

# Section 2

## Context

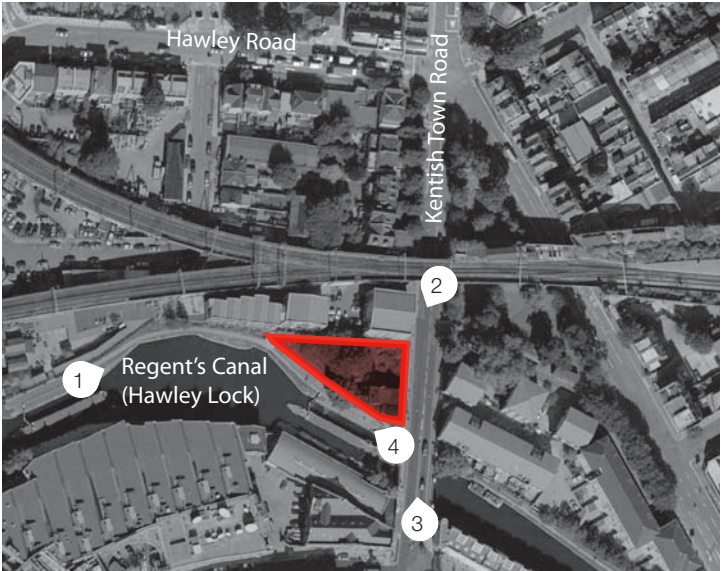


Site Description  
Existing



1 View looking East from Regent's Canal Towpath

Key to views



 Area E application boundary



2 View looking South along Kentish Town Road



3 View looking North along Kentish Town Road



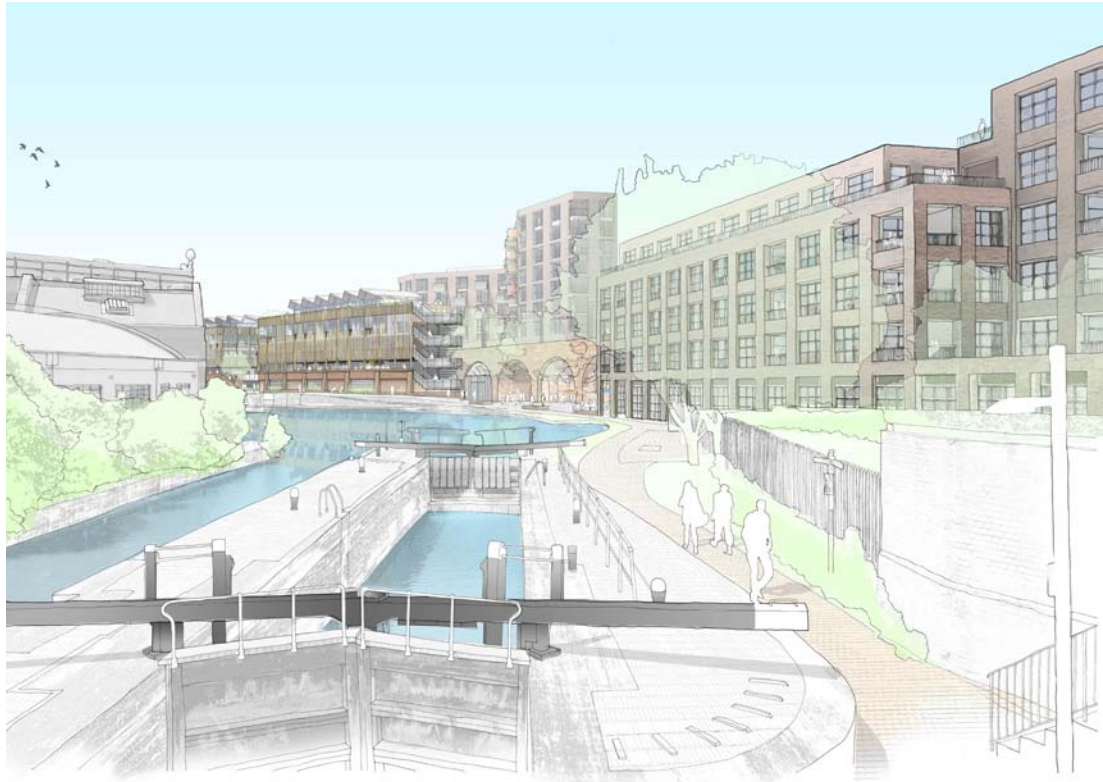
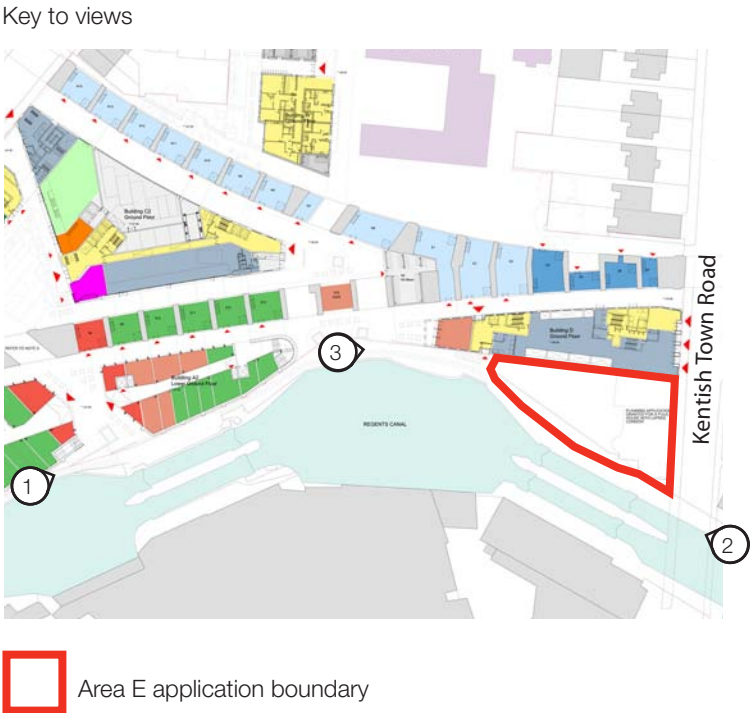
4 View looking West along Regent's Canal Towpath



Site Description  
Approved Hawley Wharf  
Masterplan



1 View looking East from Regent's Canal Towpath



2 View looking West from Kentish Town Bridge



3 View looking East from Regent's Canal Towpath



## Site Description

Camden Town offers a fantastic variety of entertainment, including many colourful markets, shops, restaurants, bars, pubs, clubs, theatres, cinemas and music venues. The area is a hugely popular attraction for both Londoners and tourists. There is a primarily residential area directly to the north of the site. Noteworthy buildings in the surrounding area are the Nicholas Grimshaw terraces on the canal side and the listed old brewery on Kentish Town road just south of the bridge.

### Key

- 1 Numbers 1, 2, 3, 4, 5, 6 and 7 Chalk Farm Road (Camden Lock Village Area A - market & workshop)
- 2 Canal side Market (Camden Lock Village Area A - market & workshop)
- 3 Hawley Arms public house
- 4 Numbers 4, 6, 12, 14 and 16 Castlehaven Road (Camden Lock Village Area C - residential, employment, retail & leisure)
- 5 Railway Arches
- 6 Numbers 9, 11, 13, 15 and 17 Hawley Road (Camden Lock Village Area W - residential)
- 7 Number 1 Hawley Road (listed) (Camden Lock Village Area B - primary school)
- 8 47 Kentish Town Road (Camden Lock Village Area D - residential & employment)
- 9 Numbers 1, 2, 3, 4, 5 and 6 Water Lane (Camden Lock Village Area D - residential & employment)
- 10 Camden Lock Market
- 11 Clarence Way estate
- 12 Hawley Road playground and community centre
- 13 Camden Road Overground station
- 14 MTV Studios
- 15 Kentish Town Lock
- 16 Kentish Town Bridge
- 17 Nicholas Grimshaw terraced houses
- 18 Listed old brewery, Kentish Town Road



Aerial view of the site in urban context



15 Kentish Town Lock



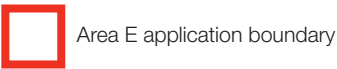
16 Kentish Town bridge



17 Nicholas Grimshaw terraced houses.



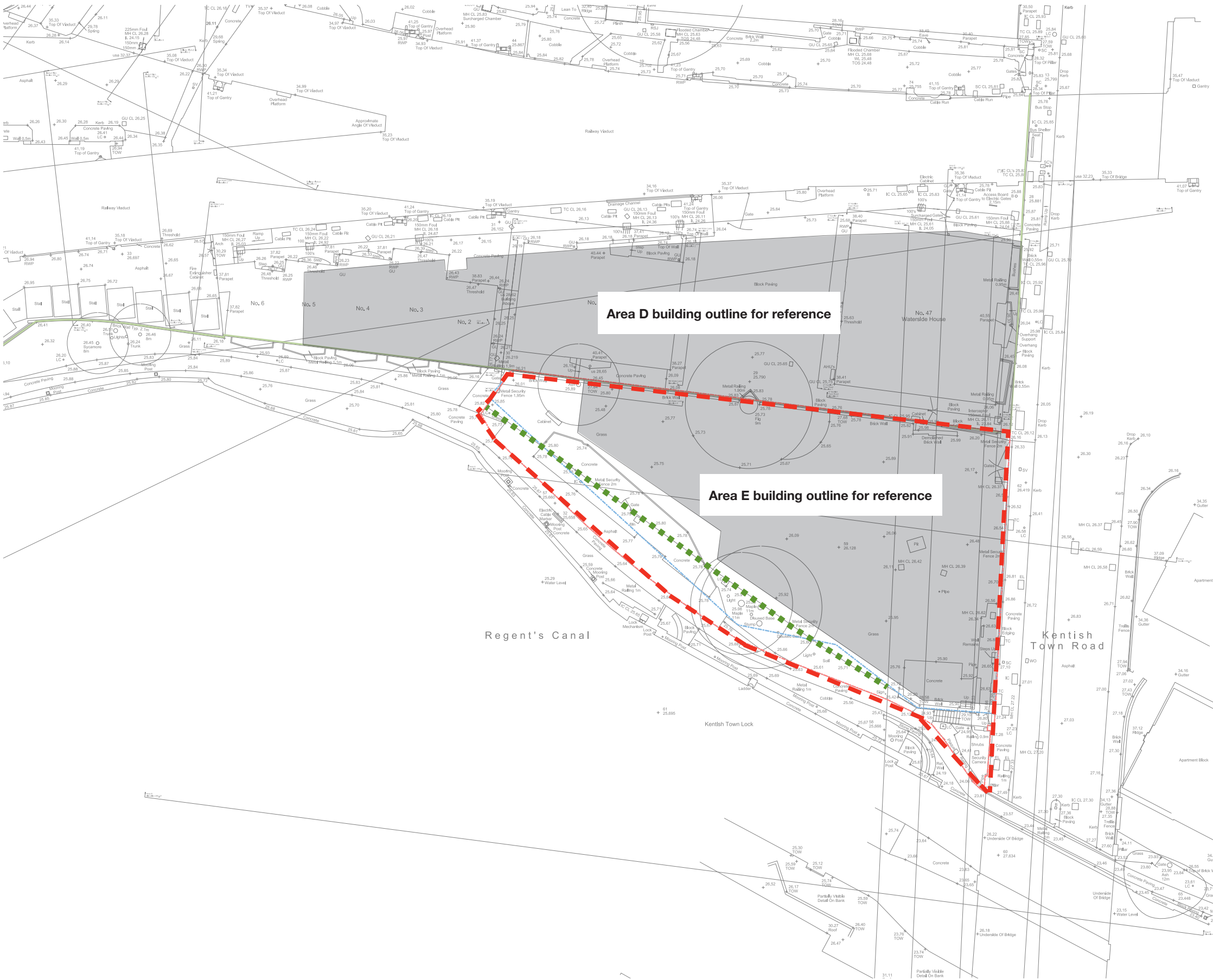
18 Listed old brewery, Kentish Town road.



Area E application boundary



# Application Boundary Plan



Boundary lines overlaid on existing survey

Application boundary

Existing fence line  
Identified here for reference.

Area D building outline for reference

Area E building outline for reference

N  
Not To Scale



## Historical Overview

### Industrial heritage

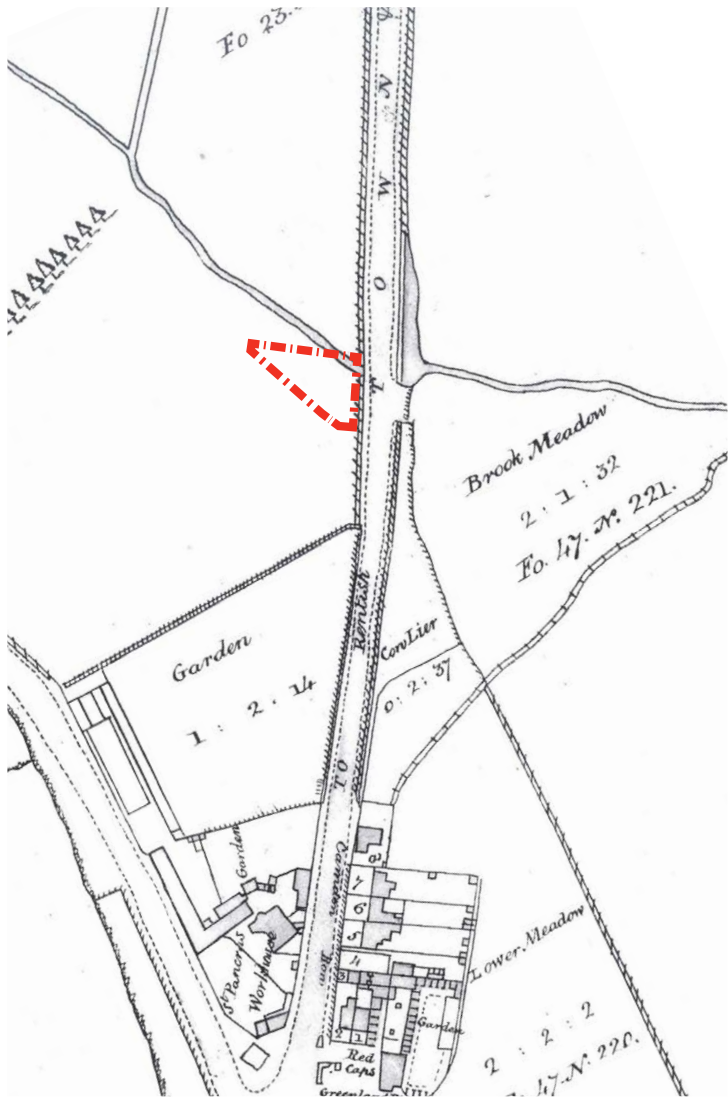


Figure 1. Camden Town map 1801 - Before Regent's Canal

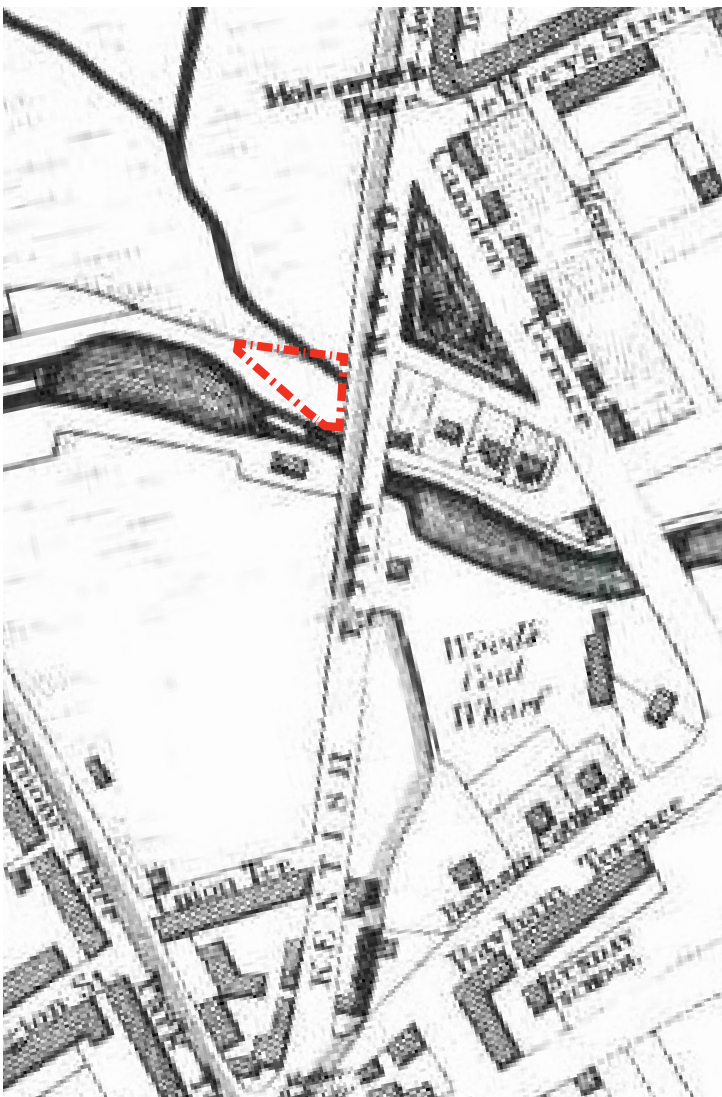


Figure 2. Camden Town map 1834 - After Regent's Canal

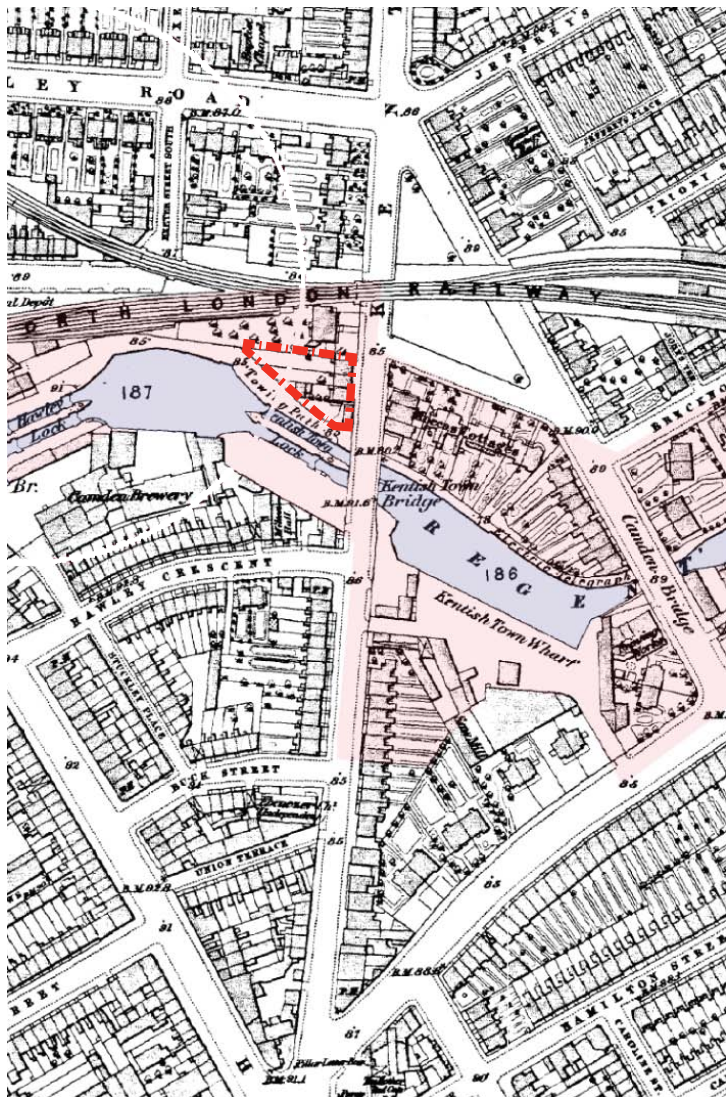


Figure 3. Extract from Ordnance Survey map, 1870-73.  
The Regent's Canal Conservation Area is shaded in pink.

In the late 18th century, Camden Town consisted mainly of open fields, separated from London by open countryside. The major event 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.

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. Only when the railway arrived and Camden Town became the natural exchange point for canal and rail, did the situation change. The new railway had to be built on arches which played an important role in the industrial development of the area.

Along the Regent's canal, wharves and warehouses were constructed as new industries were attracted to its banks by water transport. By mid 19th century, rural Camden had been enveloped by the expanding metropolis. The trade on the canal, from late 1830's until the late 19th 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 WWII.



# Historical Overview

## The site

With the development of the Regent's Canal the site changed with Camden, from being a part of a rural landscape to the industrial C19. Like many other sites, that were filled with industrial factories, businesses, warehouses and new houses along the canal and railways over the proceeding years, the site was once a steam pumping station to return water to the higher level above the locks. This at one time adjoined terraced buildings, but the site has now lay vacant for a number of years.

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, but nos.39-45 Kentish Town road were not affected.

The steam pumping station was vacated in 2004, and it appears that the building was demolished between 2006-2008. The site now lays vacant.



Figure 1. Map showing bomb damage in Camden sustained during WWII



Figure 2. Street elevation of demolished steam pumping station



Figure 3. Demolished steam pumping station along Canal Towpath



Figure 4. Demolished steam pumping station looking north along Kentish Town Rd



Figure 5. Demolished steam pumping station looking south along Kentish Town Rd

- Colour Key References

Black -Total destruction

Purple - Damaged beyond repair

Dark Red - Doubtful if repairable

Light Red - Seriously damaged, but repairable at cost

Orange - General blast damage, not structural

Yellow - Blast damage, minor in nature

○ V1 flying bomb

○ V2 long range rocket.

large circle

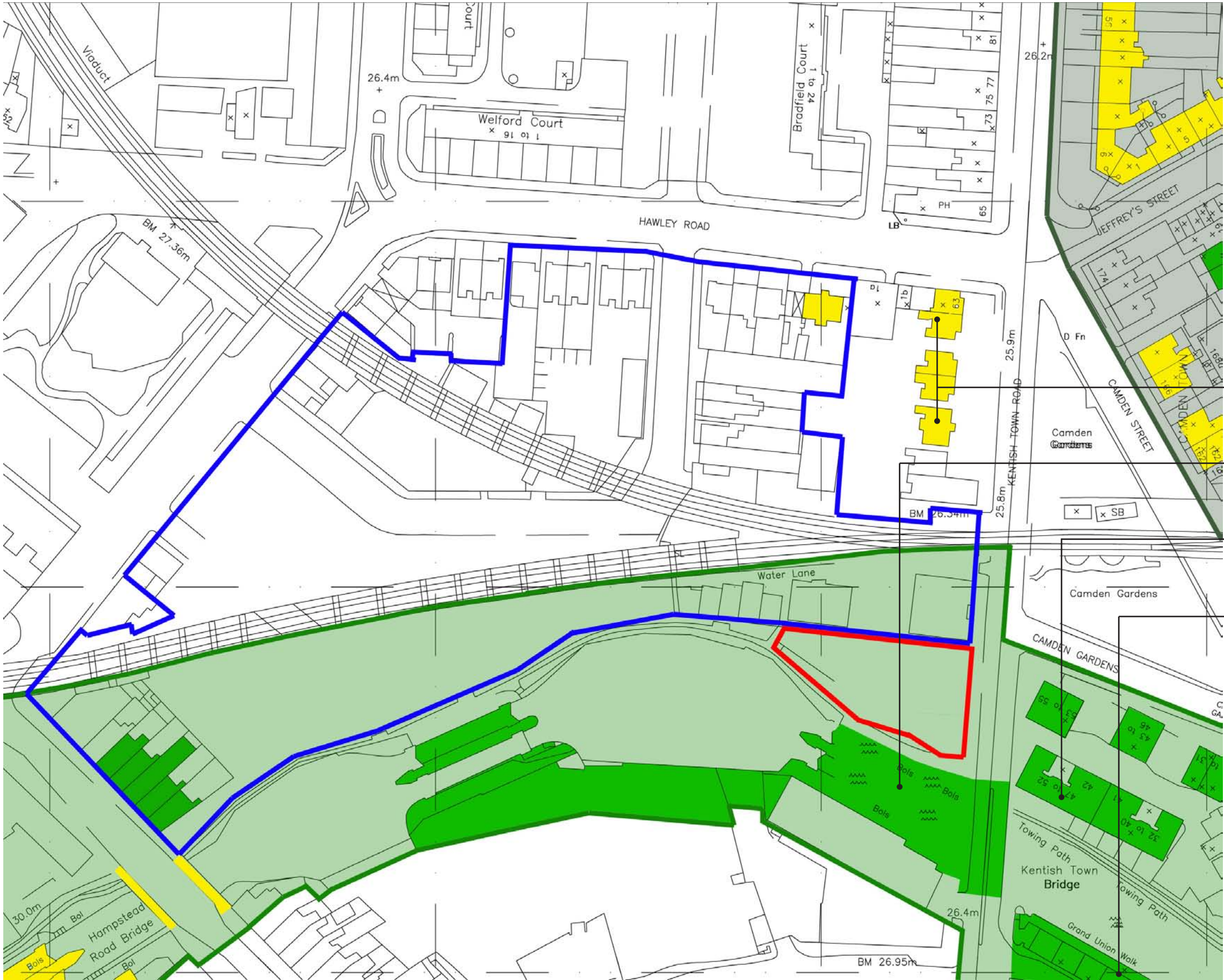
small circle



# Conservation Areas

## Kentish Town Lock

Refer to Appendix A for relating text by Steven Levrant Heritage Architecture.



55 + 57- 63 Kentish Town road

Kentish Town Lock and bridge

Housing designed by Jestico and Whiles

Terraces designed by Grimshaw Architects

Jeffrey's Street Conservation Area

Regent's Canal Conservation Area

Listed Buildings

Buildings designated as making a positive contribution to the character of the conservation area, as defined by the London Borough of Camden

Approved scheme: Hawley Wharf (CLV) masterplan site

Area E



# Existing Context

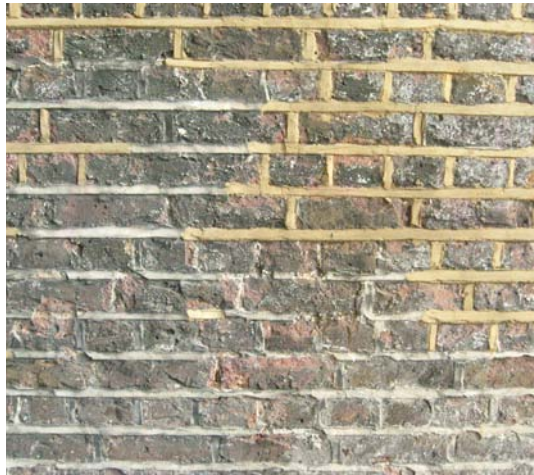
## Building character and scale

The building responds to the context of Camden, the railway arches, and the canal.

In Camden, stock brick is the dominant building material, with painted rendered features. There are also areas of colour along the high street, in shop fronts, in the markets and on elements such as the iron railway bridges.

Area D has tough, robust materials appropriate to its canalside location and regular structure. A strong brick frame is infilled with fine metal windows. Metal panels animate the elevations.

Area D takes precedence from the Area’s wharf building heritage and Area E continues and builds on this to stitch in to D’s approved elevations.



Local materials

Precedent images



Approved building D - Early design sketch



AHMM - Camley Street



AHMM - Tea Building



Local Facilities & Amenities



Site Context: Mapping local amenity space within 600m of the Site



Regents Park a 10 minute walk.



Camden Lock, Regents Canal



The new Hawley Primary School



The Hawley Arms, Castlehaven Road







