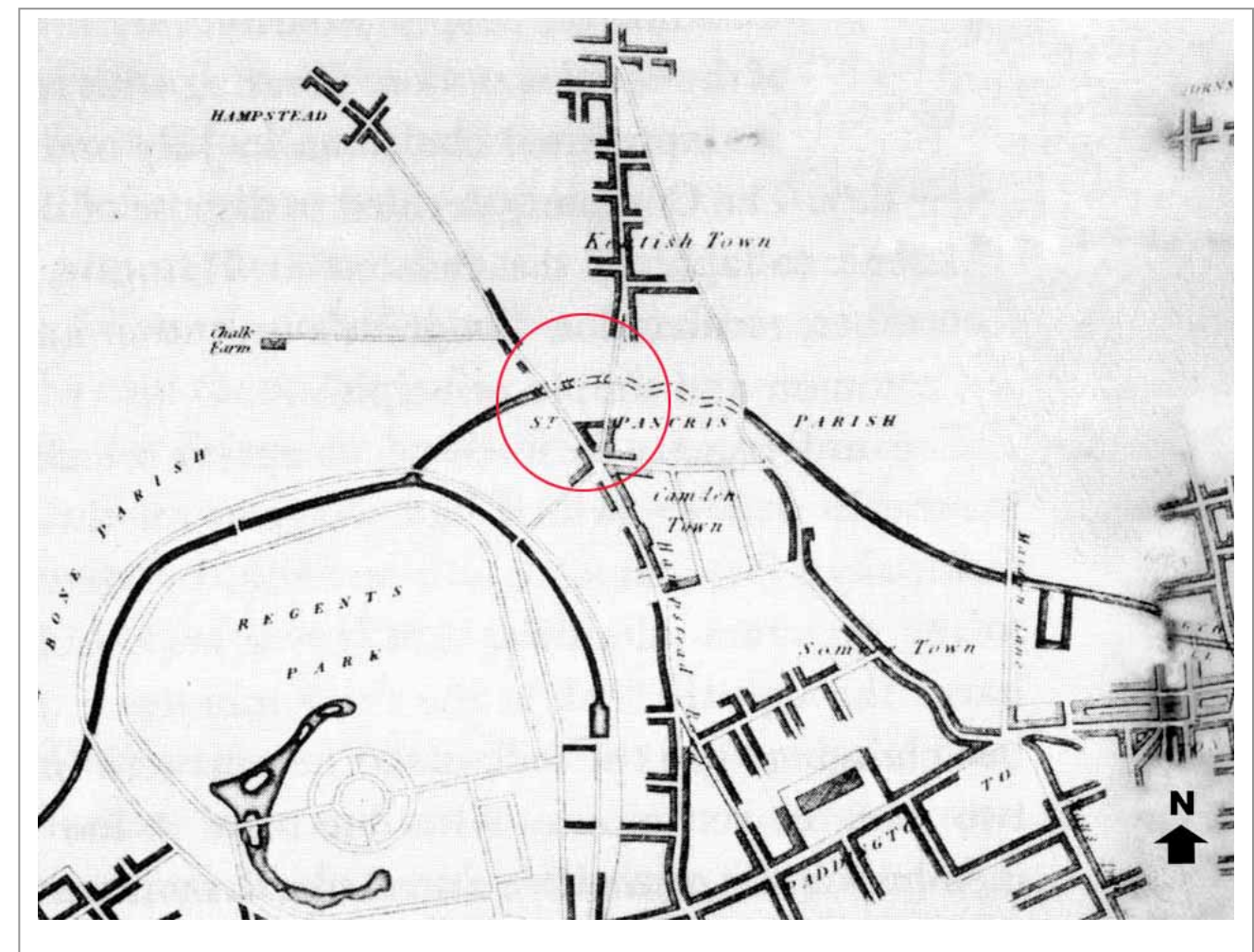
The 1834 Britton, Bartlett and Davis map [Fig. 11] does not show significant further development than the previous Greenwood Map. The only additional element is the line indicating the proposed London & Birmingham Railway, and the attribution to the Railway Company of the triangle of land comprised between St. Pancras Vale (today's Chalk Farm Road) and the canal.

The large scale industry is not yet a significant feature of the area and the Camden Goods Yard, North of Camden Lock, was not yet developed, although the area was already identified as the Railway Depot.

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. There was no industrial life, yet in the late 1820's. Camden was still considered a place of unexceptional fields en route to the docks. Only when the railway arrived and Camden Town became the natural exchange point for canal and rail, did the situation change.

With the coming of the London to Birmingham railway, the long-term decline of the canal as a bulk carrier was signalled, although the positioning of the rail goods yard West of Chalk Farm Road was, at first, of additional benefit to the waterway. It was the synergy between the canal and the rail which contributed to Camden Town's expansion as a major centre.



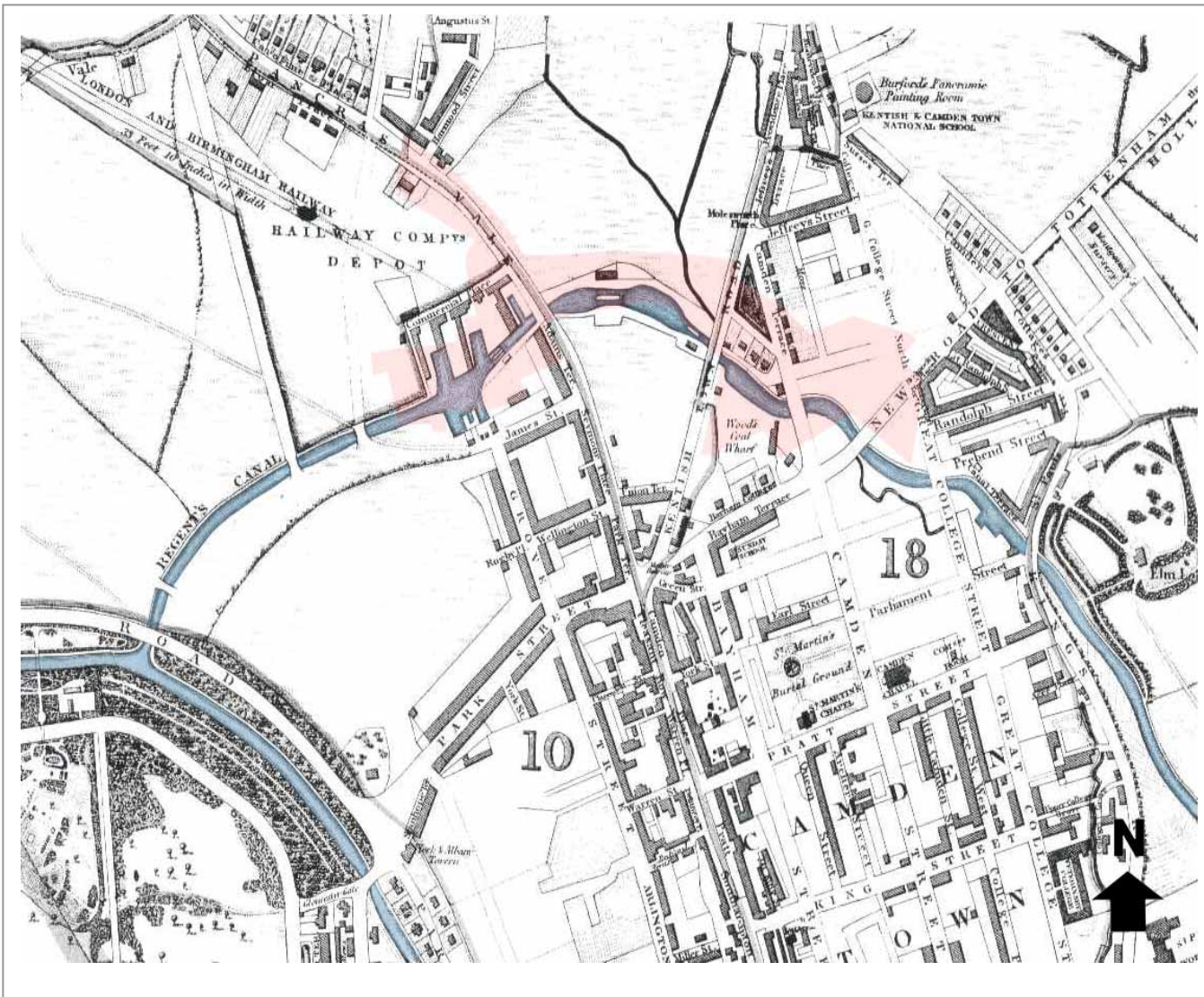
**Fig. 10 Regent's Canal plan showing the state of works, 1819. The red circle indicates the site.**

In 1832, the London & Birmingham Railway Co. announced that the railway was to terminate at Camden Town. The rail would pass either under or over existing roads so that the traffic would not be affected. In fact this railway was built on an embankment without railway arches or viaducts, except over the canal. It was not until 1835, that an Act authorised the Company to extend their line "to a certain place called Euston Grove; on the North side of Drummond Street near Euston Square". The land at Chalk Farm is higher than Euston and the gradient was made more severe by the necessity of carrying the line over the Regent's Canal at Camden and under the Hampstead Road.



The extension from Chalk Farm, Camden Town, to Euston presented a difficult problem. The new railway had to be built on arches which played an important role in the industrial development of the area. The steepness of the incline was too severe for the early locomotives and they had to be hauled up by stationary engines on a wire rope system. The line to Boxmoor, near Hemel Hempstead was opened to the public in July 1837, while on September 1838; the London & Birmingham Railway (its name changed to the London & North Western in 1846) was officially opened throughout its length.

On the southern site of the canal, and West towards Kentish Town (at the junction with today's Hawley Crescent, not yet laid out at that time), the Bartlett & Davis' map shows a small construction, probably Hawley Cottage with stables and yard, built in 1838 by J. Taylor, a local builder.



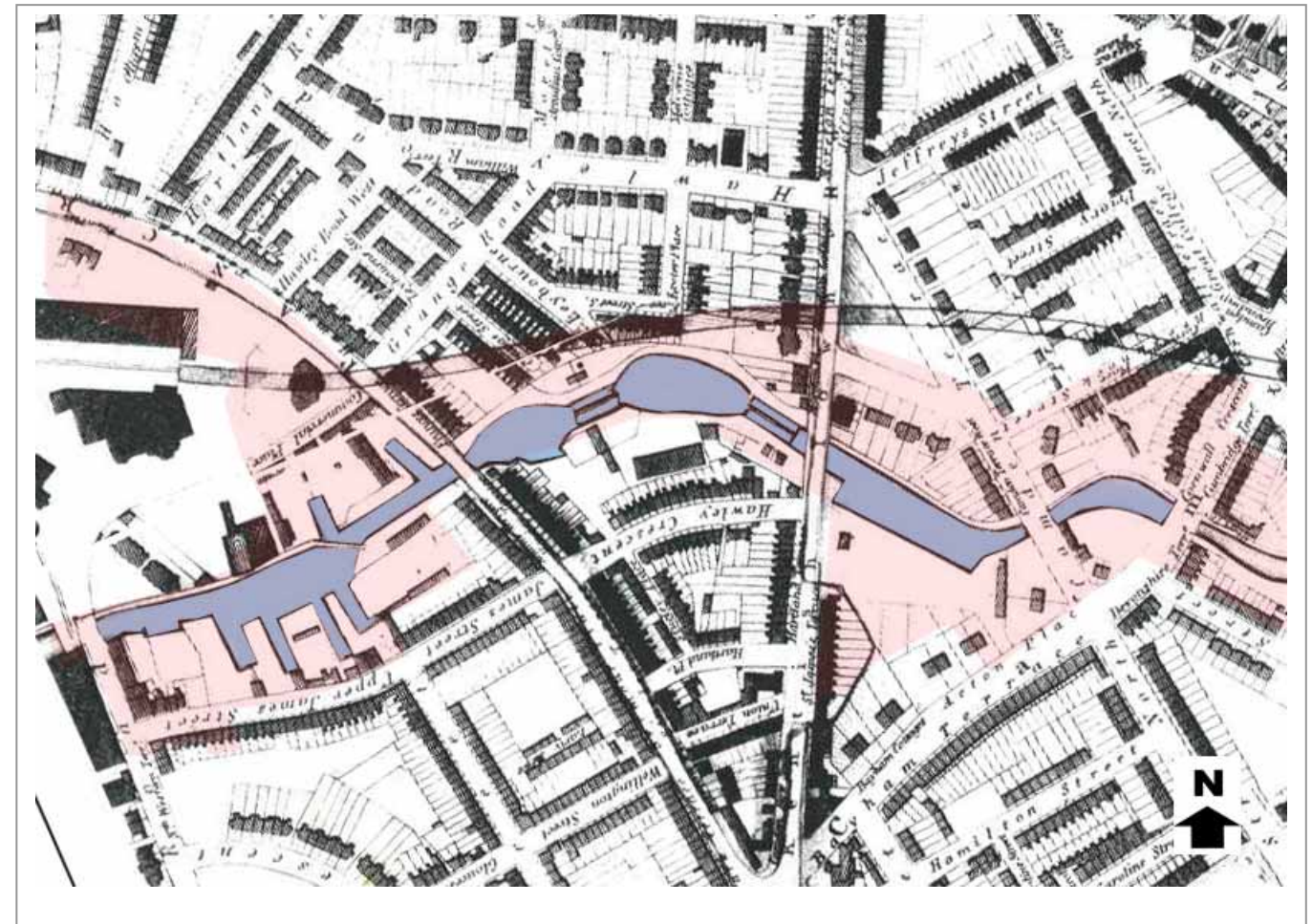
**Fig. 11** Extracted from the Britton, Bartlett & Davis' map of the Borough of St. Marylebone, 1834. Regent's Canal Conservation Area shaded pink.

The 1849 Parish Map [Fig.12] shows Camden Town in the mid 19<sup>th</sup> century, after the building of the London & Birmingham Railway and before the construction of the North London Railway.

The completion of the urbanisation of this part of Camden Town was achieved during the 1840's by the Buck and Hawley families. The South part of today's Crowndale Road, and land to the East of Hampstead Road, was not completed until the 1850's.

Along the Regent's canal, wharves and warehouses had been constructed since new industries, such as the Imperial Gas Light & Coke Company were attracted to its banks by water transport.

The map shows that at Hawley Wharf, owned by the Curnock family, a few buildings were erected, some of which were used by the engineer Henry Bessemer, inventor of the "Bessemer Converter" which transformed the steel-making industry of Britain. By 1849, a brewery had replaced the premises facing Hawley Crescent. The brewery in 1889 was acquired by the Camden Brewery Co Ltd, and in 1925 brewing ceased. Today the building, after a major refurbishment in 1983 by the Terry Farrell Partnership for the new breakfast television company TV-am, it is occupied by the offices and studios of the MTV Network Europe.



**Fig. 12** Extracted from the Parish Map of St. Pancras, 1849. Regent's Canal Conservation Area shaded pink and the projected railway.

Pickfords & Co., established in Camden Town in 1841, were important carriers in the Canal Age. William Cubitt of Pickfords created a building with hoists on the canal edge to load and unload from the barges below. It had a main floor at railway level with stables for the cart horses at the level of the canal wharf and beneath a vaulted floor. The road, rail and canal traffic was connected in one building, and this arrangement was then replicated in many other buildings. The Pickford's warehouse burnt down in 1857. It was rebuilt, but the horses were relocated in the stables in Gloucester Avenue, in an integrated system centred on the Railway Bridge and Oval Road.



By mid 19<sup>th</sup> century, rural Camden had been enveloped by the expanding metropolis. The 1861 Dispatch Atlas map [Fig. 13] shows the entire railway infrastructure in place. The canal and railways defined the urban morphology of this area and thereafter little change took place until the early years of the 20<sup>th</sup> century.

Due to the terminus of the London & Birmingham Railway being transferred to Euston, the land at Chalk Farm and the Goods Yard were opened up for train maintenance and goods' handling.

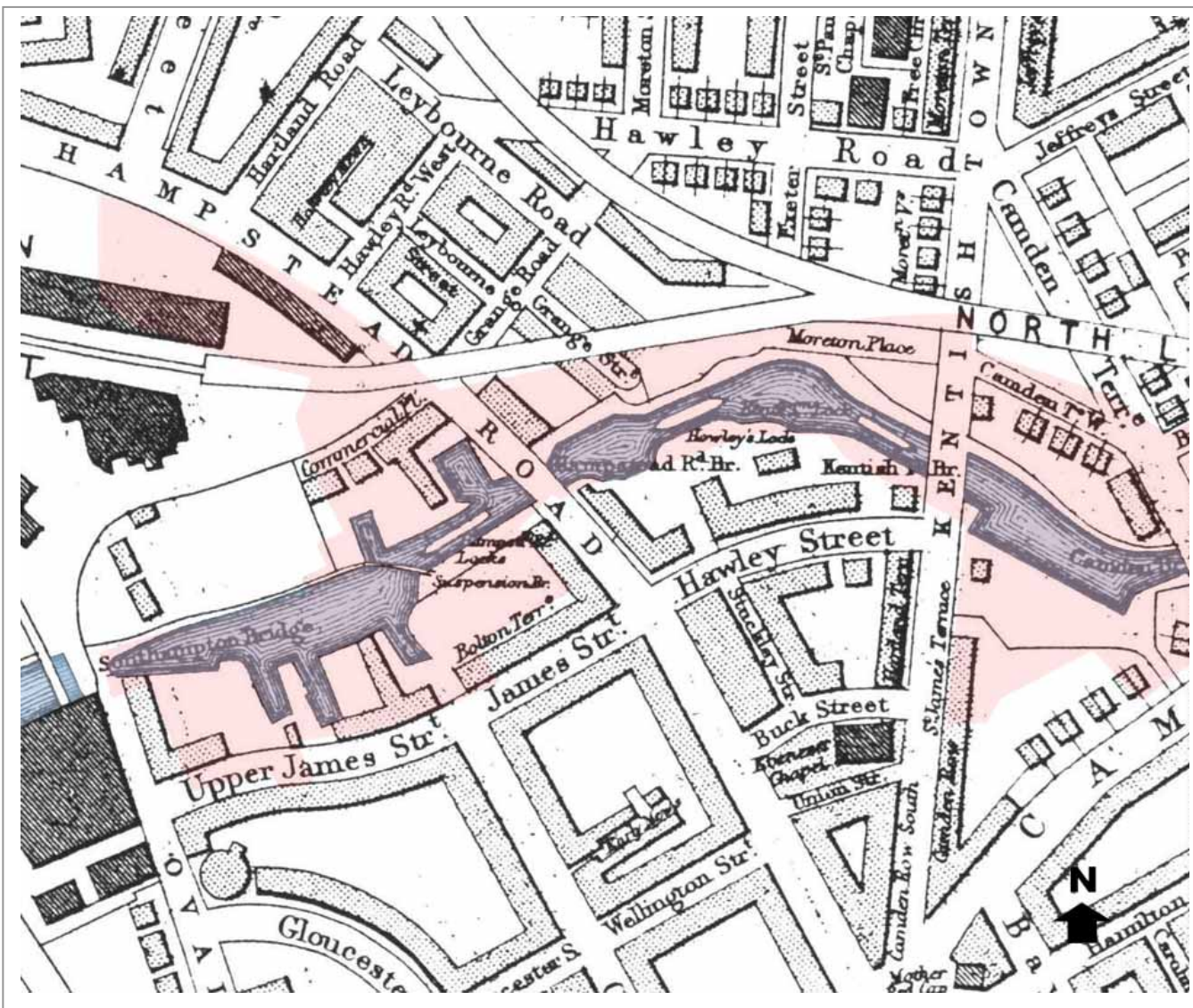


Fig. 13 Extracted from the 1861 Dispatch Atlas Map. Regent's Canal Conservation Area shaded pink.

In 1846, a continuous wall was built to enclose the area in Camden. It originally stretched along Chalk Farm Road from the railway bridge to the Roundhouse. Today half of it has been demolished to create a petrol station and the new access road to Safeway supermarket.

The Roundhouse, designed by Robert Benson Dockray and built by Branson & Gwyther in 1846-7, was probably the most important building of the railway construction age remaining in Camden Town, and was one of a number of structures that were sited in the goods yard. It was originally intended to service freight train engines as there was a separate engine house of rectangular form to service the passenger train engines.

The North London Railway Act was passed in 1846, to connect the West India Docks at Blackwell to Camden Town. The construction of these eight miles of railway on extensive viaducts progressed very slowly, and only in 1850 reached Camden Town before extending to Hampstead Road the following year.

The extension of the railway to Euston and the building of the North London Railway line affected the redesign of the Camden Goods Yard. The site, (now occupied by the Stables market) was in fact redeveloped between 1854 and 1856. The four blocks replaced an original complex of stables destroyed by a fire in 1853. The horse hospital, the North-West building standing today on the site, was a later addition built in three phases between 1883 and c.1895.

The 1870-73 OS map [Fig. 14] shows Camden Town fully built up after the major transportation changes had occurred. The original Camden Road station, built in 1868 by the Midland Railway, was situated immediately after the 205 yard Camden Tunnels (on the corner of Sandall Road and Camden Road). It closed in 1916, and a garage stands on this site today.

The present Camden Road station (located at the corner of Royal College Street and Camden Road), originally called Camden Town station, was built close by on the North London Railway. It opened in December 1870 and was renamed in 1950.



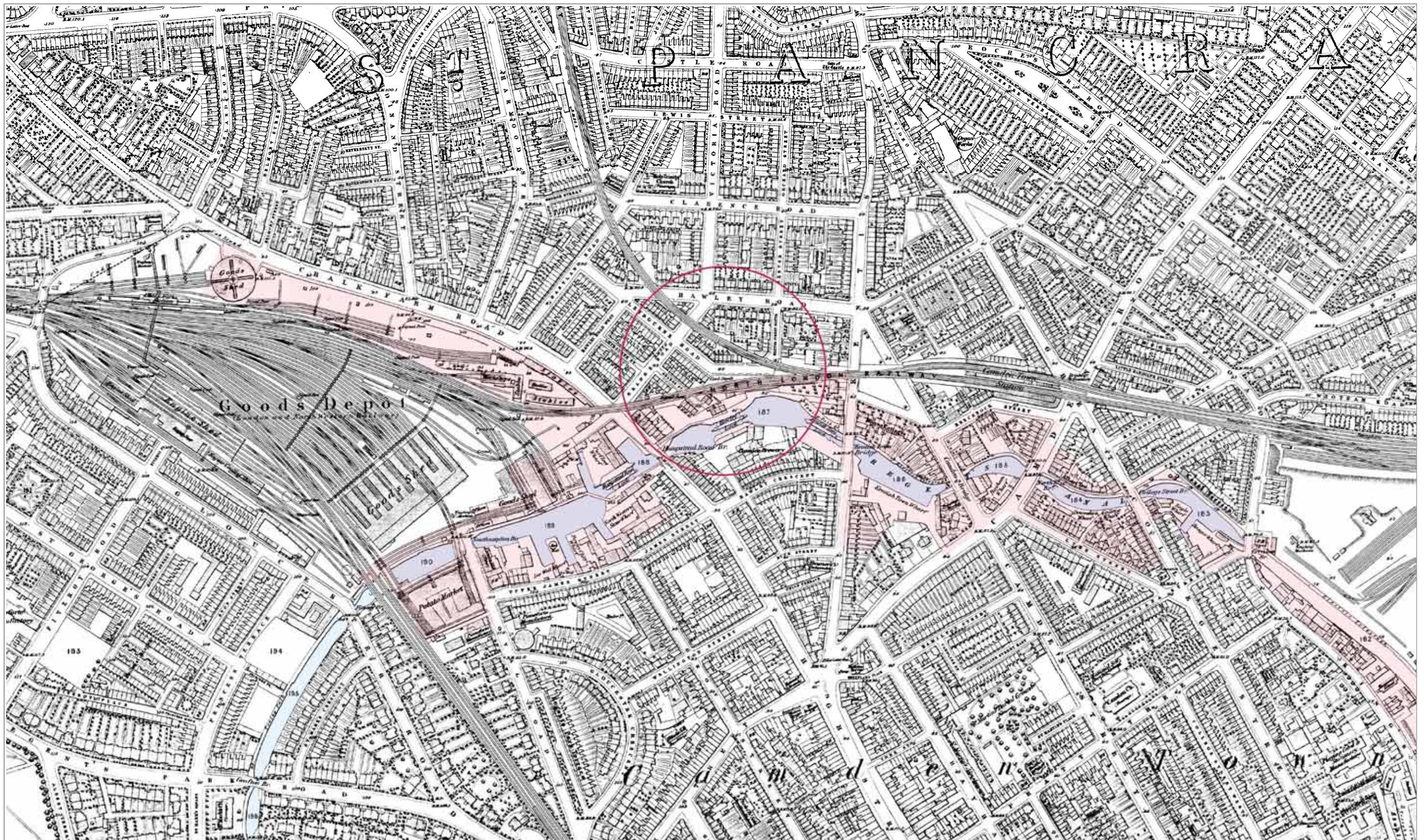


Fig. 14 Extracted from the Ordnance Survey 1870-73. Regent's Canal Conservation Area shaded pink and the site in red..



The improvements to transport provided employment for the local population, and brought the first Irish settlers to Camden, a process accelerated after 1840 following a terrible famine in Ireland. Industry and commerce were attracted to the district by the good transport facilities. Piano manufactures, like Collard & Collard and brewers found Camden Town a convenient location for their factories. Other major commercial businesses included Gilbey's, the wine importer and spirit distiller, which was established in Camden. Their long association with Camden Goods Yard started in 1869 when they began to negotiate for a lease on the railway building known as 'A' Shed which provided four floors of an area that amounted to two acres per floor. This was being used to store potatoes, flower and grain with the brewers Thomas Salt & Co. The following year, the Railway Co leased Camden Flour Mills, which had just been destroyed by fire. Gilbey's built a Gin Distillery on this site [Fig. 15].



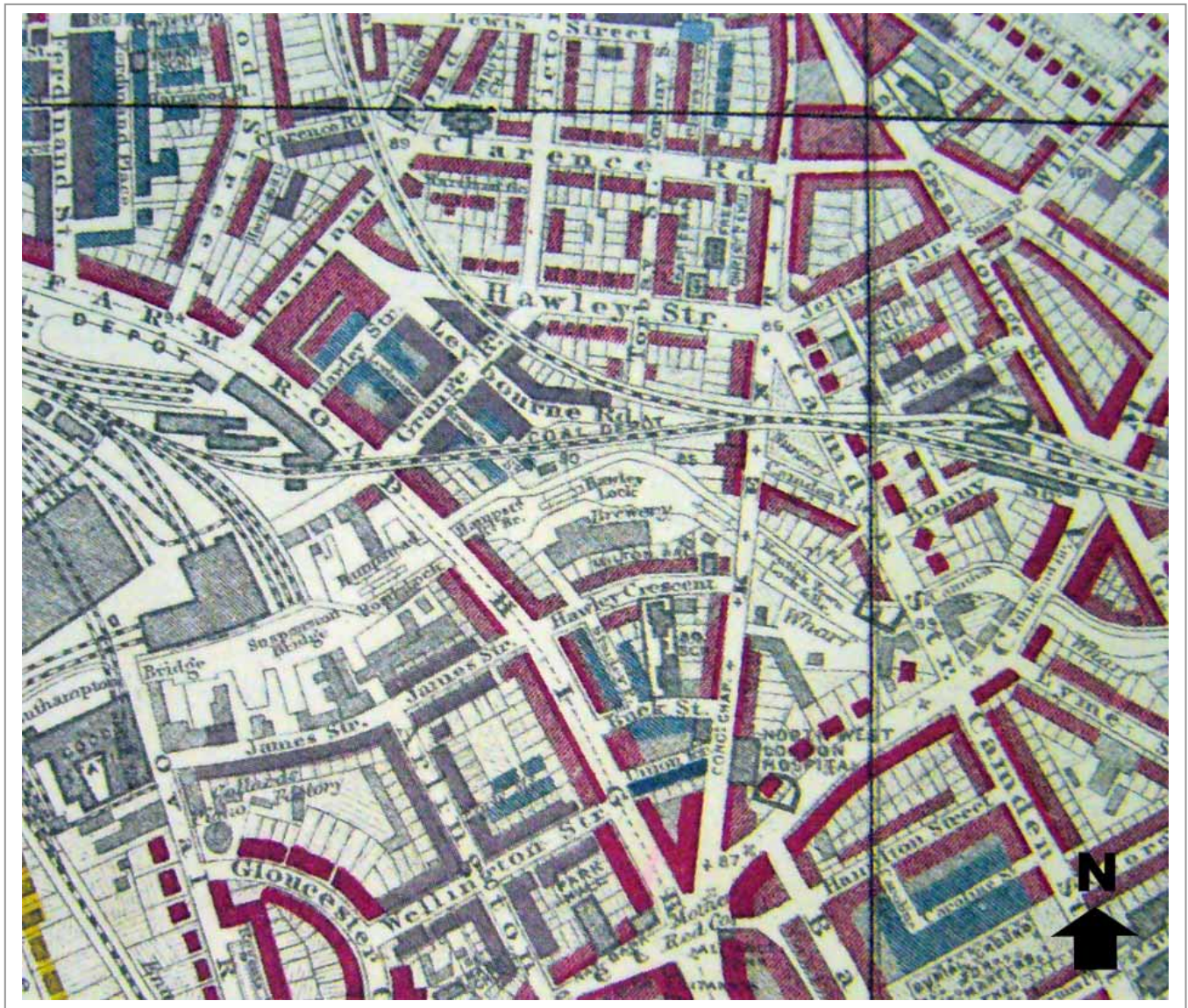
**Fig. 15** The buildings of the wine importer and distiller Gilbey at its zenith. Drawing of Camden Town dated late 1890s. Looking North from the vicinity of Oval Road.

Gilbey's also took out a lease on the Roundhouse from June 1871, and it became one of their bonded warehouses. All the Railway leases were timed to expire in 1890 but they were renewed and Gilbey's remained to dominate the old Goods Yard. By 1914 the firm occupied 20 acres at Camden and every day a train, known as the 'Gilbey Special' left for the London Docks.

The trade on the canal, from late 1830's until the late 19<sup>th</sup> 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 the Second World War.

Towards the end of the 19<sup>th</sup> century, Camden Town became poorer and the population steadily increased, as evidenced by Booth's 1889 Poverty map of London [Fig. 16]. According to Booth, there were few wealthy residents (with three or more servants) the richest people being the shopkeepers whose businesses lined the main streets. Behind were pockets of poverty. Chalk Farm Road and the

other main roads were lined with houses of the "well to do" (one or two servants), considered 'wealthy' and shown in red. Behind, were rows of streets coloured the light blue of poverty (Poor, but not in want).



**Fig. 16** Extracted from the Poverty Map of London 1889, by Charles Booth.

The streets are coloured according to the general conditions of the inhabitants, as under:

Lowest class. Vicious, semi-criminal.	Fairly comfortable. Good ordinary earnings.
Very poor, casual. Chronic want.	Middle class. Well-to-do.
Poor 18s. to 21s. a week for a moderate family.	Upper-middle and Upper classes. Wealthy
Mixed. Some comfortable, others poor.	

A combination of colours - as dark blue and black, or pink and red - indicates that the street contains a fair proportion of each of the classes represented by the respective colours.



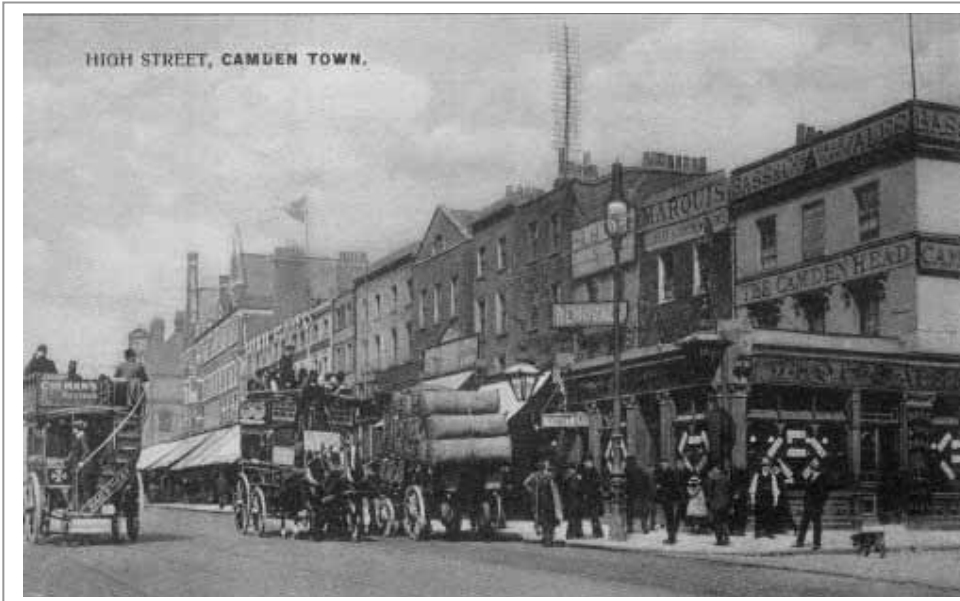


Fig. 17 Horse buses in Camden High Street, looking North, from the junction with Pratt Street, c.1904. In the background the shop awnings and flag mark the site of the prominent premises of Bowman Brothers, Camden's leading store.



Fig. 18 Camden High Street, from the junction with Inverness Street, c.1904. The four buildings on the right, north of the tube station, have all been demolished and an open air market established on their site. The Bucks head pub still stands at the corner of the Buck Street, minus its corner pub sign.



Fig. 19 Camden Town Tube Station, 1925. It was originally on the Hampstead Tube, and later in 1924 was linked to the City and South London railway at Camden Town, and now part of the Northern Line.



Fig. 20 Camden High Street, from the junction with Inverness Street, 2006. On the right the market open air structure has substituted the early buildings established on their site. The Bucks Head pub still stands at the corner of Buck Street, but its mansard roof has been replaced by a flat modern roof.



Fig. 21 Brown's diary, No. 1 Kentish Town Road, c.1903. The diary was moved to Park Street in 1903, as its premises had been bought for demolition by the Charing Cross, Euston, and Hampstead Railway Company for the construction of the Tube Station (See Fig. 18). Previously the site of the workhouse and Mother Red Cap.



Fig. 22 Chalk Farm Road, looking North, c.1904. from the Roundhouse. Chalk Farm Tube station, designed by Leslie Green and was opened in 1907 is visible at the distant centre.



By the early years of the 20<sup>th</sup> century the situation had deteriorated. In the public's imagination, Camden Town became an underworld of decaying dwellings. The town was by then fully a part of inner London, connected to the centre by numerous transport links. Only a few years after the abolition of the tolls, tracks were laid along the main roads to carry horse trams [Fig.17]. From 1909-10 the tramway was electrified and there was a service between South End Green and Tottenham Court Road, via Chalk Farm Road and Camden Town.

Many notable landmarks date from this period, including the Working Men's college, Arlington House, the Camden Theatre, Goldington Buildings and the two underground stations. The opening of Camden Town Underground station in 1907 marked the final integration of once rural Camden into the wider City. The station was built at the junction of Kentish Town and Camden High Street, on the site where, in the 18th century, there stood the old parish workhouse and later, from 1809, the former Brown's Dairy [Fig. 21].

In the Edwardian era, Camden High Street had quickly developed into the main shopping street [Fig. & Fig.18Fig. ], with Parkway, Plender and Royal College Street as close rivals. Apart from Bowman's furniture store, the shops were mainly small family run specialist businesses such as herbalists, tripe dressers and saddlers, while Chalk Farm Road, remaining less busy, developed very little [Fig. 22].

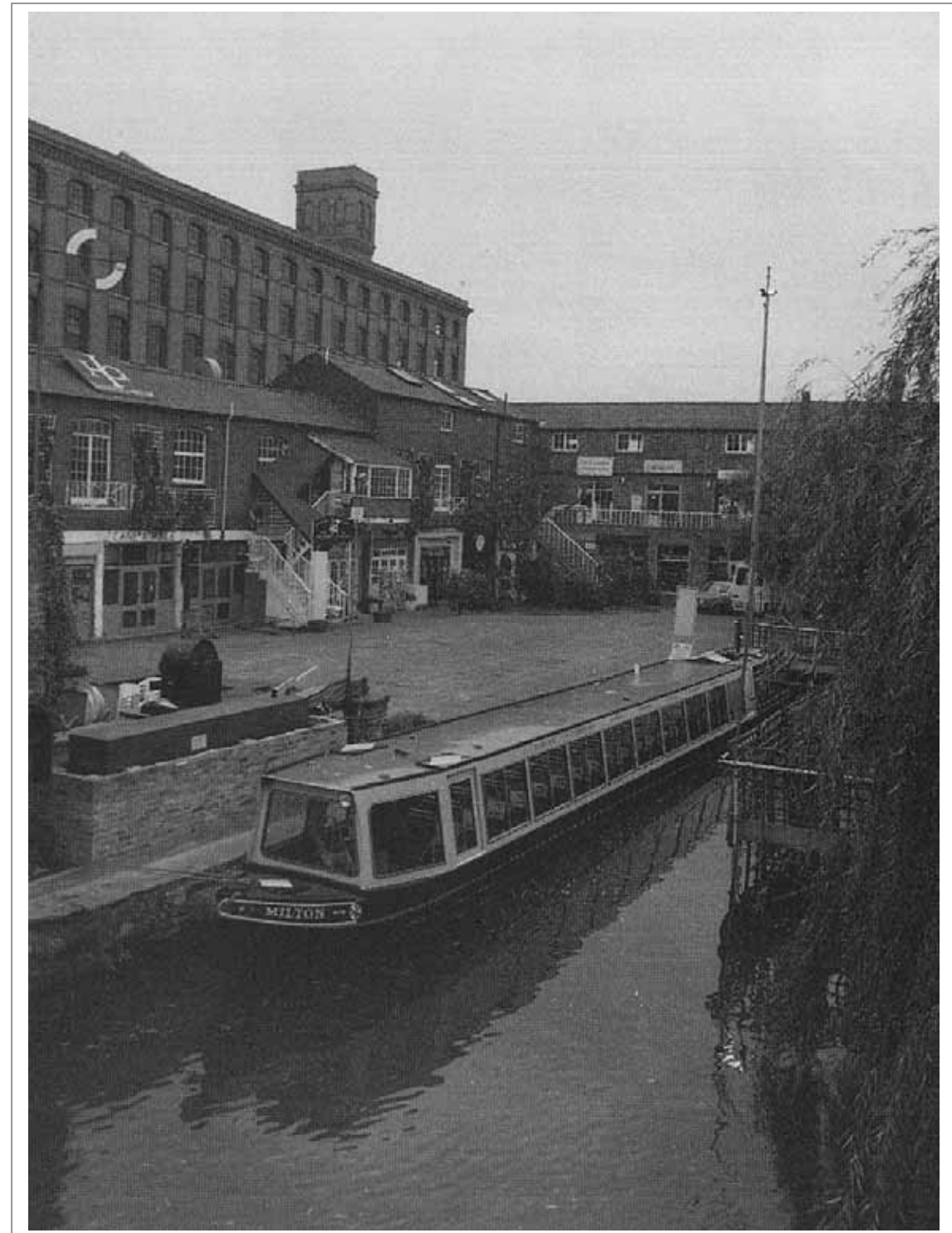
During the "depression" era of the inter-war period, Camden Town continued its social decline. Even more houses were being converted to multiple occupation, often with inadequate cooking and washing facilities.

The deterioration into slums initiated St. Pancras Borough Council to build new blocks to replace houses that had become unfit for habitation.

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.

In 1948, along with other transport systems, the canal which in 1929 had merged into the Grand Union Canal Company together with the Grand Junction Canal, and the Warwick Canals, was nationalised. It came under the Docks and Inland Waterways Executive, a part of the British Transport Commission, which traded under the name "British Waterways". The British Transport Commission was split up in 1963 and the British Waterways Board, who still own and operate the canals, took over.

In the 1960's, encouraged by Government initiatives to relocate outside London, many industries, including Gilbey's, began to drift away from Camden Town. The area fell into decline and was further blighted by the Motorway Box scheme; a plan to encircle inner London. At Camden Town there would have been an enormous three level interchange and a roundabout linked to a Camden Town bypass, if the plan had materialised. Due to many objections, especially from the Westway Road scheme in Paddington, there were delays, resulting in the plan being abandoned. However, the uncertainty about the future of Camden was a deterrent for business. In the mid-1970's, small businesses collapsed, shops lost most of their trade, and public grants were not available for public works or housing repairs. In the meantime, as the rent in the early years of the 1970's went down, many artists and craftsmen moved to Camden Town an area long known for its bohemian character.



**Fig. 23 Camden Lock Market, Dingwall's Wharf, 1990.**

In 1971 some of the old industrial buildings and land standing on Camden Goods Yard, including T.E.Dingwall's timber yard [Fig. 23], were leased from British Waterways Board by three young men, who in 1972 sub-let some of these buildings on short leases for craft workshops. Soon afterwards, a weekend market was started on cobbled open yards nearby. The market's accent was on traditional crafts, but then broadened to include a wide variety of goods including antiques, and clothing with a scattering of food stalls.

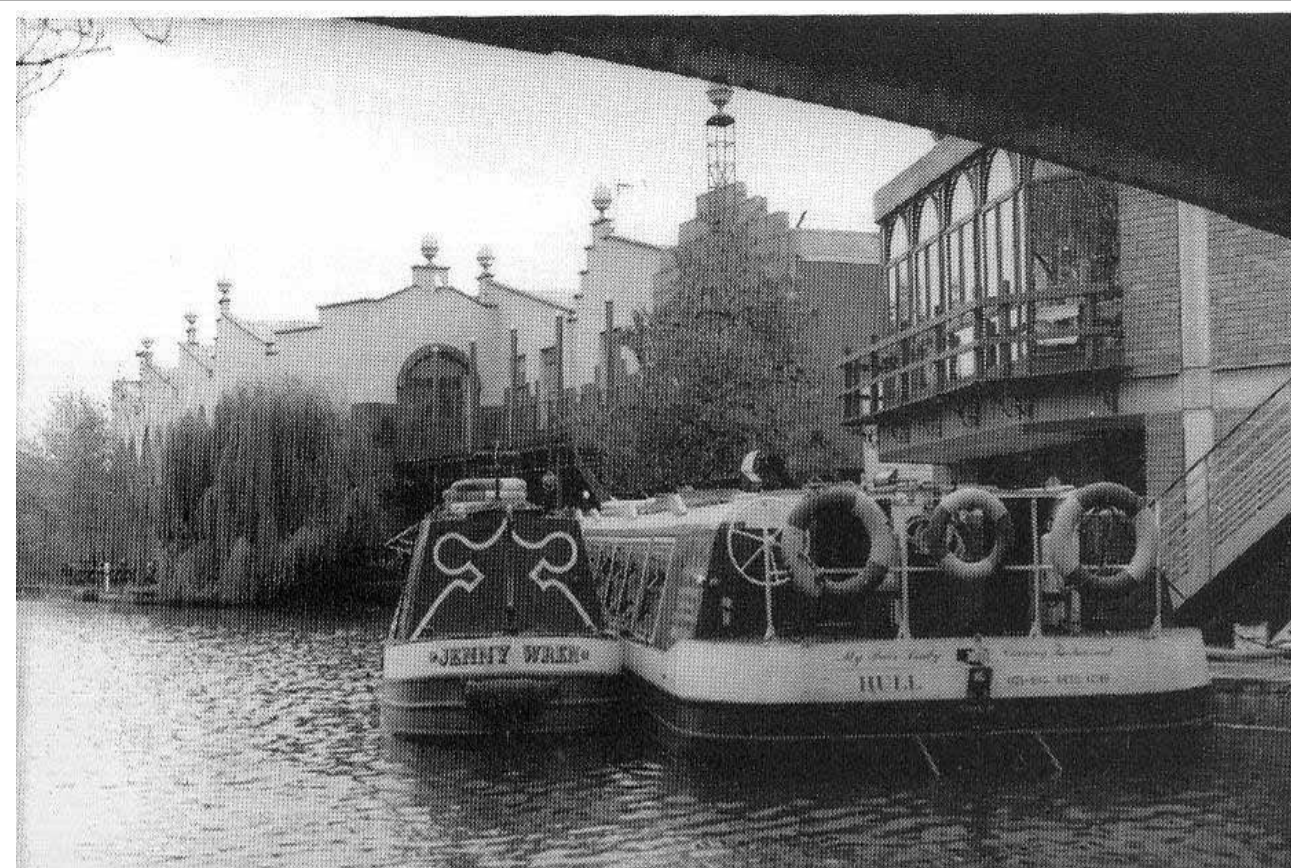


By 1985 the area became so popular that three other markets had opened on or near Chalk Farm Road. Most of the businesses between Camden Town and Chalk Farm Underground stations had changed hands and became shops and restaurants catering mainly for visitors, rather than for locals.

The building of new studios, with its famous giant egg cups on the roofs of Britain's first Breakfast TV station (TV-am) [Fig. 24] (and now the London home of MTV) set the pattern for an influx of increasing numbers of international media companies which have changed the business face of Camden Town over the past 10 years.

The conversion of wharves and warehouses around Camden Lock on the Regent's Canal to craft markets in the 1970's ensured Camden Town's future as one of London's top tourist attractions. The canal has since become a leisure facility with increased use of the towpath which has been opened up to the public. A regular boat trip service runs between Camden and picturesque Little Venice in West London, where the canal meets the Grand Junction near Paddington.

In April 1965, the London Borough of Camden was established, incorporating the former Metropolitan Boroughs of Hampstead, Holborn, and St. Pancras.



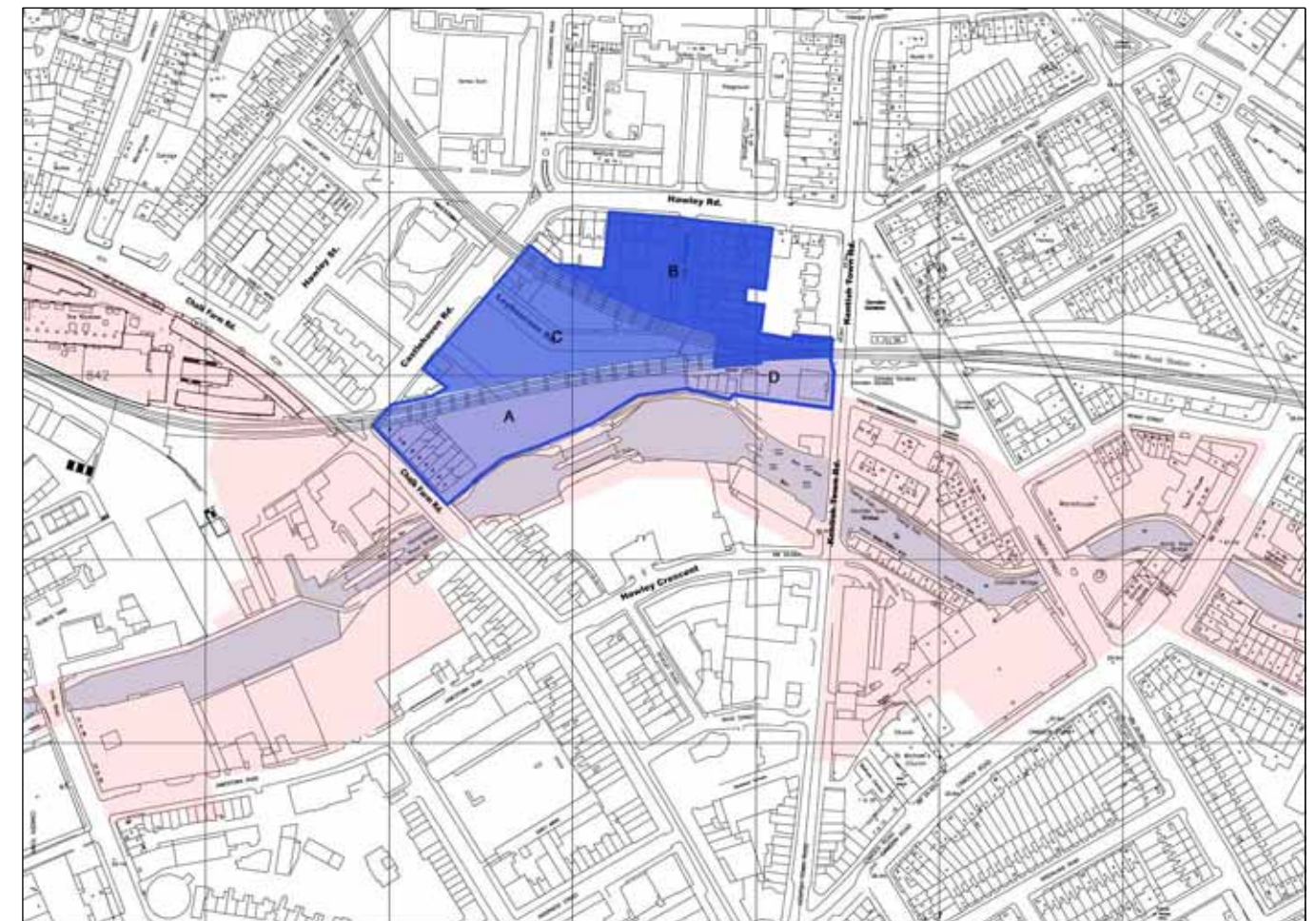
**Fig. 24** The building refurbished by Farrell for the TV-am building, 1990. It is located between the Regent's Canal and the Hawley Crescent. The site was formerly occupied by the Camden Brewery and later by Henley Garage.

## 2.2 The origins and Historic development of the site

The development of the site [Fig. ] overlaps the social and urban history of Camden Town and Regent's Canal Conservation Area.

The site marked Area A in Fig.25, included in the Regent's Canal Conservation Area is now occupied by a row of terrace buildings (no.1-9 Chalk Farm Road) and the Canal Market. It's present configuration was reached in 1850-51 when the railway was built adjacent to the site and after the Hawley Estate was laid out. Major alterations have taken place since; in particular the site was partially cleared in the 1980's and later occupied by the stalls of the Canal Market. In February 2008 the whole area was affected by a major blaze; only a few buildings remain but in very bad condition.

The sites identified as Areas B, C and D in Fig.25, outside Regent's Canal Conservation Area, reached its present configuration in the 1840's when the Hawley Estate was laid out, and only marginally altered by the construction of the railway. Apart from the construction of a couple of light industrial buildings in the 1980's, and other minor alterations, the site has retained much of its early appearance and character.



**Fig. 25** The application site: identification of plots and buildings, based upon OS, 2006. Regent's Canal Conservation Area in pink and the site in blue.







Although London was already spreading rapidly at the start of the 19th century, the site, as shown on the 1801 Parish Map [Fig. 26], was still an open field.

The site, together with all the land bounded by today's Camden High Street, Chalk Farm Road, Hawley Road and Kentish Town Road, were the old demesne lands of Tottenham Manor, and used by the village of Kentish Town. They may have dated back to the 15th century when the common land here was called Holt's Green. The 40 acres of meadowland, irrigated by tributaries of the River Fleet, were held in 1761 by Dr James Hawley of Leybourne Grange, Kent. His son, Sir Henry Hawley, went into partnership with Lewis Buck of Hartland Abbey, Devon, and together in 1815, they laid out part of the land as picturesque gardens.

The Greenwood map [Fig. ] shows the Regent's Canal being completed with what appears to be a substantial building adjacent to Hawley Lock. This seems too large for a lock keeper's cottage, but may have incorporated that use and possibly some other functions in connection with the canal and the three adjacent locks. A warehouse or wharf would not be located so close to a lock.

However, the major intervention of the period after the building of the canal, concerned the site on the opposite side of Pancras Vale, today occupied by the Camden Lock market.

A few years later, in 1834 [Fig. 28], the sites were still occupied solely by one construction, probably the lock keeper's cottage. The canal's banks appear to be transformed into a wharf, as they are not shown as fields anymore. On the opposite side of the canal, along Kentish Road and outside the subject site, the Hawley Cottage was built.

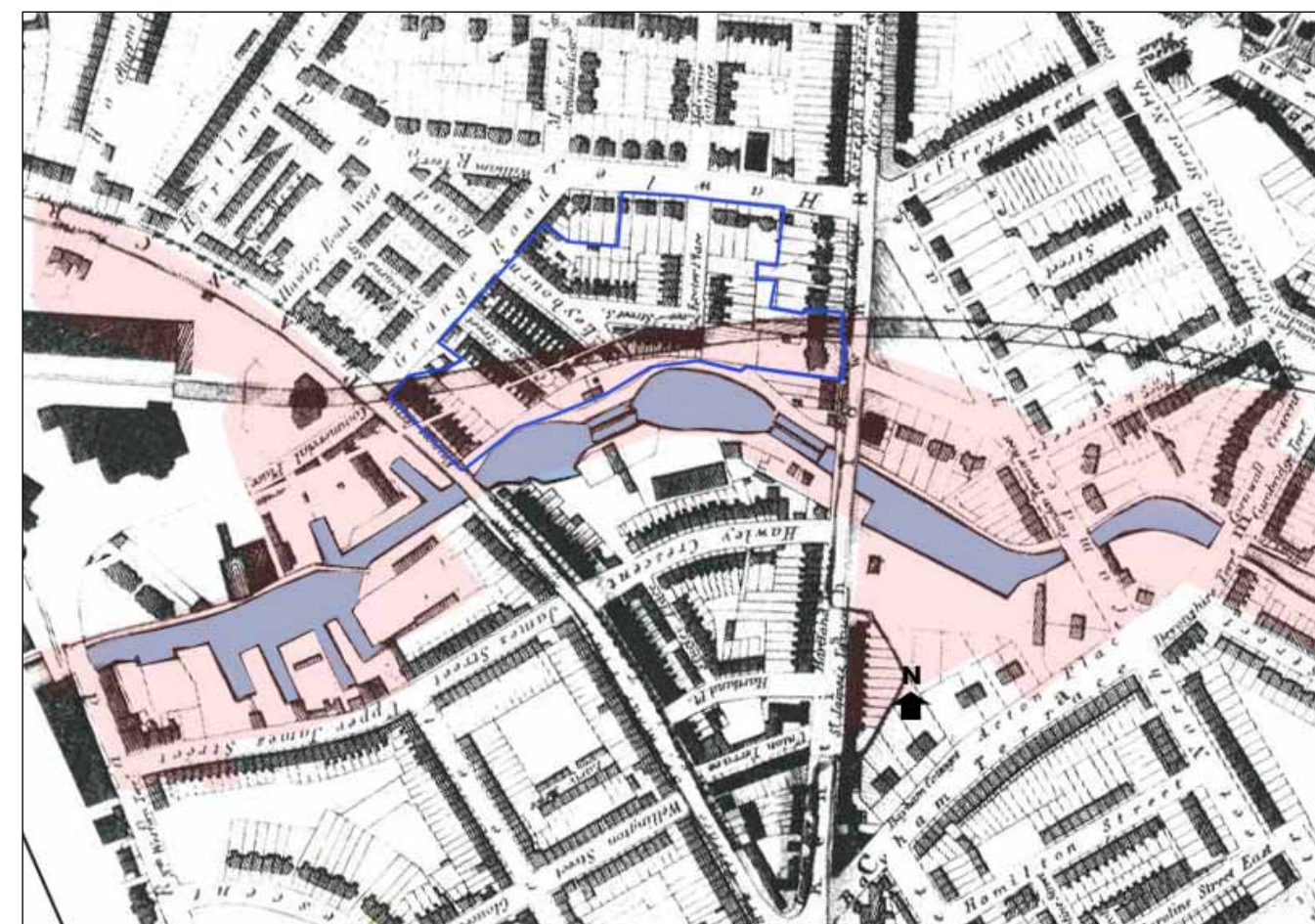
The respective descendents of the Hawley and Buck families (Sir Joseph Henry Hawley, George Stuckley Buck and Lewis William Buck) decide to lease the land for building from 1835 and the development was completed by the 1840's.

A map of the Hawley Estate dated 1844 [Fig. ] shows that the area, surveyed in 1843 and 1844 by Messrs Dent & Son, was fully developed by 1844. All the streets between St. Pancras Vale and Kentish Town Road, up to Prince of Wales Street were laid out. In particular, the following streets, adjacent the site, were formed: Grange Road (today's Castlehaven Road), Hawley Road, Grange Street (today's Haven Street), Leybourne Road, Exeter Street (now part of Leybourne Street), Exeter Street (now Torbay Street). This indicates a remarkable speed of development.

With reference to the site's Area A, included in The Regent's Canal Conservation Area, several buildings were erected between 1834 and 1844. A row of nine terraced houses, known as The Francis Terraces were built along Chalk Farm Road, on the site of today's Nos. 1-9 Chalk Farm Road. The 1841 Census indicates that three terraces were already erected by the year 1841: Nos. 1,2 and 3, Property No.2 was occupied by 13 persons in working class occupation, including an Italian sculptor, an artist, a flower seller, a glass dealer, a railwayman and a milliner and their respective families. The remaining 6 terraces were built between 1841 and 1844. A second row of terraces were constructed parallel to the Francis's but since demolished. Footprint of the early buildings may remain at the corner of the Hoven Street and Castlehaven Road. A row of ten terraces were also built parallel to the canal and then demolished following the construction of the Railway junction – The density of development extended to the canal towpath. The early building by Hawley Lock still remained hemmed in by houses.

The St. Pancras Map of 1849 [Fig. 30], shows the area just before the construction of the Railway junction and confirms the layout established few years earlier by the development of the Estate.

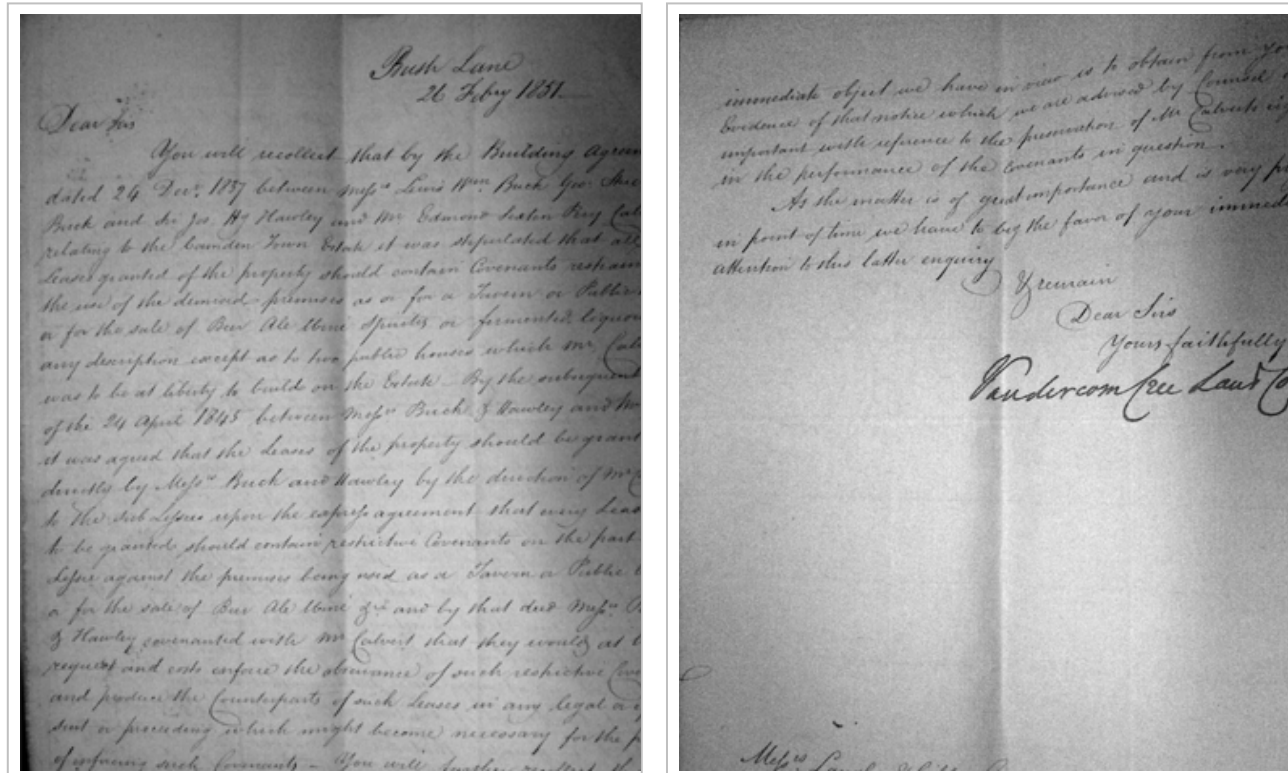
With reference to the site section B outside Regent's Canal Conservation Area, the following buildings were erected between 1834 and 1844: a row of eight terraced houses, along Exeter Street, partly demolished by the construction of the railway; a group of three semidetached houses along Hawley Road (Nos. 3,5 and 7 Hawley Rd); and the Grade II listed building (No. 1 Hawley Rd) with an attached outbuilding on the West side.



**Fig. 30** Extracted from the 1849 Parish Map of St. Pancras. Regent's Canal Conservation Area in pink and the site in blue.

A letter from Vandercom dated 26 February 1851 [Fig.] referred to an agreement made in 1837 between Bucks and Hawley on one side, and a Mr Calvert in the other; for which all leases granted for the properties on the Camden Estate should contain covenants restraining the use of the premises as tavern, public house or the sale of beer or liquor; except for two public houses which Mr Calvert was free to build. The purpose of the letter was to inform the Bucks and Hawley that in place of Nos.1 –3 Francis Terrace (today's Nos. 7-8 Chalk Farm Road), a new building had been erected and the tenant had applied for a license to open it as a public house, violating the covenant. According to the letter, the freeholds of the three houses, built by Simons and Clark, were acquired by the Railway Company in 1845. In fact, the North London Railway which reached Hampstead Road in 1851 and the terraces in question were on the projected route of the railway link between the East & West India Docks and Birmingham Junction.





**Fig. 31** Page 1 and 3 of a letter dated 26 February 1851 and conserved in the Hawley Estate's documents at the Camden Local Studies Library.

The map regression and this letter suggests that Nos.7-8 Chalk Farm Road was rebuilt between the end of the 1850 and beginning of the 1851 as a Public House. The pub, accordingly to the rate books and census<sup>2</sup> returns for the 1860's was called the Pickford Arms<sup>3</sup>. In 1874, as shown on the drainage records<sup>4</sup>, it had changed its name to the Carnarvon Castle.

Following the construction of the Railway Junction, the site was transformed considerably, as is shown on the 1870-73 Ordnance Survey Map [Fig. 32].

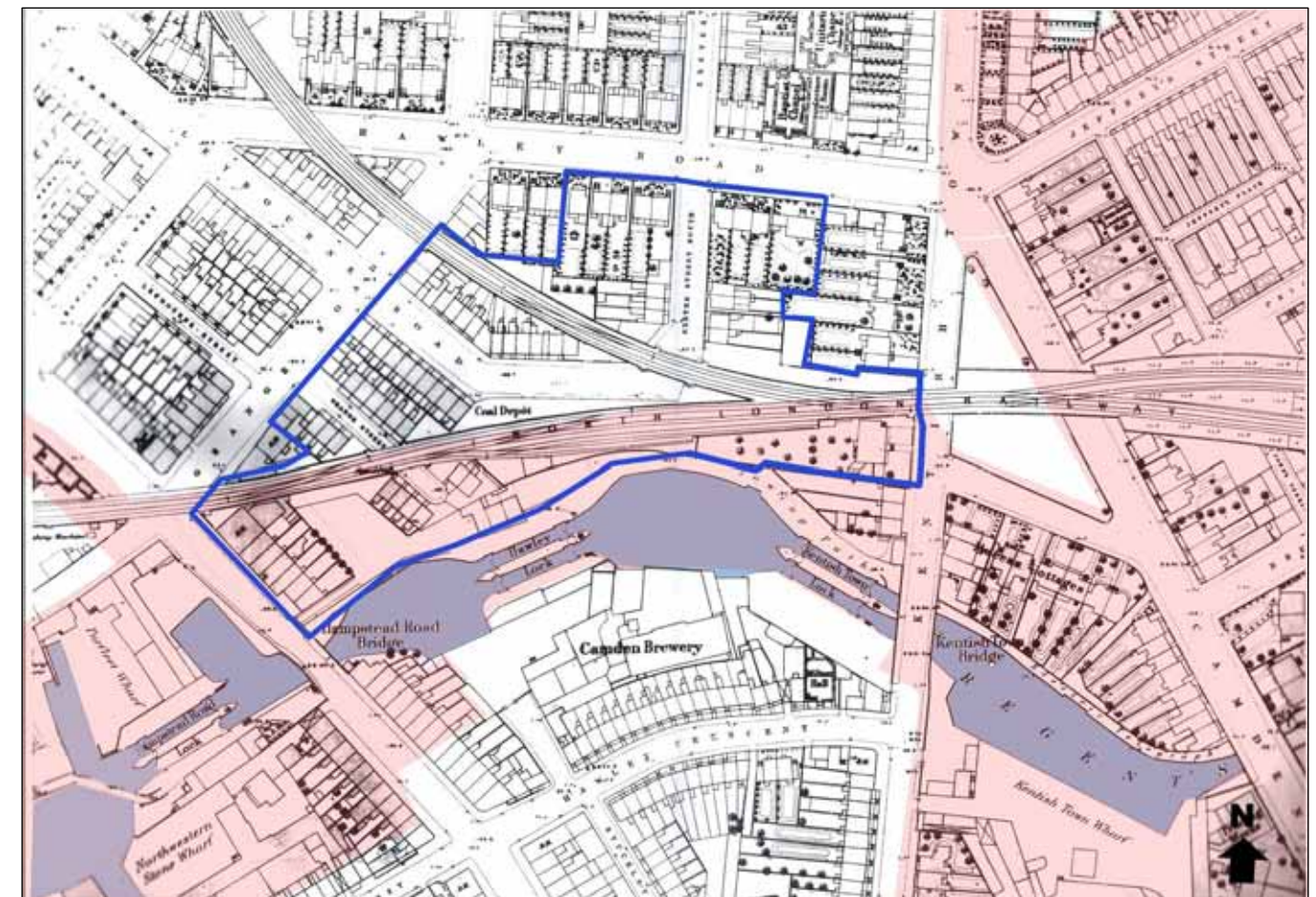
On Chalk Farm Road, a row of six terraced houses (today's Nos.1-6) and a public house were present while the site today occupied by No. 9 was still vacant. Along the canal, together with four terraced houses, parallel to those on Chalk Farm Road, the earlier building was still standing on the wharf although it appeared altered.

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. 33, 34, 35 and 36].

<sup>2</sup> Extracted from 1860's Census at the Camden Local Studies Library

<sup>3</sup> Camden Local Studies Library Kelly's Street Directory 1867

<sup>4</sup> Extracted from 1874's Drainage Survey of No.7-8 Chalk Farm Road, archived at the Camden Local Studies Library.



**Fig. 32** Extracted from the 1870-73 Ordnance Survey Map. Regent's Canal Conservation Area in pink and the site in blue.

Between the date of the previous map and the 1894-6 Ordnance Survey Map [Fig.37], several changes occurred to the site.

On site A a new building was erected on the previously empty plot next the pub and adjacent to the railway. Accordingly to the map regression and the drainage records<sup>5</sup> [Fig.3 9], No. 9 Chalk Farm Road was built in 1874. The application was presented by Veumore of Clement of the Carnarvon Castle pub. The remaining terraced houses to the right of the pub had all developed some sort of extension or outbuilding in the backyards. Behind those buildings a square industrial building was erected, which is identified as a mill in later maps. The space adjacent the large footprint building is clearly marked as Hawley Wharf.

<sup>5</sup> Extracted from 1874's Drainage Survey of No.7-8 Chalk Farm Road, archived at the Camden Local Studies Library





Fig. 33 The old narrow brick Hampstead Road Bridge, 1876. The site on the left.

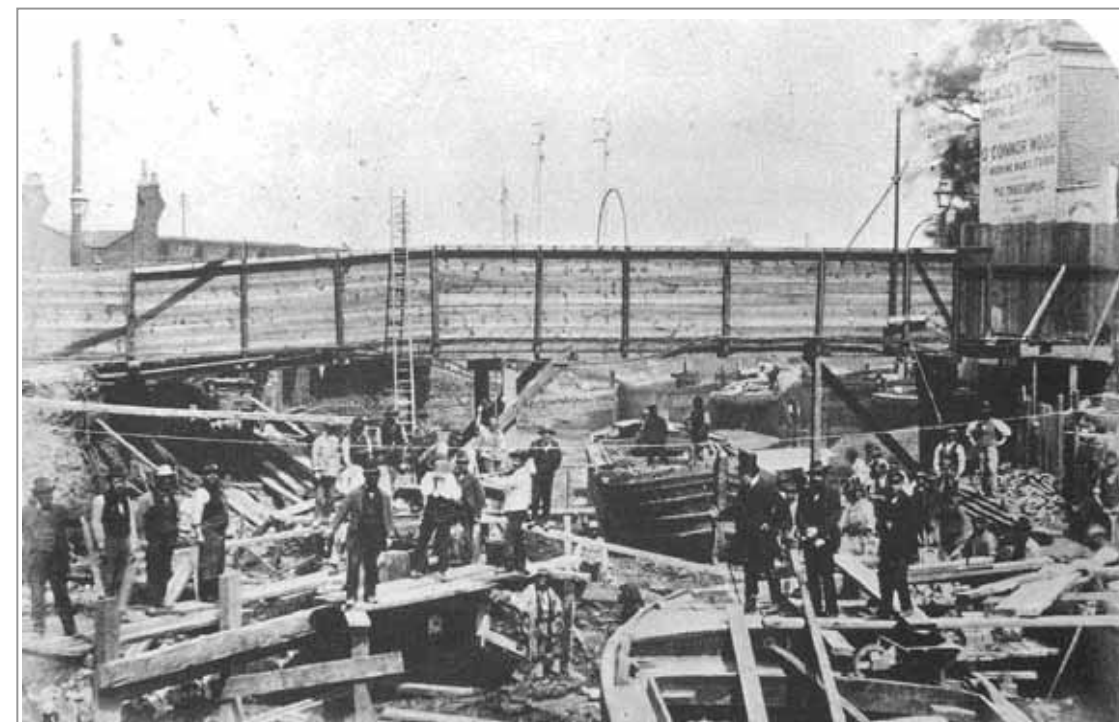


Fig. 35 The newly constructed Hampstead Road Bridge, 1877. In the background, on the left, Nos. 1-2 Chalk Farm Road. Looking north-east, note the absence of trees.

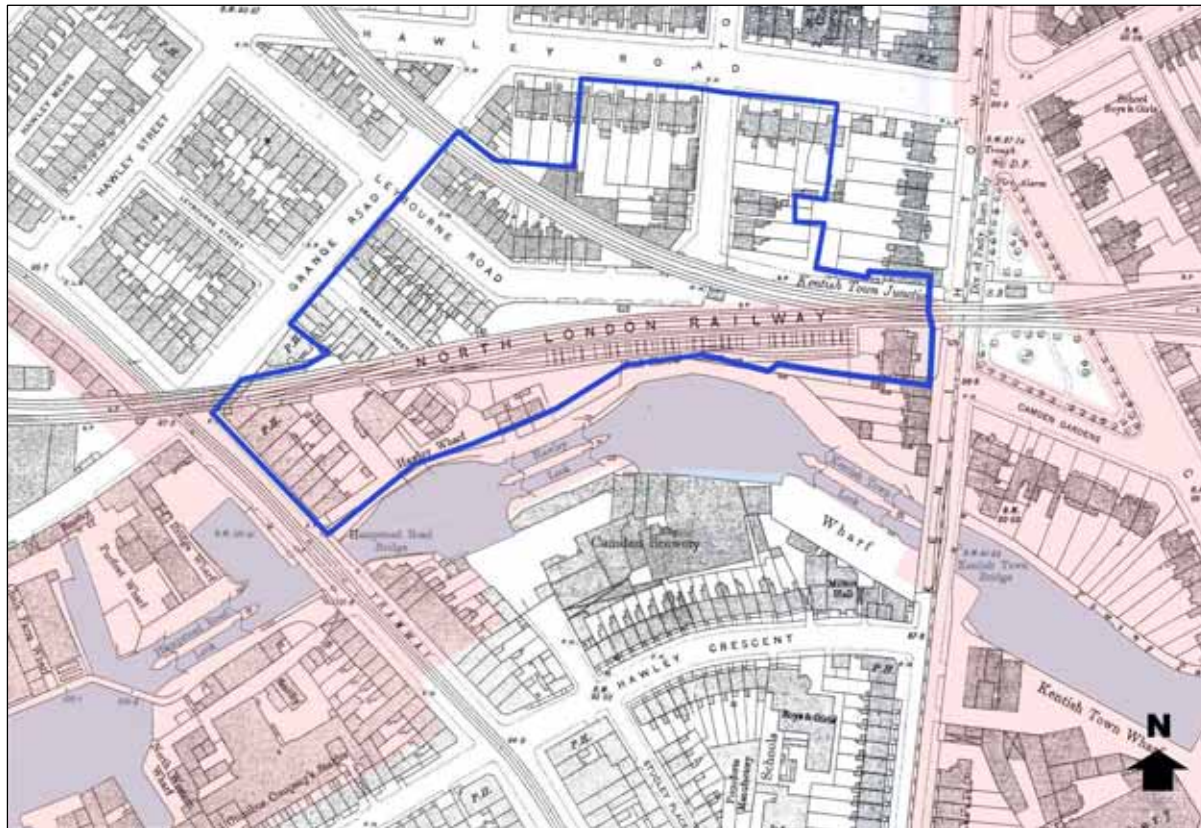


Fig. 34 The Construction of the iron Hampstead Road Bridge, by St. Pancras Vestry and Metropolitan Board of Works, 1876.



Fig. 36 The Hampstead Road Bridge, 1990. In the background, on the left, Nos. 1-2-3 Chalk Farm Road. On the left next to the bridge the late 1980s building.





This historical map shows the River Rye flowing through a residential and industrial area. The River Rye is depicted in blue, with the Rye Wharf and Rye Bridge labeled. The Rye Station is also visible. The map includes labels for streets such as Hawley Road, Gurne Road, and Crescent, and buildings such as the Rye School and the Rye Wharf. A blue line outlines the area of the Rye Wharf and the Rye Bridge. A north arrow is located in the bottom right corner.

[illegible]

21 © Stephen Levrant Heritage Architecture Ltd



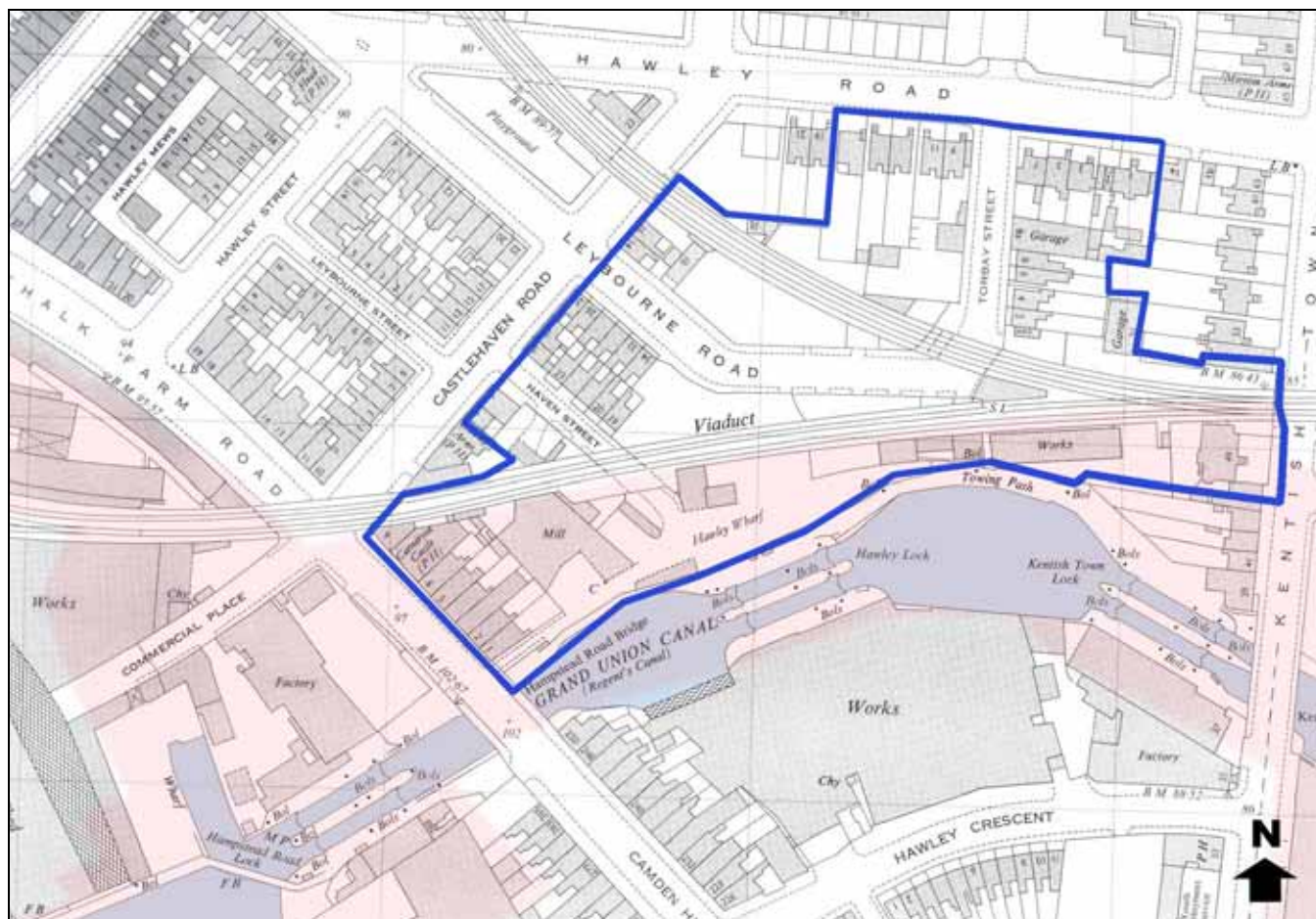
On Areas B, C and D minor changes occurred: outbuildings and small extensions were built in the backyard of the terraced houses along Exeter Street South and the row of semi-detached houses on Hawley Road. The property of No. 1 Hawley Road, the listed Grade II villa, appears divided into two along the West edge of the main building. The attached outbuilding was extended and five outbuildings were built on its 'L' shaped backyard.

In the following years, until 1934 [Fig. ], as shown on the Ordnance Survey Map, minor changes to the plan form and urban layout of both sites occurred.

On Area A, the large footprint industrial building on the Hawley Wharf was extended, up to the railway viaduct.

On Area C a large garage was built on the empty plot facing Exeter Street (now Torbay Street). The listed villa appear unchanged, however two outbuildings had been built in the backyard, and the adjacent building appears been transformed into a passage.

Between 1934 and 1962, as shown by the 1962 Ordnance Survey Map [Fig. 40] the three remaining terraced houses adjacent to the Hawley Wharf were demolished, as well as the early canal facility building close to the lock and the coal drops. Other light industrial buildings appeared on the map.



**Fig. 40** Extracted from the 1962 Ordnance Survey Map. Regent's Canal Conservation Area in pink and the site in blue.

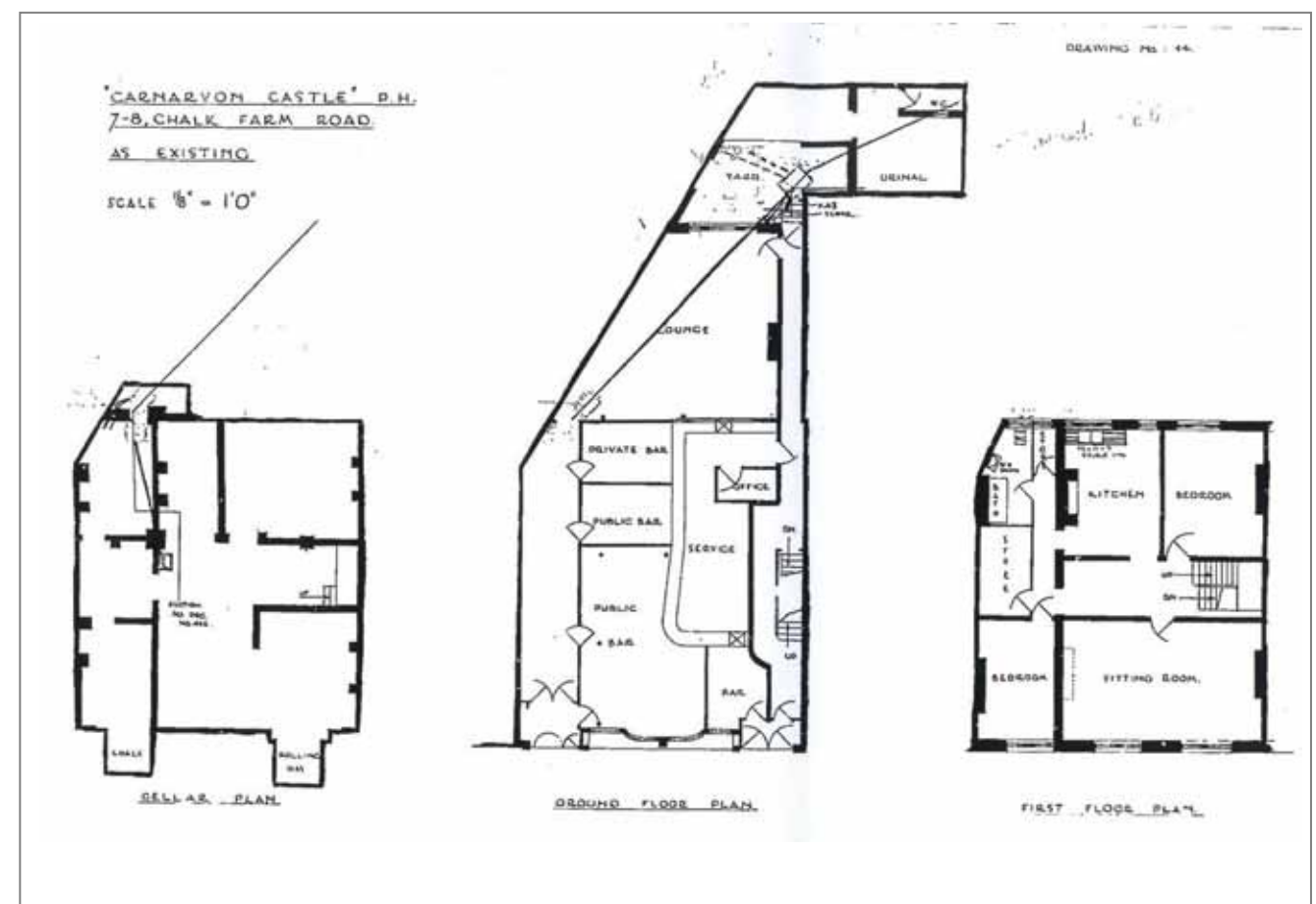
The map also shows that the canal basin on the West side of the bridge has been filled in, allowing foot path access to the locks and basins.

Sometime in the late 1980's the mill was demolished and later, in the 1990's, Area A was occupied by the canal market and Area D with the 4 storeys brick buildings on Water Lane and 47 Kentish Town Road.

The drainage records dated 1953 [Fig.41] of the Carnarvon Castle indicate that this building has been extensively altered. Substantial changes have been made to the plan form, in particular at ground floor level where the staircase has been removed, and to fenestration and finishes, mainly due to the changes of ownership and facelifts undertaken during the last 50 years. The pub underwent another major refurbishment by Taylor Walker in 1985.

Between the 1970's and today, all the terraced buildings underwent major refurbishment work and all the upper floors were converted into self-contained flats. This included lateral conversions that seldom retained the old staircase position.

Also in the early 1980's, the terrace houses between Castlehaven Road, Leybourne Road and Haven Street (Area B) were demolished and a light industrial building, Cameron House, erected in their place.



**Fig. 41** Extracted from 1953's Drainage Survey of No. 7-8 Chalk Farm Road. The public house still had at this time part of the early internal subdivisions, soon after altered by an open plan scheme for the pub.



## 2.3 Archaeological Issues

There are no Scheduled Monuments on the site, the subject site is partly located within the canal side Industry Archaeological Priority Area, the potential archaeological interest has to be established and confirmed by the relevant institutions.

A review of the report "An archaeological risk appraisal of building E Camden Stables Market, Chalk Farm Road, London"<sup>6</sup>, state that the site underwent intense urban development from the mid XIX century. No archaeological remains pre-dating the 19<sup>th</sup> century are anticipated, but a number of significant industrial remains, such as the railway viaduct and the canal, survive in good condition. The report also states that it is not realistic to anticipate further archaeological remains of national importance, for which national and local planning policies require the LPA to consider a presumption in favour of physical in-situ preservation (PPG 16 paragraph 8). The report also states that the site may contain archaeological remains; that can be appropriately mitigated through design or excavation.

## 2.4 Summary

The development of the site overlaps the social and urban history of Camden town and Regent's Canal Conservation Area.

The Regent's Canal was constructed in stages. The section from Paddington to Camden Lock was opened in 1816 and the remainder in 1820, while the North London Railway reached Hampstead Road in 1851.

The original Hampstead Bridge was built in 1815 and reconstructed in 1876.

In 1838 the London & Birmingham Railway was opened, terminating on the site of the present Stables market, on the West side of Chalk Farm Road.

The site was developed in phases starting in 1835 with the construction of a row of terraces houses and reaching the present configuration in the late 1980's.

Sir Joseph Henry Hawley, George Stucley Buck and Lewis William Buck leased their land for building, of which the site was part of from 1835. Development was completed by the mid-1840's.

<sup>6</sup> This report was prepared by AOC Archaeology Group (Author: Syann M. Brooks, Project Manager: Ken Whittaker) in July 2004. AOC Archaeology Group was commissioned to carry out an archaeological risk appraisal, in the form of a desk-based study, by Stanley Sidings Ltd, who was proposing to develop the site. The report identified the archaeological issues that should have been considered during various stages in the preparation of the scheme, including feasibility and risk assessment, design, planning and construction. The site of the proposed development scheme, on which the risk assessment was based upon, does not perfectly coincide with the subject site, in fact the area occupied today by Nos. 1-9 Chalk Farm Road was not included in the research and the archaeological potential were not explored. However, considering the common history and development of the whole area, the historical evidences and observations made in the report result useful for preliminary considerations about the potential archaeological remains in the area.

The row of terraces built along Chalk Farm Road were known as the Francis Terraces and they were originally numbered in reverse, with No.1 close to the junction with Grange Road (today's Castleheaven Road).

The early Francis Terraces Nos. 1, 2 and 3 were built between 1835 and 1841 and demolished between 1845 and 1850. The other houses (today's Nos.1 to 6) were built between 1841 and 1844, and still survive [Fig. 43 and Fig. ].

In 1845 the Railway Company acquired the freeholds of Nos.1, 2 and 3 Chalk Farm Road built by Simons and Clark, because these houses were sited on the projection of the East & West India Dock and Birmingham Junction railway link.

Building Nos. 7-8, was built at the end of 1850 in place of the early Nos. 2-3 Chalk Farm Road. It was a public house called The Pickford Arms which in 1874 changed its name to the Carnavon Castle and later became The Caernavon Castle. In 2000 the pub was renamed The Fusilier and Firkin when planning permission was granted for a change of name and installation of new signage.

No. 9 Chalk Farm Road [Fig. ] was probably built in 1874.

Between 1934 and 1962, the terraced houses adjacent the Hawley Wharf and behind the Francis Terraces were demolished to be replaced by light industrial buildings.

In the late 1980's the mill adjacent the Hawley Wharf was demolished.

The listed building No. 1 Hawley Road was built between 1834 and 1844 as part of the Hawley Estate development. Between 1873 and 1894 the property was subdivided and outbuildings built in the backyard, however the layout of the principal building remained unaltered.



Fig. 42 No. 9 Chalk Farm Road, 1903





Fig. 43 No. 6 Chalk Farm Road, 1903



Fig. 44 No.5 Chalk Farm Road, 1903



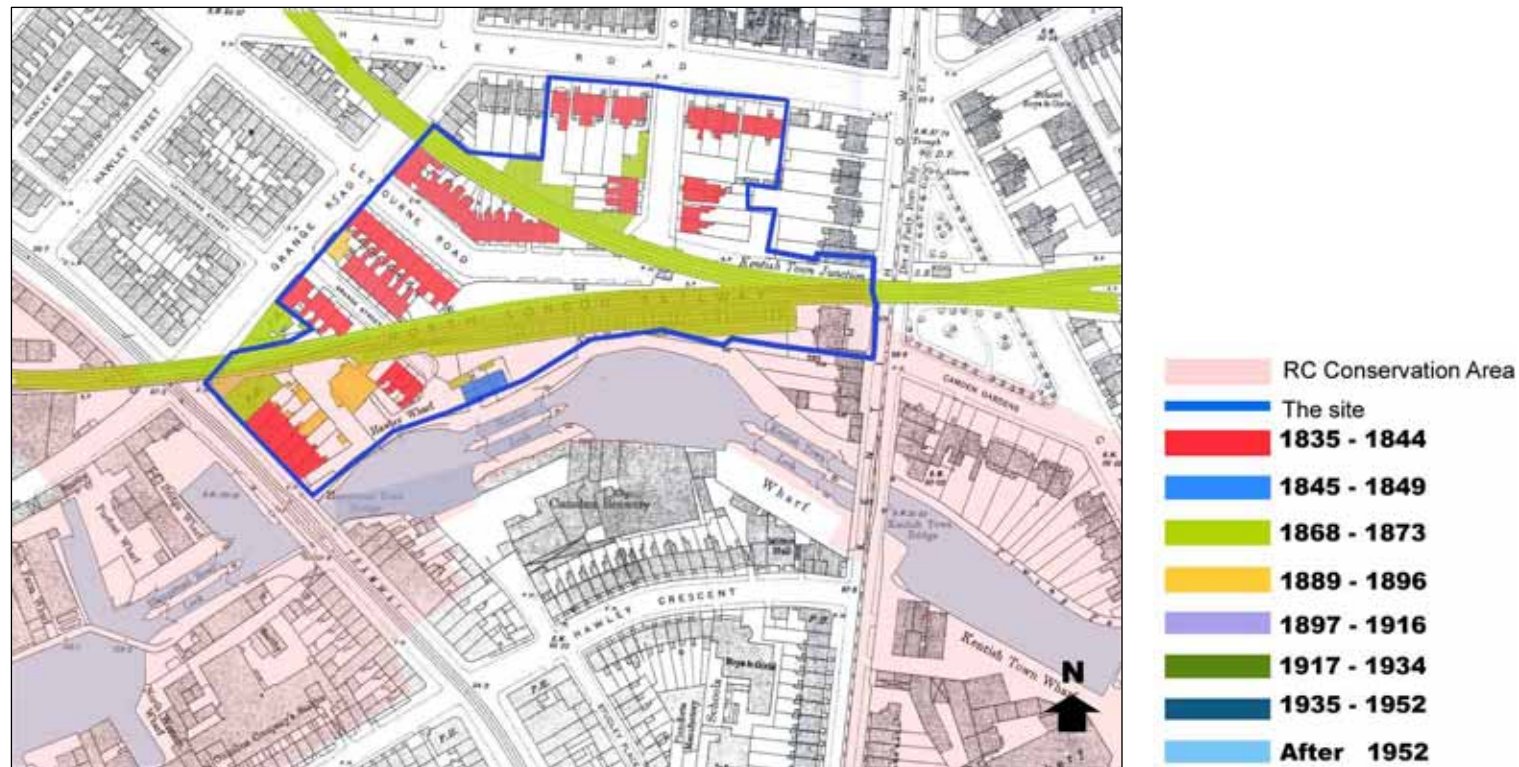


Fig. 45 Morphological plan, based upon the 1894-6 OS Map. Shaded in pink the Conservation Area, the site in blue.

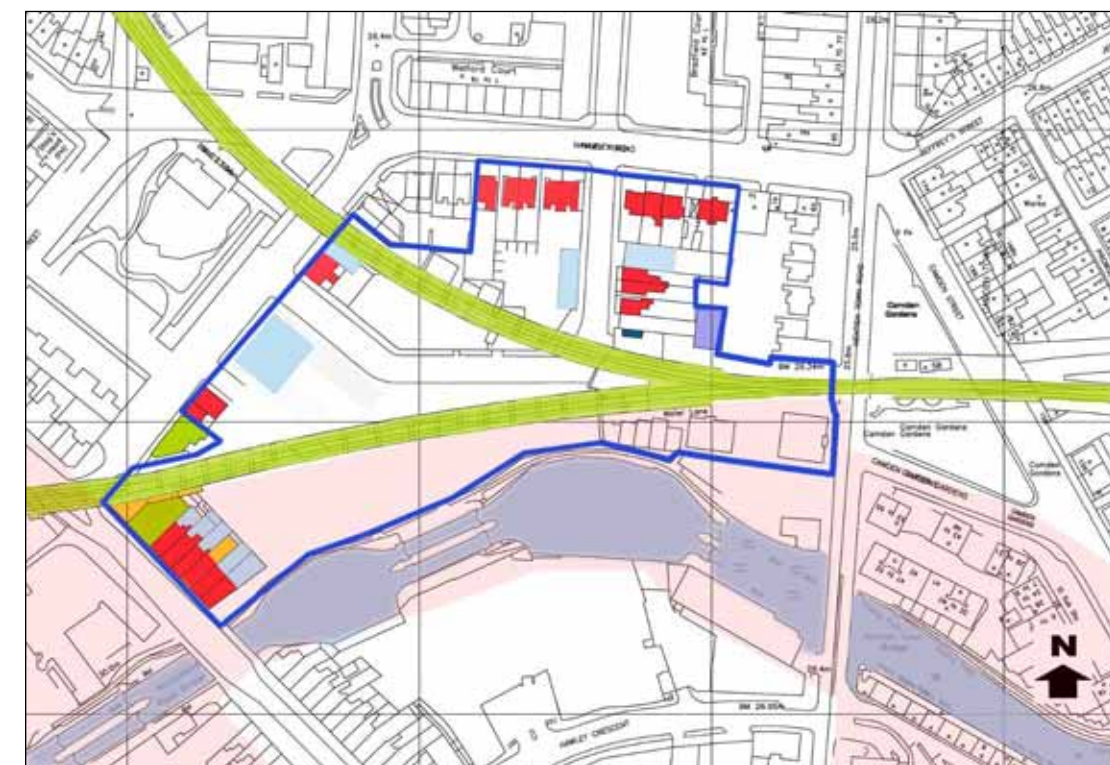


Fig. 47 Morphological plan, based upon the 2005 OS Map. Shaded in pink the Conservation Area, the site in blue.

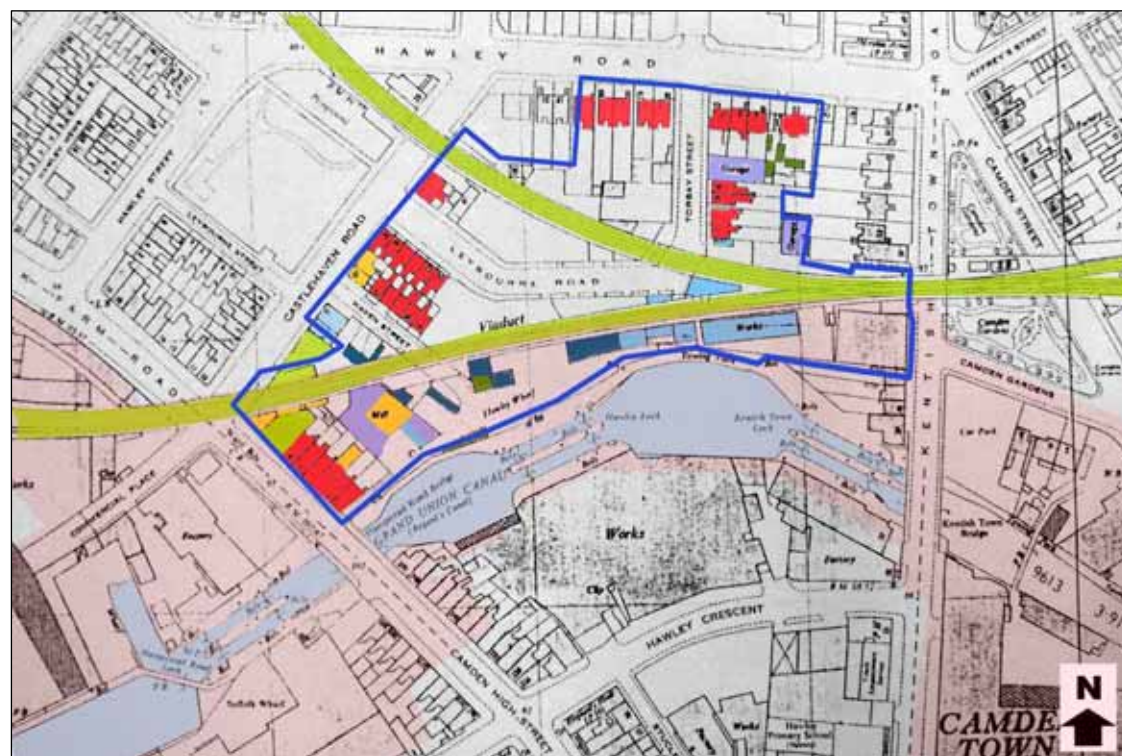


Fig. 46 Morphological plan based upon the 1970 OS Map. Shaded in pink the Conservation Area, the site in blue.



Fig. 48 Hampstead Road bridge, c.1905, showing the girder dividing the road after the new bridge was built. Camden Lock is to the left, No. 1-9 Chalk Farm Road to the right, and the railway bridge in the background.