



**View 19.** The supermarket is designed as a single storey space with an arched roof, resembling 'a traditional market hall'. The curved roof continues southwards to the boundary with the church, where it forms a single storey glazed atrium which provides the maintenance, exit and waiting space for the store. Originally, the atrium contained a café, planting pram storage and seating as well as access to the basement car park.

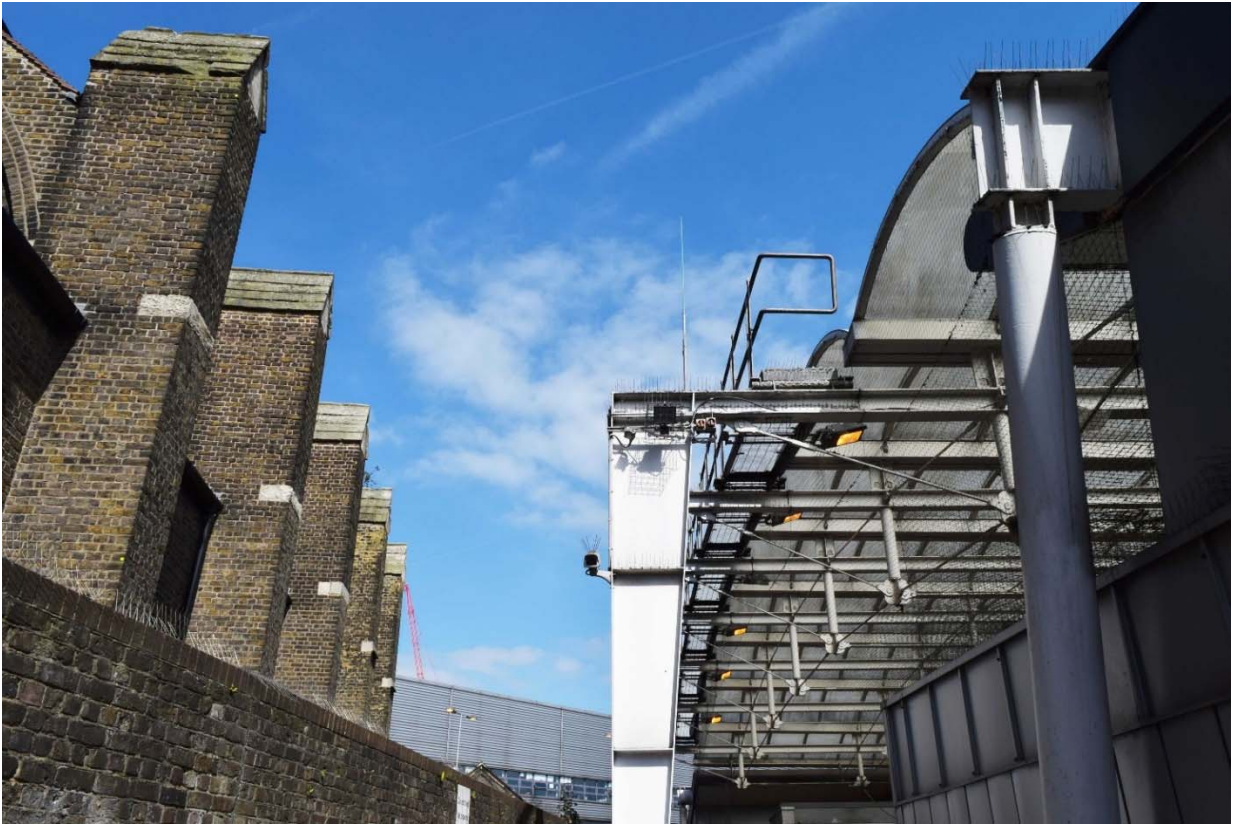


**View 20.** The travelator that links the store to the underground car park is an important feature. The slight adoption of the wheels of the shopping trolley made it possible to anchor them to the moving traveller so that it is easy to move large loads from one level to another. This device revolutionised the design of supermarkets by advancing the notion of the supermarket as a multi-use building.





**View 21.** View of the pedestrian passageway to Sainsbury's from Camden Road



**View 22.** The structure of the double height entrance canopy references the flying buttresses of St Michael's Church beyond the brick boundary wall to the south



**View 23.** View of the pedestrian route from Camden Road linking Kentish Town Road to the west.

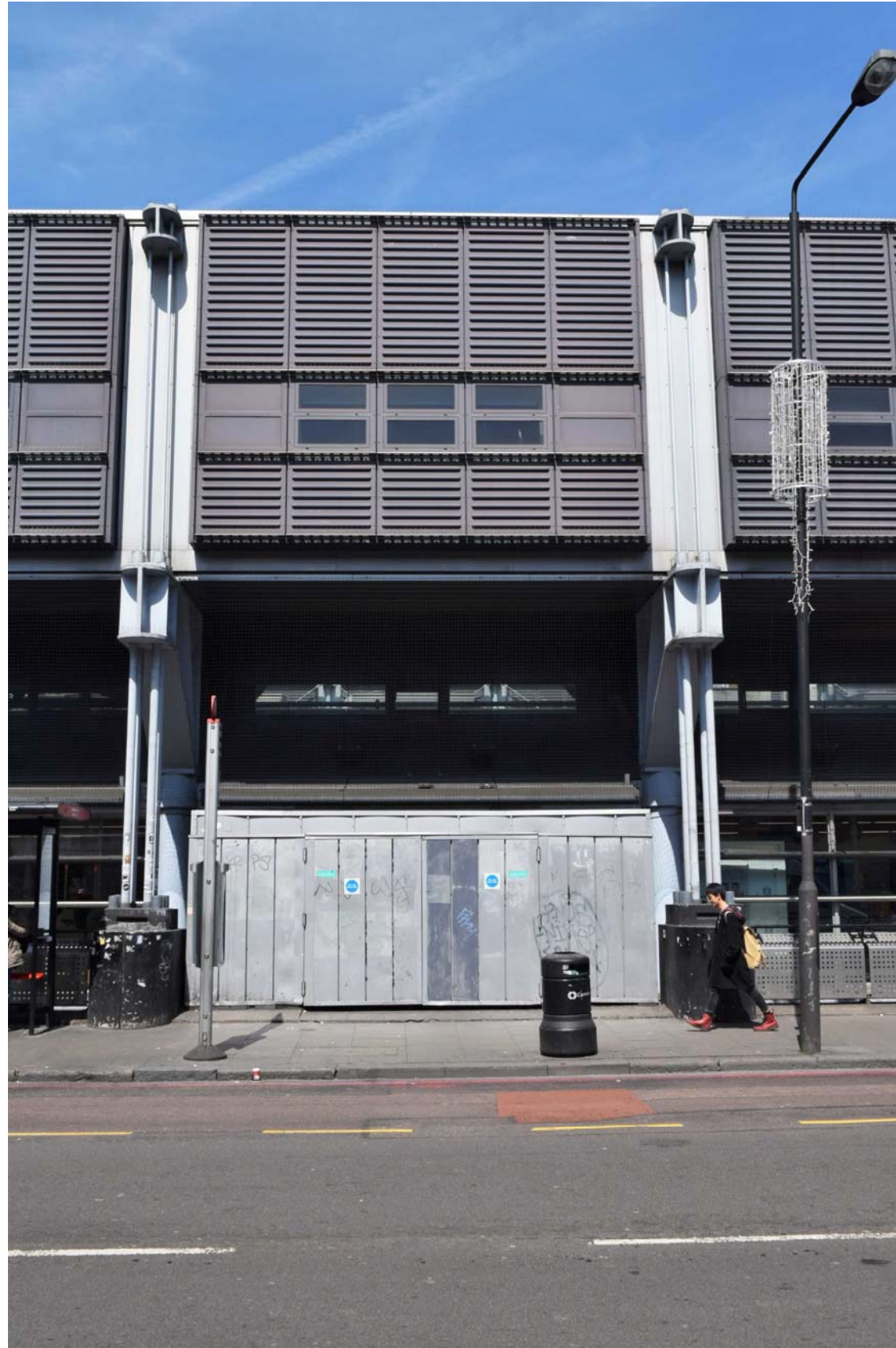


**View 24.** View of the single storey element providing access to Sainsbury's with the blank elevation of GUH visible beyond.





**View 25.** The curved roof over the main shopping hall (with a span of 43.2m) is supported by cantilevers that are steadied by 'columns' of clustered tie rods anchored into steel shoes set in concrete plinths.



**View 26.** The front elevation bays are designed to mirror the width of the bays of the listed Georgian terrace opposite (Williams, 2003). The 'columns' of clustered tie rods are what give the building its rhythm on the Camden Road elevation side and enable its great bulk to be broken down into visual units



### III. CANAL-SIDE HOUSING, GRAND UNION WALK



**View 27.** View of the north elevation of the canal-side housing. The housing facing the canal consists of 10 terraced studio houses with a single aspect (away from the service yard to the south and towards the canal).



**View 28.** The houses were designed to deliberately maintain the industrial look of this side of the canal with the housing built right to the edge of the canal (as per the 1983 and amended 1984 planning brief). The houses also function as a screen to all the loading and parking activity related to the supermarket.





**View 29.** Return elevation of the canal-side terrace



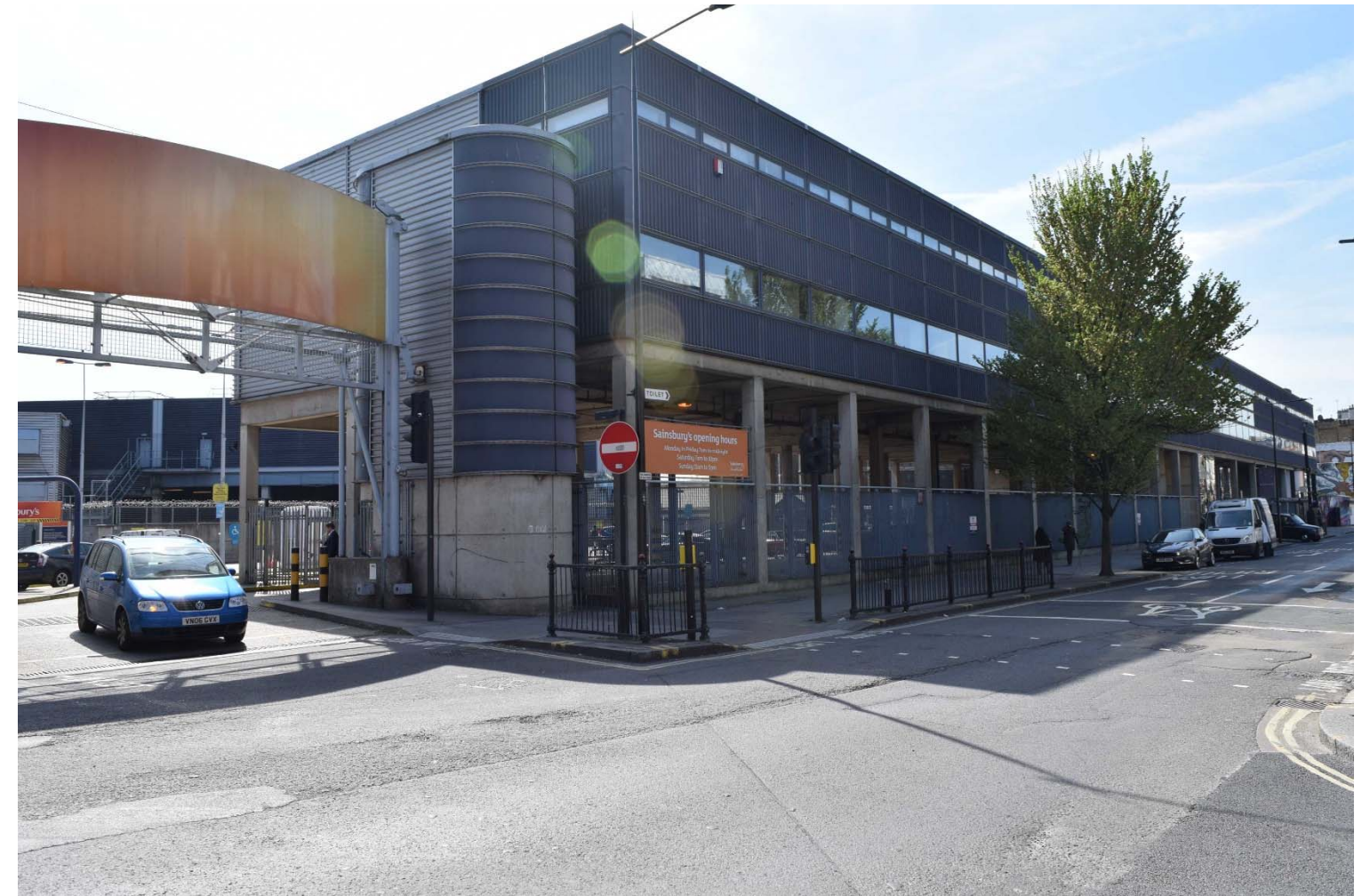
**View 30.** View up the vehicle entrance with the blank elevation (to exclude the noise from the lorries) of the canal-side housing on the left.



#### IV. GRAND UNION HOUSE, 20 KENTISH TOWN ROAD



**View 31.** View of the Kentish Town Road street elevation of the Grand Union House.



**View 32.** Office accommodation fronting Kentish Town Road consists of 2 storeys of accommodation raised above two levels of parking. The block is designed as double height flexible space with the potential of being divided into units between 46m<sup>2</sup> and 232m<sup>2</sup>.





**View 33.** The ground floor of the offices, forming the western edge of the Sainsbury's store development on the east side of Kentish Town Road is formed of an unchanging rhythm of concrete columns. These are all void at ground level north of Buck Street, where metal railings separate the car park from the street and the courtyard behind. Although this opens up long views across the car park under the offices, it is not well framed and the foreground of cars and tarmac dominate. All of the floors above are clad in dark grey horizontally profiled metal sheeting.

**View 34.**





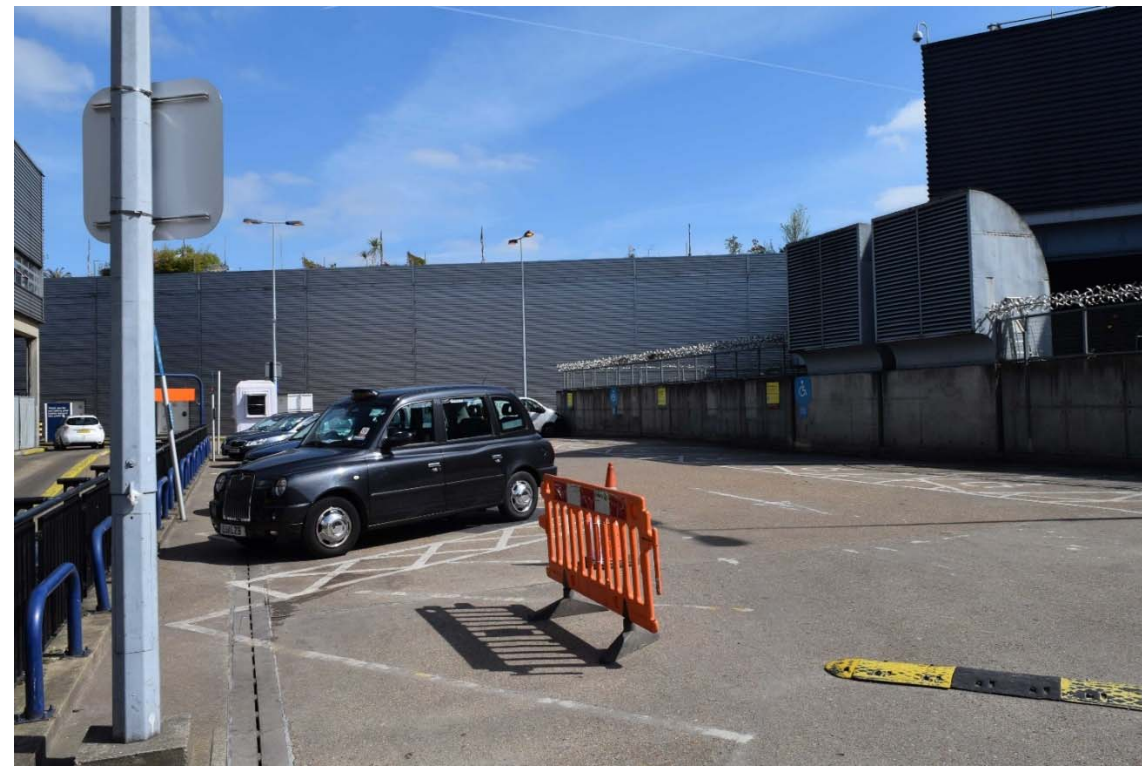
**View 35.** Vehicle exit to Kentish Town Road.



**View 36.** Double height car park under the offices of the Grand Union House.



**View 37.** Goods vehicles and cars enter the site from Kentish Town Road with customer cars turning immediately right down a ramp to the basement car park.



**View 38.** Service vehicles drive into a separate compound enclosed by a solid high wall topped with razor-wire, and unload at the dock by the service building (the latter has been extended in 1992). After unloading, they drive straight ahead, under GUH and exit right onto Kentish Town Road.



V. CRÈCHE, KENTISH TOWN ROAD



View 39. View of no 16 Kentish Town Road south of the office building.



View 40. View of the inner courtyard of no 16 Kentish Town Road.





View 41. Interior of no 16 Kentish Town Road



View 42. Interior of no 16 Kentish Town Road



## VI. INNER COURTYARD (PARKING AND SERVICE YARD)



**View 43.** View of the rear elevation of the Grand Union House with the blank rear elevation of the canal-side terrace in the background.



**View 44.** View toward Kentish Town Road looking at the main vehicle entrance.





**View 45.** View of the vehicle exit to Kentish Town Road from the inner courtyard east of the Grand Union House.





View 46. View at the vehicle entrance from Kentish Town Road



View 47. View of the central courtyard of the delivery area and the car parking.