VIEW 6: HAVERSTOCK HILL, NORTH OF ETON ROAD

EXISTING

9.40 View 6 is located along Haverstock Hill, north of Eton Road. The viewpoint is looking towards the south east and is located approximately 395m from the centre of the Site.

9.41 The view is located within the Parkhill and Upper Park Conservation Area and includes the Grade II* listed Roundhouse and Grade II Chalk Farm Underground Station (See **Section 5.0**). The heritage assets add to the amenity of the value, although a separate heritage assessment provided at **Section 7.0**.

9.42 The view is characterised by Haverstock Hill (A502) which gently descends from the foreground to the backdrop of the view. The highway forms a busy thoroughfare through north west London and caters for a variety of transport movements, including that of cars, buses and dedicated cycle lanes. A series of mature trees intermittently line the highway, which are prominent features in the view when in leaf, as shown.

9.43 Residential development primarily fronts onto the road, along with commercial and religious buildings. Development is varied in form and appearance, with buildings dating between the Victorian period the twenty first century. Buildings typically range between two and seven storeys, with some properties being converted at ground floor level to commercial uses. The active frontages at ground floor of the buildings introduce activity and interest to the townscape.

9.44 In the backdrop of the view, the Application Building is visible, although a minor feature. Beyond this it is possible to identify the conical roof of the Grade II* listed Roundhouse. The uppermost part of the roof, originally the smoke louvre, now glazed, is visible silhouetted on the skyline. The main slope of the roof has development it is backdrop and is not silhouetted against the skyline.

9.45 The view would likely be experienced by residents, pedestrians, parishioners, roads users and cyclists.

PROPOSED

9.46 There would be partial view of the Proposed Development, which would be readily perceptible in the backdrop of the view. Most of the northern elevation would be visible. The scale of the development would be seen over some distance and would form a terminating landmark in the view. The Proposed Development would be visible on the skyline, and would sit below the roofline of existing development in the foreground of the view.

9.47 The Proposed Development will appear in front on the Grade II* listed Roundhouse, partially occluding the eastern part of the building. A heritage assessment of the effect on the listed Roundhouse is provided in section 7.

9.48 The view would be transient. As the viewer travels south down Haverstock Hill (A502) they will be able to readily perceive the architectural quality of the building, including the brick material palette that will be complementary to the existing buildings and Chalk Farm's railway heritage. The northern elevation of the Proposed Development will be slender and attractive. The building would form an attractive townscape feature and would improve the view with high quality architecture.

CUMULATIVE

9.49 The cumulative context demonstrates further change within the view. The Proposed Development would be seen in conjunction with approved schemes at 5-17 Haverstock Hill (Ref: 2016/3975/P) and Camden Goods Yard (2017/3847/P).

9.50 In the cumulative context the western elevation of the Proposed Development would be partially occluded by the scheme at 5-17 Haverstock, which appears in front of the Proposed Development.

9.51 Beyond the Proposed Development and Grade II* listed Roundhouse, the upper floors and roofscape of Camden Goods Yard scheme is visible. The cumulative schemes demonstrate the change in the skyline in views further south, reinforcing the increased scale and intensity of development located in the Chalk Farm and Camden area.

VIEW 7: HAVERSTOCK HILL, ADJACENT TO THE HAVERSTOCK SCHOOL

EXISTING

9.52 View 7 is located along Haverstock Hill, adjacent to the Haverstock School. The viewpoint is looking towards the south east and is located approximately 185m from the centre of the Site.

9.53 The view is characterised by Haverstock Hill (A502) which extends from the fore to middle ground of the view. The highway forms a busy thoroughfare through north west London and caters for a variety of transport movements, including that of cars, buses and cycles. A series of mature trees intermittently line the highway.

9.54 Development within the fore and middle ground is formed of a mixture of uses including residential, commercial and educational. Development is varied in form and appearance, with buildings dating between the Victorian period the twenty first century. Buildings typically range between two and seven storeys, with some properties being converted at ground floor level to commercial uses. The active frontages at ground floor of the buildings introduce activity and interest to the townscape.

9.55 In the middle ground of the view, the Grade II Chalk Farm Underground Station and the Grade II* listed Roundhouse is visible. The conical roof of the Roundhouse forms a visual landmark within the townscape, and both of the heritage assets add to visual amenity of the view.

9.56 The backdrop of the view is relatively narrow due to existing development within the fore and middle ground of the view.

9.57 The view would likely be experienced by students, residents, pedestrians and road users.

PROPOSED

9.58 There would be relatively full view of the Proposed Development, which would be a noticeable feature in the middle ground of the view. The Proposed Development would introduce a new larger scale building into the view, which would be visible on the skyline. Most of the northern and western elevations would be visible. The building would sit below the roofline of existing development in the foreground of the view, but would increase the visual scale of the view.

9.59 The Proposed Development will appear in-between the Grade II* Roundhouse and the Grade II listed Chalk Farm Underground Station, in front on the Grade II* listed Roundhouse, partially occluding the eastern part of the Roundhouse. The visual impact to the listed building should be understood within the cumulative context and the wider appreciation of its setting outlined at **Section 5.0**.

9.60 It would be a transient view. As the viewer travels south down Haverstock Hill (A502) they will be able to readily perceive the architectural quality of the northern elevation, including the varying coloured brick palette, arched windows, and the parapet at the top of the building. The buildings materiality and detailing will be complementary to the existing buildings and Chalk Farm's railway heritage

9.61 The Proposed Development would form an attractive townscape feature and would enhance the legibility and wayfinding towards the Chalk Farm area. The building would add interest to the skyline and improve the visual amenity of the view with high quality architecture.

CUMULATIVE

9.62 The cumulative context demonstrates further change within the view. The Proposed Development would be seen in conjunction with approved schemes at 5-17 Haverstock Hill (Ref: 2016/3975/P) and Camden Goods Yard (Ref: 2017/3847/P).

9.63 In the cumulative context the approved scheme at 5-17 Haverstock Hill appears in front of the Proposed Development, partially occluding the Proposed Development's western elevation. The development at 5-17 Haverstock Hill will be partially visible in the backdrop of the view, and comprises of the demolition of the existing building and the erection of part-six and part-seven storey residential and commercial development. The scale (height) of the Proposed Development would appear subservient to the 5-17 Haverstock Hill scheme.

9.64 Beyond the Proposed Development and the Grade II* listed Roundhouse, the upper floors and roofscape of Camden Goods Yard scheme is visible within the backdrop of the view. The Proposed Development and cumulative schemes demonstrate the change in the skyline in views further south, reinforcing the increased scale and intensity of development located in the Chalk Farm and Camden area.

VIEW 8: CHALK FARM ROAD, NORTH OF MORRISONS PETROL STATION

EXISTING

9.65 View 8 is located along Haverstock Hill, north of the Morrison's petrol station. The viewpoint is looking towards the south east and is located approximately 195m from the centre of the Site.

9.66 The view includes the Grade II* listed Roundhouse and Grade II listed Chalk Farm Underground Station (See **Section 5.0**). The heritage assets add to the amenity of the value, although a separate assessment of the impact of the Proposed Development to their setting as a whole is provided at **Section 7.0**.

9.67 The view is characterised by Haverstock Hill (A502) which extends from the fore to middle ground of the view. The highway forms a busy thoroughfare through north west London and caters for a variety of transport movements, including that of cars, buses and cycles. A series of mature trees intermittently line the highway.

9.68 Development within the fore and middle ground is formed of a mixture of uses including residential, commercial and educational. Development is varied in form and appearance, with buildings dating between the Victorian period the twenty first century. Buildings typically range between two and seven storeys, with some properties being converted at ground floor level to commercial uses. The active frontages at ground floor of the buildings introduce activity and interest to the townscape.

9.69 In the middle ground of the view, the Grade II Chalk Farm Underground Station and the Grade II* listed Roundhouse is visible. The circular shaped pointed roof of the Roundhouse forms a visual landmark within the townscape.

9.70 The backdrop of the view is relatively narrow due to existing development within the fore and middle ground of the view.

9.71 The view would likely be experienced by residents, pedestrians and road users.

PROPOSED

9.72 The Proposed Development will be readily perceptible in the middle ground, and will introduce a new tall building into the view. The building would sit below the roofline of existing development in the foreground of the view.

9.73 The Proposed Development will appear in between the Grade II* Roundhouse and the Grade II listed Chalk Farm Underground Station. A heritage assessment of the proposed development is provided at **Section 5.0**.

9.74 The Proposed Development is partially occluded by mature trees which line Chalk Farm Road/ Haverstock Hill (A502) in the middle ground. During winter months deciduous trees will shed their leaves, and filtered views through the canopy may be afforded. Where visible, the buildings materiality and detailing will be perceptible.

9.75 As the viewer travels north west down Haverstock Hill (A502) they will be able to readily perceive the architectural quality of the eastern elevation, including the varying coloured brick palette, arched windows, and the parapet at the top of the building. The buildings materiality and detailing contrasts with the surrounding built form, including that of the listed Roundhouse and Chalk Farm Underground Station, which stand out against the buildings varying brickwork. The buildings design adds interest to the townscape and is complementary to Chalk Farm's railway heritage.

9.76 The Proposed Development would form an attractive townscape feature and would enhance the legibility and wayfinding towards the Chalk Farm area. The building would add interest to the skyline and improve the visual amenity of the view with high quality architecture.

CUMULATIVE

9.77 In the cumulative context, the Proposed Development will be seen in conjunction with the consented scheme at 5-17 Haverstock Hill (Ref: 2016/3975/P). The development at 5-17 Haverstock Hill will be partially visible in the backdrop of the view.

9.78 Both the Proposed Development and the scheme at 5-17 Haverstock Hill will demonstrate the change in the skyline in views further west, reinforcing the increased scale and intensity of development located in the Chalk Farm and Camden area. The new developments will collectively contribute towards a thriving, mixed-use area, characterised by high quality contemporary architecture.

VIEW 9: CHALK FARM ROAD, BETWEEN JUNCTIONS WITH HARMOOD STREET AND FERDINAND STREET

EXISTING

9.79 View 9 is located along Chalk Farm Road, between the junctions of Ferdinand Street and Harmood Street. The viewpoint is looking towards the north west and is located approximately 350m from the centre of the Site.

9.80 The view is located within Regent's Canal Conservation Area and includes the Grade II* listed Horse Hospital and Grade II listed Church of St Saviour (See **Section 5.0**). The heritage assets add to the amenity of the value, although a separate assessment of the impact of the Proposed Development to their setting as a whole is provided at **Section 7.0**.

9.81 The view is characterised by Chalk Farm Road (A502) which extends from the fore to middle ground of the view. The highway forms a busy thoroughfare through north west London and caters for a variety of transport movements, including that of cars, buses and cycles.

9.82 Development within the fore and middle ground is formed of a mixture of uses that include residential and commercial buildings. Development is varied in form and appearance, with buildings dating between the Victorian period the twenty first century. Buildings typically range between two and five storeys, with some properties being converted at ground floor level to commercial uses. The active frontages at ground floor of the buildings introduce activity and interest to the townscape. In the fore ground of the view, the Grade II* Horse Hospital is visible, to the viewers left.

9.83 Although the backdrop of the view is narrow due to interposing development and vegetation, views of the steeple of the Grade II listed Church of St Saviour are perceptible above interposing development.

9.84 The view would likely be experienced by residents, pedestrians and road users.

PROPOSED

9.85 The Proposed Development will be readily perceptible in the backdrop of the view, and will introduce a new tall building into the view. The scale of the development would be seen over some distance and would sit below the roofline of existing development in the fore and middle ground of the view.

9.86 The Proposed Development will appear in front of the spire of the Grade II listed Church of St Saviour. The visual impact to the listed building should be understood within the cumulative context and the wider appreciation of its setting outlined at **Section 5.0**.

9.87 The Proposed Development is partially occluded by mature trees which line Haverstock Hill (A502) in the middle ground and backdrop. During winter months deciduous trees will shed their leaves, and filtered views through the canopy may be afforded. Where visible, the buildings materiality and detailing will be perceptible.

9.88 As the viewer travels north west down Haverstock Hill (A502) they will be able to readily perceive the architectural quality of the building, including the brick material palette that will be complementary to the existing buildings and Chalk Farm's railway heritage. The eastern elevation of the Proposed Development will be slender and attractive. The Proposed Development would form an attractive townscape feature and would enhance the legibility and wayfinding towards the Chalk Farm area. The building would add interest to the skyline and improve the visual amenity of the view with high quality architecture.

CUMULATIVE

9.89 The cumulative context demonstrates significant further change within the view. The Proposed Development would be seen in conjunction with approved schemes at Camden Goods Yard, Petrol Filling Station (Ref: 2017/3847/P) and 100 Chalk Farm Road (Ref: 2013/5404/P).

9.90 In the foreground and middle ground of the view the observer will be able to readily see the redevelopment of the Petrol Filling Station and 100 Chalk Farm Road. The Proposed Development and the cumulative schemes demonstrate the change in the view, reinforcing the increased scale and intensity of development located in the Chalk Farm area. The new developments will collectively contribute towards a thriving, mixed-use area, characterised by high quality contemporary architecture.

VIEW 10: ETON COLLEGE ROAD

EXISTING

9.91 View 10 is located along Eton College Road, north of the junction with Adelaide Road. The viewpoint is looking towards the east and is located approximately 129m from the centre of the Site.

9.92 The foreground of the view is characterised by the road junction of Eton College and Adelaide Road. The roads are typical for a domestic area and would be subject to movement and activity during peak hours. A pelican crossing is visible within the foreground along Adelaide Road proving a crossing point for pedestrians.

9.93 Within the fore and middle ground, development fronting onto Adelaide Road, is predominantly residential and is characterised by red brick blocks which vary between six and seven storey and date from the late twentieth century. A series of mature trees intermittently line Adelaide Road.

9.94 The backdrop of the view is narrow due to interposing mature vegetation in the fore and middle ground.

9.95 The view would likely be experienced by residents, pedestrians and road users.

PROPOSED

9.96 The Proposed Development will be readily perceptible in the middle ground of the view, and will introduce a new tall building into the view. The scale of the development would sit below the roofline of existing development in the fore ground of the view.

9.97 The lower floors of the Proposed Development are partially occluded by mature trees which line Adelaide Road (B509) in the middle ground and backdrop. During winter months deciduous trees will shed their leaves, and filtered views through the canopy may be afforded. Where visible, the building's materiality and detailing will be perceptible.

9.98 The architectural quality of the Proposed Development may be appreciated from this location. The western elevation of the Proposed Development will be slender and attractive. The visible detailed design includes the variation in brick colour from the ground to the top of the building, arched windows, and the parapet at the top of the building. The buildings materiality and detailing will be complementary to the existing buildings and Chalk Farm's railway heritage.

9.99 The Proposed Development would form an attractive townscape feature and would enhance the legibility and wayfinding towards the Chalk Farm area. The building would add interest to the skyline and improve the visual amenity of the view with high quality architecture.

CUMULATIVE

9.100 The cumulative context demonstrates further change within the view. The Proposed Development would be seen in conjunction with approved schemes at 5-17 Haverstock Hill (Ref: 2016/3975/P).

9.101 The development at 5-17 Haverstock Hill will be partially visible in the foreground of the view, and partly occlude the north elevation of the Proposed Development. The scheme along Haverstock Hill comprises of the demolition of the existing building and the erection of part-six and part-seven storey residential and commercial development.

9.102 The Proposed Development and the cumulative schemes demonstrate the change in the view, reinforcing the increased scale and intensity of development located in the Chalk Farm area. The new developments will collectively contribute towards a thriving, mixed-use area, characterised by high quality contemporary architecture.

VIEW 11: CROGSLAND ROAD

EXISTING

9.103 View 11 is located along Crogsland Road, to the west of the locally listed Camden Enterprise Hotel and Pub. The viewpoint is looking towards the south and is located approximately 55m from the centre of the Site.

9.104 The foreground of the view is made up of the Camden Enterprise Hotel, a stock brick Victorian building, with oxblood coloured façade to the ground floor level. Part of the pub fronts onto the road junction of Haverstock Hill, Regents Park Road and Adelaide Road. Haverstock Hill (A502) forms the main highway through the area and is a busy thoroughfare through north west London. The highway caters for a variety of transport movements, which during peak hours sees a lot of movement and activity.

9.105 In the middle ground of the view development varies in form and appearance. Buildings primarily date from the late twentieth and early twenty-first centuries, and reflect traditional and contemporary architectural styles. At ground floor level properties have been converted to commercial usages. The active frontages at ground floor of the buildings introduce activity and interest to the townscape.

9.106 Although the backdrop of the view is relatively narrow due to interposing development, there are partial views of the tall residential towers of Blashford and Dorne.

9.107 The view would likely be experienced by residents, pedestrians, roads users and users of the commercial premises.

PROPOSED

9.108 The Proposed Development would be readily perceptible in the middle ground and will introduce a new tall building into the view.

9.109 The proposed scale of the building is ground plus seven storeys, over a single storey basement. The Proposed Development will sit comfortably within the existing context of building heights in the fore and middle ground, although the building would become the tallest feature of this cluster.

9.110 The eastern elevation of the building will be a form prominent feature in the exocrine of the visual receptors, although this will not change of the overall character of the townscape, which includes development of various scales and architectural styles.

9.111 The architectural quality of the Proposed Development maybe appreciated from this location. The form and massing of the block is simple and attractive, forming a feature within the townscape. The Proposed Development is set back behind the street edge, and has been articulated into two blocks. The southern block has a reduced height, reducing the visual dominance of the Proposed Development on the skyline. The visible detailed design includes the variation in brick colour from the ground to the top of the building, arched windows, and the parapet at the top of the building. The buildings materiality and detailing will be complementary to the existing buildings and Chalk Farm's railway heritage. The Proposed Development would form an attractive townscape feature and would enhance the legibility and wayfinding towards the Chalk Farm area. The building would add interest to the skyline and improve the visual amenity of the view with high quality architecture.

CUMULATIVE

9.112 The cumulative condition is no different from the proposed, because there are no cumulative schemes visible within the view.

APPENDIX 1: Methodology

REGENTS PARK ROAD HOTEL
LONDON

VERIFIED VIEWS METHODOLOGY REPORT

CITYSCAPE DIGITAL

JULY 2019

Appendix:

CITYSCAPE VERIFIED VIEWS METHODOLOGY

0.0 INTRODUCTION

0.1 Methodology overview

The methodology applied by Cityscape Digital Limited to produce the verified images or views contained in this document is described below. In the drafting of this methodology and the production and presentation of the images, guidance has been taken from the London View Management Framework SPG March 2012. The disciplines employed are of the highest possible levels of accuracy and photo-realism which are achievable with today's standards of architectural photography and computer-generated models.

0.2 View selection

The viewpoints have been selected through a process of consultation with relevant statutory consultees and having regard to relevant planning policy and guidance.

1.0 PHOTOGRAPHY

1.1 Digital photography

With the latest advances in Digital Photography it is now possible to match the quality of plate photography.

1.2 Lenses

For local views a wide angle lens of 24mm or 35mm is generally used in order to capture as much of the proposal and its surroundings as possible. Intermediate distance views were photographed with a lens between 35mm to 70mm and occasionally long range views may be required with lens options ranging from 70mm to 600mm. As a guide, the following combinations were used:

Distance to subject	View	Lens Options
0 – 800 metres	Local	24mm to 35mm
800 to 5000 metres	Intermediate	35mm to 70mm
5000+ metres	Long	70mm to 600mm

Examples of these views are shown in Figures 4 and 5.

1.3 Digital camera

Cityscape uses a Canon 5D MK IV (shown in figure 1) and a Canon 1DS MK III (all full frame digital SLRs) high resolution digital camera for the digital photography. Also used were Canon's 'L' series professional tilt and shift lenses which produce high quality images that are suitable for the camera-matching process without the need for processing and scanning.

1.4 Position, time and date recording

The photographer was provided with (i) an Ordnance Survey map or equivalent indicating the position of each viewpoint from which the required photographs were to be taken, and (ii) a digital photograph taken by Cityscape of the desired view. For each shot the camera was positioned at a height of 1.60/1.65 metres (depending on whether image is SPG or RPG3A view) above the ground level which closely approximates the human eye altitude. A point vertically beneath the centre of the lens was marked on the ground as a survey reference point and two digital reference photographs were taken of (i) the camera/tripod location and (ii) the survey reference point (as shown in Figures 2 and 3). The date and time of the photograph were recorded by the camera.

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1 Canon 1DS Digital Camera

2 Camera Location

3 Survey reference point

4 Local view

5 Intermediate view

2.0 DIGITAL IMAGE CORRECTION

2.1 Raw file conversion

Canon cameras produce a raw file format, which is then processed digitally for both high detail and colour accuracy. The final image is outputed as a tiff[1] file.

2.2 Digital image correction

The digital images were then loaded into Cityscape's computers to prepare the digital image for the next stage of camera matching (see section 5). The image is also 'bank'[2] corrected which means ensuring that the horizon in each digital image is precisely horizontal.

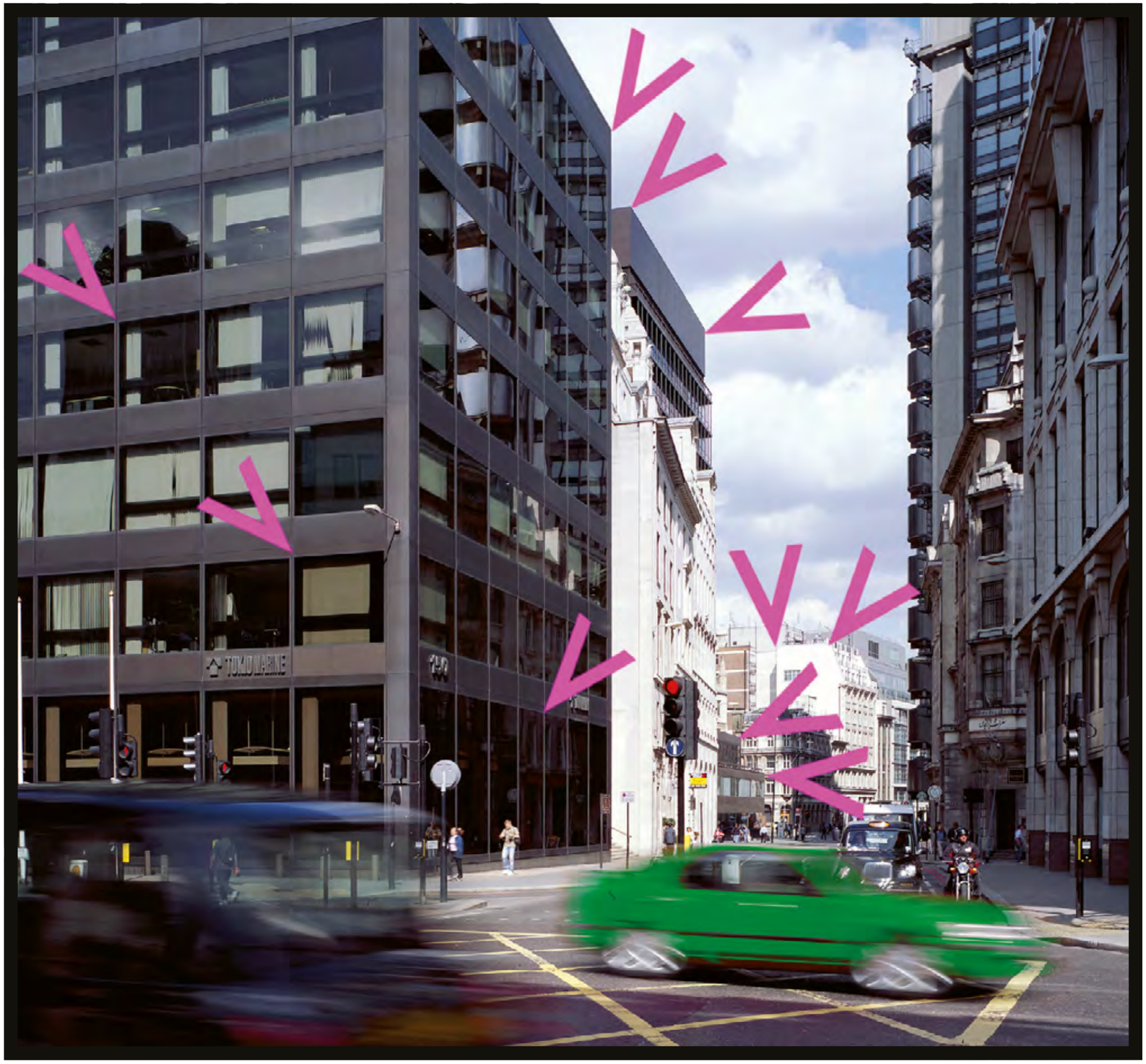
In spite of the selection of the most advanced photographic equipment, lenses are circular which results in a degree of distortion on the perimeter of images. The outer edges of an image are therefore not taken into consideration; this eliminates the risk of inaccuracy. Figure 17 in section 5 illustrates the 'safe' or non-distortive area of an image which is marked by the red circle.

The adjusted or corrected digital image, known as the 'background plate', is then saved to the Cityscape computer system ready for the camera matching process (see section 5). In preparation for the survey (see section 4) Cityscape indicates on each background platethe the safe area and priority survey points, such as corners of buildings, for survey (see Figures 6 and 7)

[1] TIFF is the name given to a specific format of image file stored digitally on a computer.

[2] By aligning the vanishing points.

6



7

6 Background plate highlighting critical survey points in purple and secondary survey strings in red

7 Area of interest to be surveyed as shown in Figure 7

3.0 GPS SURVEY

3.1 Survey

An independent surveyor was contracted to undertake the survey of (i) each viewpoint as marked on the ground beneath the camera at the time the photograph was taken (and recorded by way of digital photograph (see section 1 above) and (ii) all the required points on the relevant buildings within the safe zone.

The survey was co-ordinated onto the Ordnance Survey National Grid (OSGB36) by using Global Positioning System (GPS) equipment (see, for example, Figure 9) and processing software. The Ordnance Survey National Grid (OSGB36) was chosen as it is the most widely used and because it also allows the captured data to be incorporated into other available digital products (such as Ordnance Survey maps). The height datum used was Ordnance Survey Newlyn Datum and was also derived using the GPS.

The surveyor uses a baseline consisting of two semi-permanent GPS base stations (see Figure 8). These stations are located approximately 5730 metres apart and positioned so as to optimise the results for the area of operation (see location map, Figure 13). The base stations are tied into the National GPS Network and are constantly receiving and storing data which allows their position to be monitored and evaluated over long periods of operation. By using the same base stations throughout the survey the surveyor ensure the consistency of the results obtained.

Using the Real Time Kinematic method a real time correction is supplied by each base station to the rover (shown in Figure 10) (over the GSM[3] network) physically undertaking the field survey. This enables the rover to determine the co-ordinates of its location instantaneously (i.e. in 'real time'). The rover receives a 'corrected' fix (co-ordinates) from each base station. If the two independent fixes are each within a certain preset tolerance, the rover then averages the two fixes received. The viewpoints are, with a few exceptions, surveyed using this technique. This method of GPS survey (Real Time Kinematic) produces results to an accuracy in plan and height of between 15mm – 50mm as outlined in the *"Guidelines for the use of GPS in Land Surveying"* produced by the Royal Institute of Chartered Surveyors.

The required points on each building are surveyed using conventional survey techniques utilising an electronic theodolite and reflectorless laser technology (shown in Figures 11 and 12). There are two methods used to fix the building details, namely polar observations[4] and intersection observations[5]. The position of the theodolite is fixed by the rover as described above. In certain circumstances, a viewpoint may need to be surveyed using conventional survey techniques as opposed to Real Time Kinematic, if, for example, the viewpoint is in a position where GPS information cannot be received.

[3] GSM network: the mobile phone network.

[4] Polar observation is the measurement of a distance and direction to a point from a known baseline in order to obtain co-ordinates for the point. The baseline is a line between two known stations.

[5] Intersection observation is the co-ordination of a point using directions only from two ends of a baseline.

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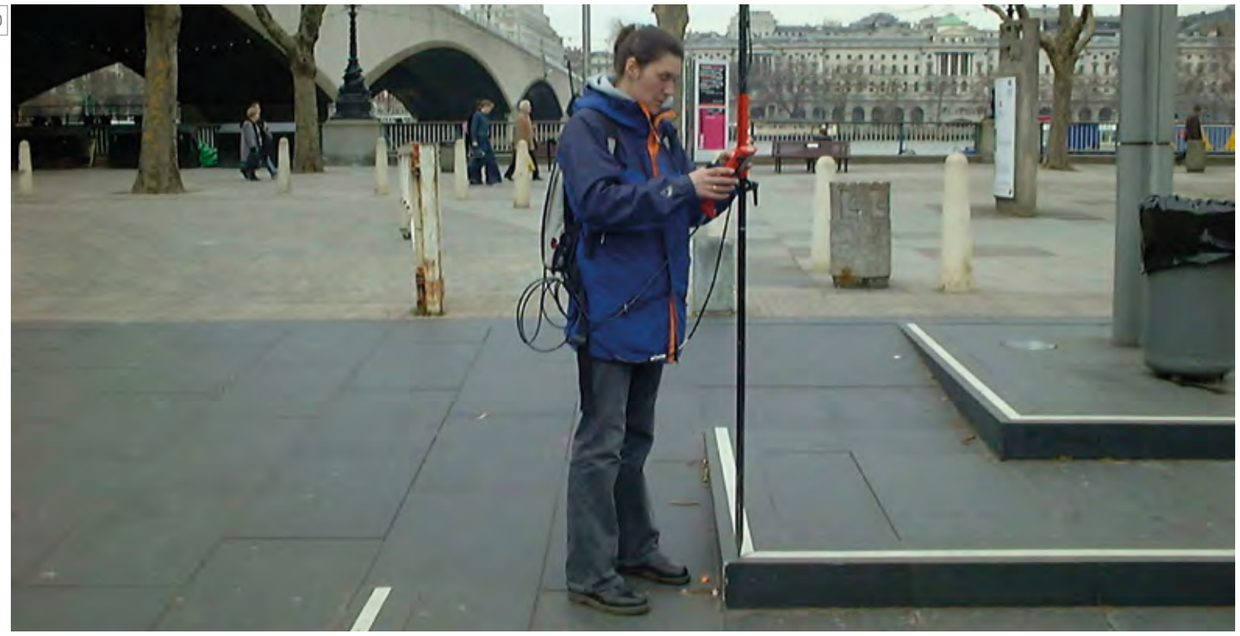

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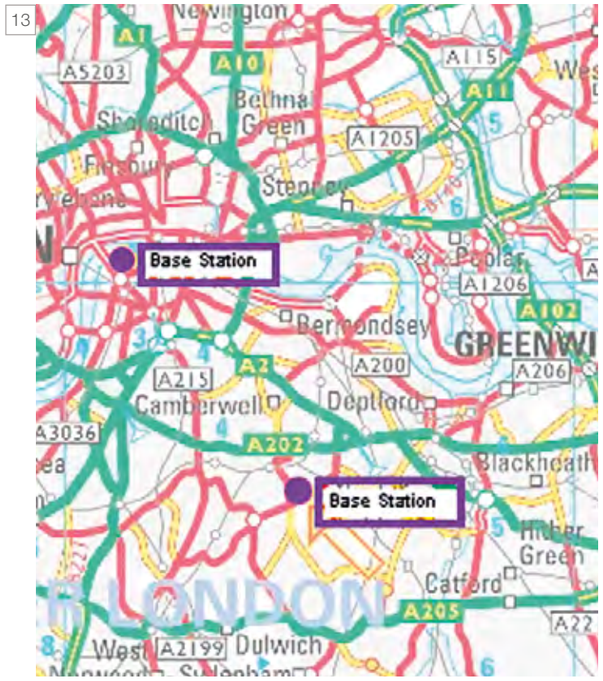


8 Marshall Survey semi-permanent GPS base station

9 GPS System

10 Field survey being carried out using a GPS rover

11 Electronic Theodolite

12 Field survey being carried out by St. Paul's Cathedral

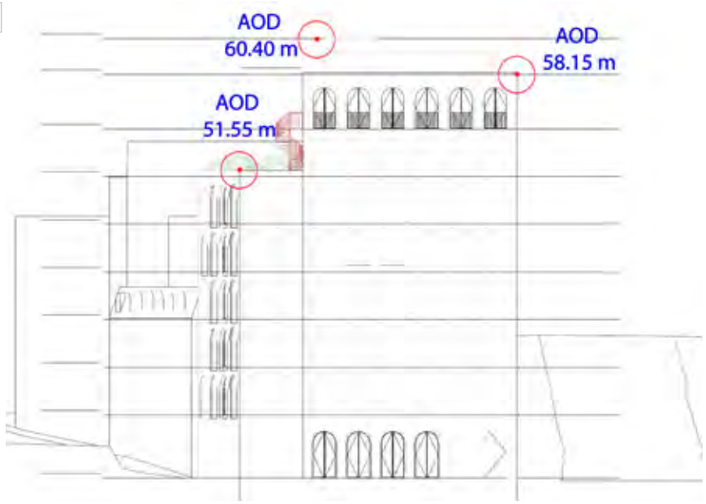
13 Location of Marshall Survey's GPS base stations

4.0 MODEL POSITIONING

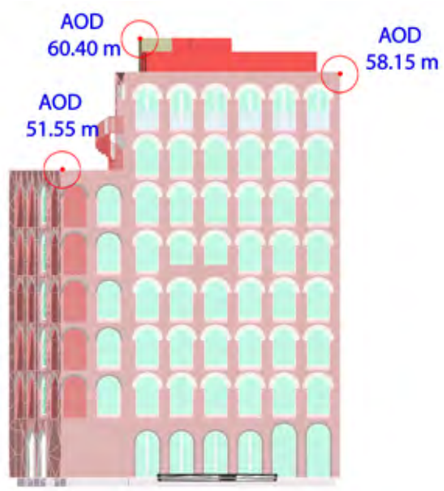
4.1 Height and position check

The model is positioned using a site plan provided by the architect. This is then overlaid onto OS positioned survey from a CAD provider. Once the building has been positioned, confirmation of height and position is requested from the architect.At least two clear reference points are agreed and used to confirm the site plan and Ordnance Survey. The height is cross checked against the architects section and given in metres Above Ordnance Survey Datum (AOD).

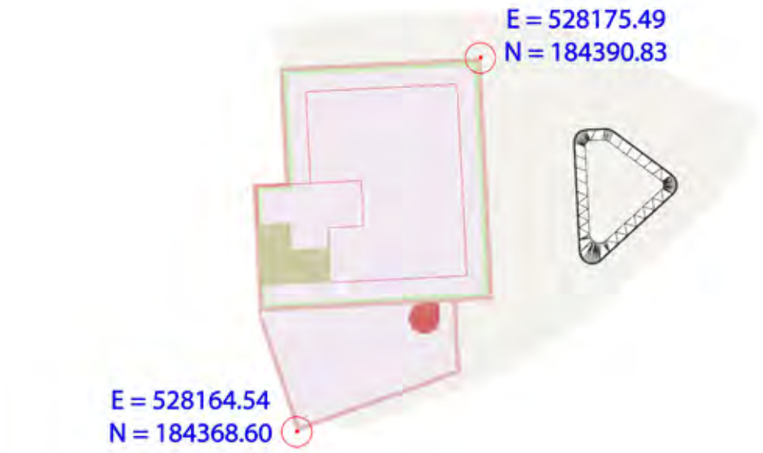
14A



14B



15A



15B

14A Architect's Elevation Drawing

14B Cityscape's Elevation Model

15A Architect's Plan Drawing

15B Cityscape's Plan Model

5.0 CAMERA MATCHING

5.1 Cityscape's Database

Cityscape has built up a comprehensive database of survey information on buildings and locations in central London; the database contains both GPS survey information and information regarding the dimensions and elevations of buildings gathered from architects and other sources. Figure 16 shows a selection of GPS located models (yellow) within Cityscape's database which effectively represents a 3D verified computer 'model' of some prominent buildings in central London. The term '3D model' has been adopted with caution in this methodology as it is thought to be slightly misleading because not every building in central London is included in the database although the majority of those buildings which form part of the 'skyline' are included.

The outlines of buildings are created by connecting the surveyed points or from the information obtained from architects' drawings of particular buildings. By way of example of the high level of detail and accuracy, approximately 300 points have been GPS surveyed on the dome of St. Paul's. The database 'view' (as shown in Figure 16) is 'verified' as each building is positioned using coordinates acquired from GPS surveys.

In many instances, the various co-ordinates of a particular building featured in one of the background plates are already held by Cityscape as part of their database of London. In such cases the survey information of buildings and locations provided by the surveyor (see section 3 above) is used to cross-check and confirm the accuracy of these buildings. Where such information is not held by Cityscape, it is, where appropriate, used to add detail to Cityscape's database. The survey information provided by the surveyor is in all cases used in the verification process of camera matching.

5.2 Cityscape's Database

A wireframe[6] 3D model of the proposed scheme if not provided is created by Cityscape from plans and elevations provided by the architects and from survey information of the ground levels on site and various other points on and around the site, such as the edge of adjacent roads and bollards etc. provided by the surveyor.

5.3 Camera Matching Process

The following information is required for the camera matching process:

- Specific details of the camera and lens used to take the photograph and therefore the field of view (see section 1);
- The adjusted or corrected digital image i.e. the 'background plate" (see section 2);
- The GPS surveyed viewpoint co-ordinates (see section 3);
- The GPS surveyed co-ordinates of particular points on the buildings within the photograph (the background plate) (see section 3);
- Selected models from Cityscape's database (see section 3);
- The GPS surveyed co-ordinates of the site of the proposed scheme (see section 3);
- A 3D model of the proposed scheme (see section 4).

A background plate (the corrected digital image) is opened on computer screen (for example, Figure 17), the information listed above is then used to situate Cityscape's virtual camera such that the 3D model aligns exactly over the background plate (as shown in Figures 18 and 21) (i.e. a 'virtual viewer' within the 3D model would therefore be standing exactly on the same viewpoint from which the original photograph was taken (Figure 20). This is the camera matching process.

5.4 Wireline Image

Cityscape is then able to insert the wireframe 3D model of the proposed scheme into the view in the correct location and scale producing a verified wireline image of the proposal (shown in Figures 19 & 22).

The camera matching process is repeated for each view and a wireline image of the proposal from each viewpoint is then produced. The wireline image enables a quantitative analysis of the impact of the proposed scheme on views.

[6] A wireframe is a 3D model, a wireline is a single line representing the outline of the building.

16

16 Selected GPS located models (yellow) from Cityscape's database, situated on Cityscape's London digital terrain model

17 Background plate & selected 3D models as seen by the computer camera. Red circle highlights the safe or non-distortive area of the image

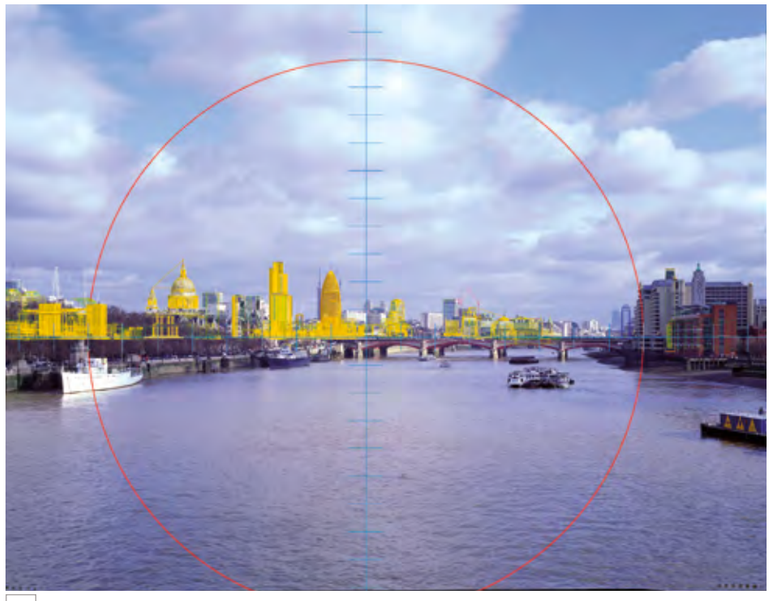
18 Background plate matched to the 3D GPS located models

19 The camera matched background plate with an example of a proposed scheme included in red

20 Background plate: digital photograph, size and bank corrected as described in section 3

21 Camera matching: the background plate matched in the 3D GPS located models

22 The camera matched background plate with the proposed scheme included

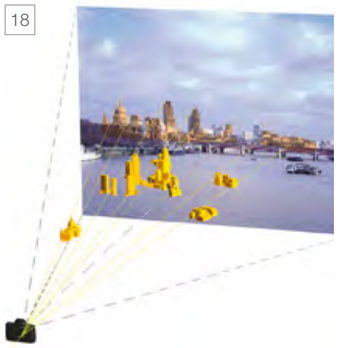


17

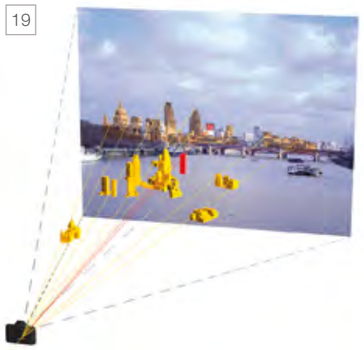
20

21

18



19



22

6.0 RENDERING

6.1 Rendering

Rendering is a technical term referring to the process of creating a two-dimensional output image from the 3D model.

6.2 Texturing

In order to assist a more qualitative assessment of the proposals, the output image needs to be a photo-realistic reflection of what the proposed scheme would look like once constructed. The process of transforming the wireframe 3D scheme model (see Section 7) into one that can be used to create a photo-realistic image is called texturing[7]

Prior to rendering, Cityscape requires details from the architect regarding the proposed materials (e.g. type of glass, steel, aluminium etc.) to be utilised. Cityscape also use high resolution photographic imagery of real world material samples, supplied by the client or the manufacturer, to create accurate photorealistic textures for use in all our images. This information is used to produce the appearance and qualities in the image that most closely relates to the real materials to be used (as shown in Figures 24 and 25).

6.3 Lighting and sun direction

The next stage is to light the 3D model to math the photographic environment. The date (including the year) and time of the photograph and the latitude and longitude of the city are input (see Figure 23) into the unbiased physically accurate render engine. Cityscape selects a 'sky' (e.g. clear blue, grey, overcast, varying cloud density, varying weather conditions) from the hundreds of 'skies' held within the database to resemble as closely as possible the sky in the background plate. The 3D model of the proposed scheme is placed within the selected sky (see Figure 27) and using the material properties also entered, the computer calculates the effects of the sky conditions (including the sun) on the appearance of the proposed scheme.

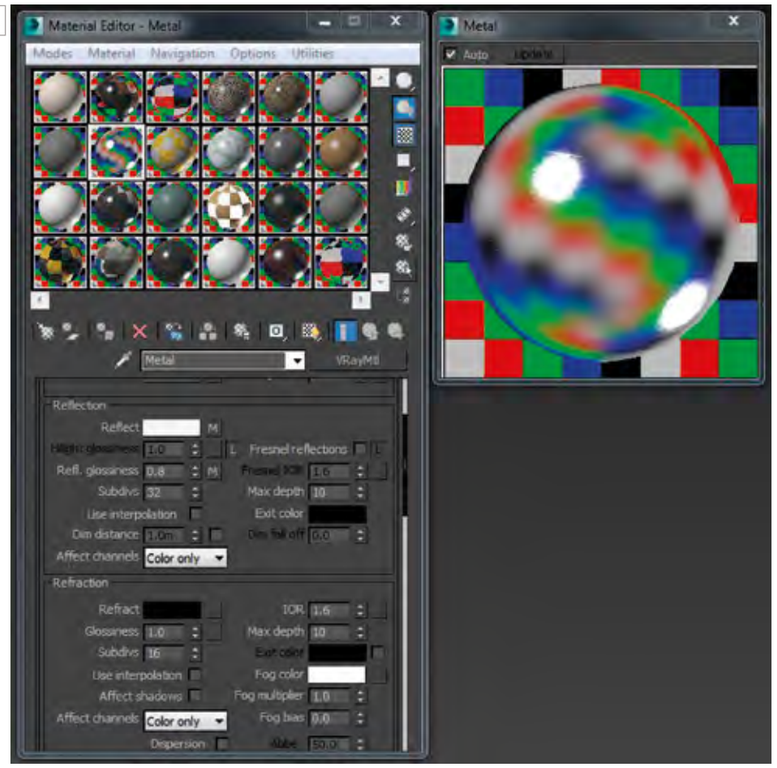
An image of the proposed scheme is produced showing the effect of light and sun (as shown in Figure 26). The selection of the matching sky is the only subjective input at this stage.

[7] Texturing is often referred to as part of the rendering process, however, in the industry, it is a process that occurs prior to the rendering process.

23

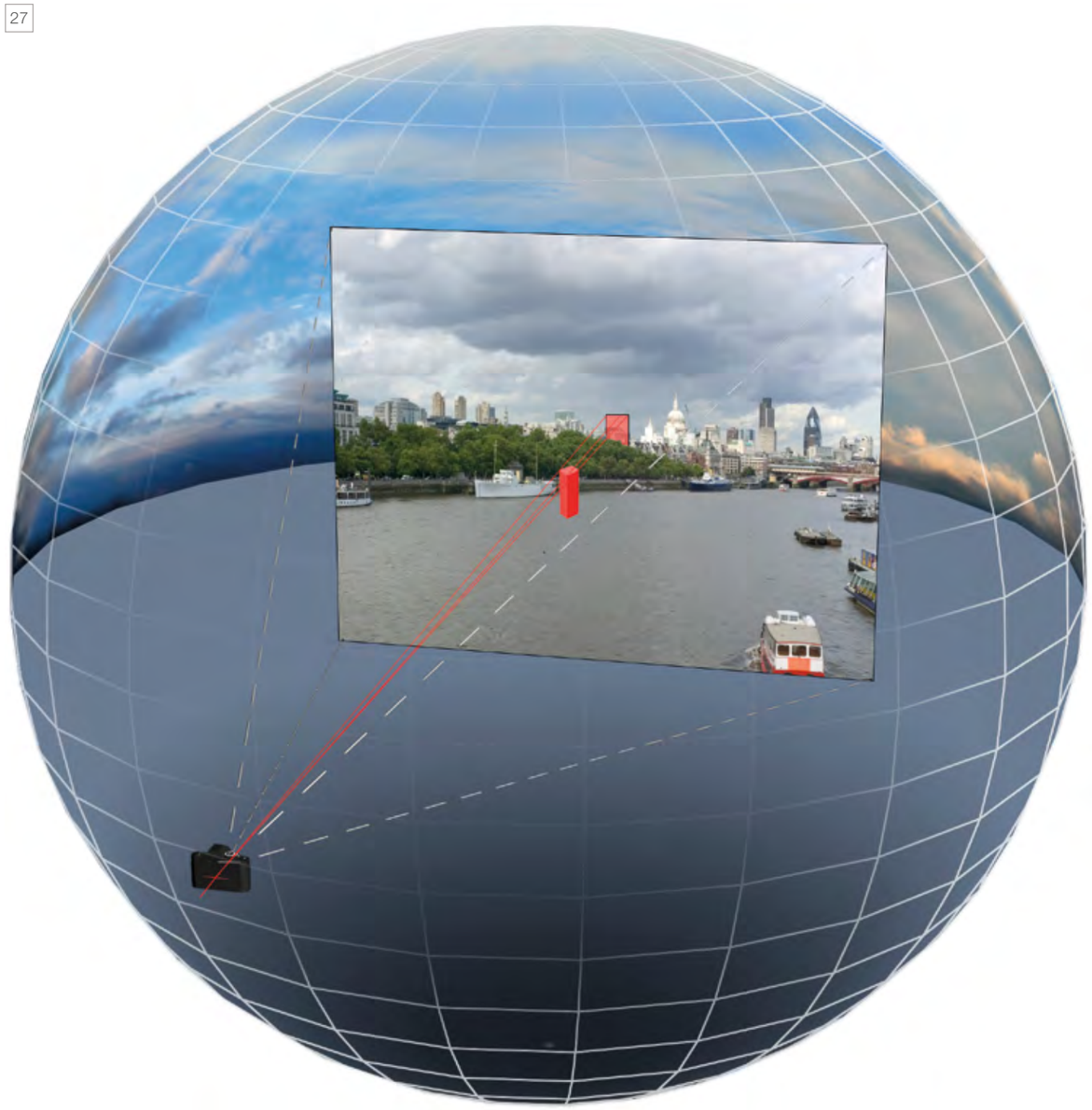
24

25



26

27



23 Screenshot of environment information (time, date and year) entered to locate the sun correctly (see section 7.3)

24 Screenshot of some materials in the 3D rendering package

25 Screenshot of material and surface properties

26 Example of rendered scheme using High Dynamic Range Imaging

27 Example of a proposed scheme highlighted in red within the selected sky and rendered onto the background plate

7.0 POST PRODUCTION

7.1 Post production

Finally the rendered image of the scheme model is inserted and positioned against the camera matched background plate. Once in position the rendered images are edited using Adobe Photoshop®[8]. Masks are created in Photoshop where the line of sight to the rendered image of the proposed scheme is interrupted by foreground buildings (as shown in Figure 29).

The result is a verified image or view of the proposed scheme (as shown in Figure 30).

[8] Adobe Photoshop® is the industry standard image editing software.

28

29

30

28 Background plate

29 Process Red area highlights the Photoshop mask that hides the unseen portion of the render

30 Shows a photo-realistic verified image

Cityscape Digital Ltd
69 – 85 Tabernacle Street
London, EC2A 4BD

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APPENDIX 2: List Descriptions

Historic England

THE ROUNDHOUSE

6 contributions

Overview

Heritage Category: Listed Building

Grade: II*

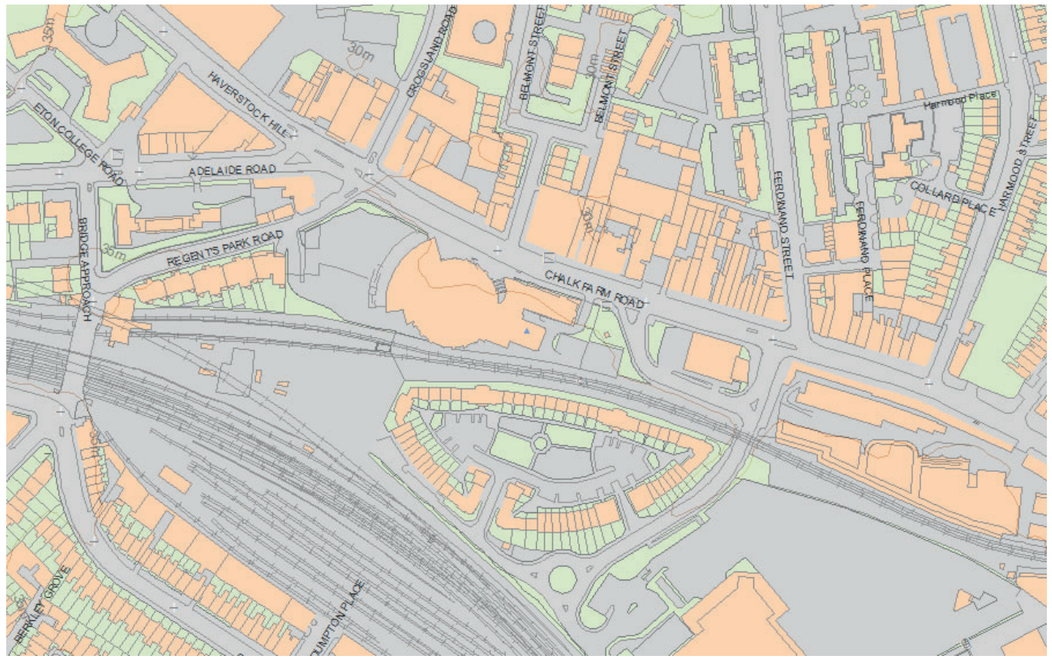
List Entry Number: 1258103

Date first listed: 10-Jun-1954

Date of most recent amendment: 11-Jan-1999

Statutory Address: THE ROUNDHOUSE, CHALK FARM ROAD

Map



The above map is for quick reference purposes only and may not be to scale. For a copy of the full scale map, please see the attached PDF - 1258103 .pdf

The PDF will be generated from our live systems and may take a few minutes to download depending on how busy our servers are. We apologise for this delay.

This copy shows the entry on 09-Apr-2019 at 13:15:42.

Location

Statutory Address: THE ROUNDHOUSE, CHALK FARM ROAD

The building or site itself may lie within the boundary of more than one authority.

County: Greater London Authority

District: Camden (London Borough)

National Grid Reference: TQ 28297 84302

Details

CAMDEN

TQ2884SW CHALK FARM ROAD 798-1/64/194 (South West side) 10/06/54 The Roundhouse (Formerly Listed as: CHALK FARM ROAD The Round House Theatre)

GV II*

Formerly known as: Warehouse of W & A Gilbey Ltd CHALK FARM ROAD. Goods locomotive shed, now theatre. 1846-7. By Robert B Dockray. For the London and North Western Railway. Built by Branson & Gwyther. Converted for use as a theatre 1967 and 1985. Yellow stock brick. Low pitched conical slate roof having a central smoke louvre, now glazed, and bracketed eaves. Circular plan 48m in diameter. Buttresses with offsets mark bays each having a shallow, recessed rectangular panel. Former entrances and windows with round-arched heads. INTERIOR: roof carried on 24 cast-iron Doric columns (defining original locomotive spurs) and a framework of curved ribs. Believed to retain original flooring, turn table and fragments of early railway lines. Wooden gallery probably added by Gilbeys, late C19. HISTORICAL NOTE: the building did not last long as an engine shed; by the 1860s the engines had become too long to be turned and stored there so it was leased to W & A Gilbey Ltd as a liquor store until converted to a theatre in the 1960s. (Survey of London: Vol. XXI, Tottenham Court Road and Neighbourhood, St Pancras III: London: -1949: 114).

Listing NGR: TQ2829784302

Legacy

The contents of this record have been generated from a legacy data system.

Legacy System number: 476873

Legacy System: LBS

Sources

Books and journals

'Survey of London' in Survey of London - Tottenham Court Road and Neighbourhood St Pancras Part 3: Volume 21, (1949), 114

Legal

This building is listed under the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended for its special architectural or historic interest.

End of official listing

Historic England

HORSE HOSPITAL WITH RAMPS AND BOUNDARY WALL AT NORTH OF SITE

Overview

Heritage Category:
Listed Building

Grade:
II*

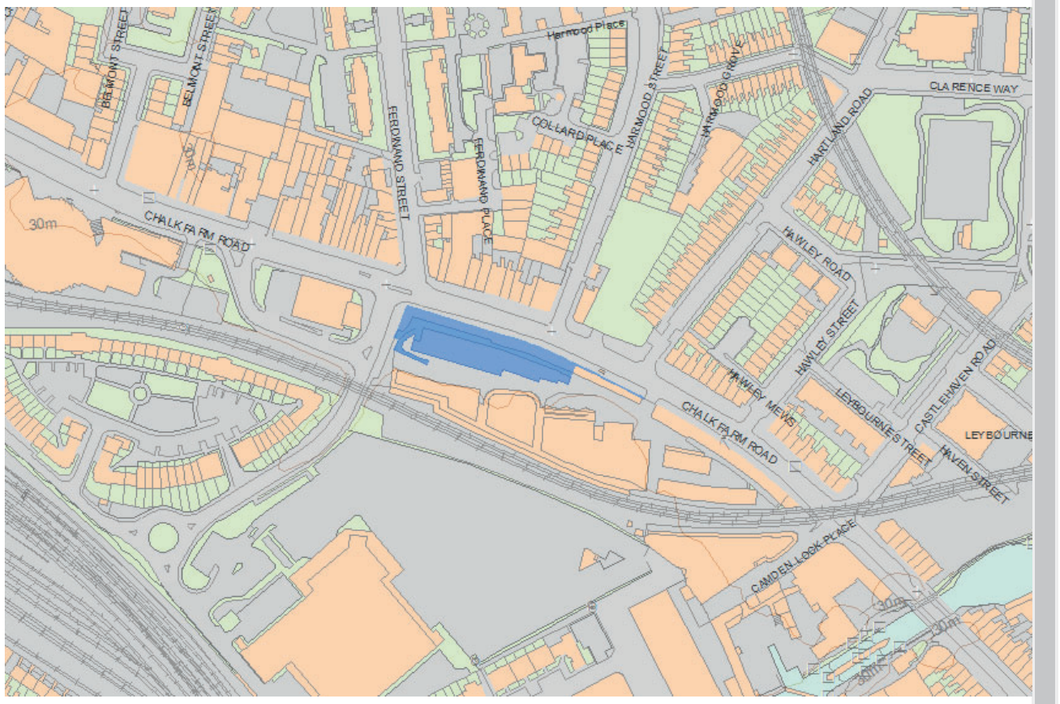
List Entry Number:
1258100

Date first listed:
30-Sep-1981

Date of most recent amendment:
28-Jan-2013

Statutory Address:
STABLES YARD, STABLES MARKET, CHALK FARM ROAD

Map



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(http://mapservices.HistoricEngland.org.uk/printwebservicehle/StatutoryPrint.svc/473361/HLE_A4L_Grade|HLE_A3L_Grade.pdf)

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This copy shows the entry on 16-Jul-2019 at 10:09:46.

Location

Statutory Address:
STABLES YARD, STABLES MARKET, CHALK FARM ROAD

The building or site itself may lie within the boundary of more than one authority.
County:
Greater London Authority

District:
Camden (London Borough)

Parish:
Non Civil Parish

National Grid Reference:
TQ2850984260

Summary

Stables. Built 1882-3 for the London and North-Western Railway. Designed by the London and North Western Railway (LNWR) Engineer's Department. Extended 1897. C20 conversion to market use.

Reasons for Designation

The Horse Hospital, Stables Yard is listed at Grade II* for the following principal reasons:

* Architectural interest and intactness: a fine example of a C19 industrial stabling complete with horse ramps and interior fittings, including stalls, mangers and hay racks;

* Historic interest and group value: an important component of the Camden Goods Depot, one of the most complete groups of C19 railway buildings and associated canal structures in England.

History

The Camden Goods Depot was originally constructed as the London terminus for goods traffic on the London and Birmingham Railway (L&BR), the capital's first inter-city main line railway and the largest civil engineering project yet attempted in the country. The site was chosen by Robert Stephenson (1803-59), the company's engineer, since it allowed interconnection for freight with the London docks via the Regent's Canal, built 1812-1820.

Work started on a 25-acre site north of the canal purchased from Lord Southampton in January 1837 and the goods depot opened to traffic in 1839. The site included the stationary winding engine house for pulling trains up the inline from Euston to Camden (listed at Grade II*); a locomotive house; 18 coke ovens for making smokeless fuel for locomotives; two goods sheds and stabling for 50 horses; stores and a wagon repair shop. There were also cattle pens and offices. The sidings, the locomotive shed and No.1 Goods Shed were all constructed on brick vaults. Further goods sheds and stabling was subsequently built for the public carriers, such as Pickford & Co, who had rights to the distribution of goods on the L&BR until 1846 when the L&BR decided to carry out the carriage of goods through their own agents – the same year L&BR merged with other lines to become the London and North-Western Railway (LNWR). The Pickford goods shed was built in 1841 (enlarged in 1845) by William Cubitt (1791-1863) on the south side of the canal and linked to the goods yard by a second wooden railway bridge and was the first such rail, road and canal interchange building

In 1846-8 due to the rapid growth in passenger and goods traffic and the increase in locomotive size, the Goods Depot was overhauled to the designs of the Resident Engineer, Robert Dockray (1811-71). New structures were built, including two engine houses, notably that for goods engines (now the Roundhouse – listed at Grade II*) to the north of the main line tracks, and one for passenger engines to the south (demolished in 1966). There was also a construction shop for repairs to the north of No. 1 Goods Shed and other structures including a new railway bridge to the former Pickford & Co warehouse.

In 1854-6 another major upgrading of the site was undertaken following the construction of the rail link to the London docks in 1851, and further increases in goods traffic which required a larger marshalling yard. The North London Railway (NLR) lines were repositioned to the north of the site and the recently built construction shop dismantled (leaving its vaults) to make way for this. Sidings were extended to the edge of the canal either side of the interchange basin which was realigned and enlarged to its present size. As a result of these changes in layout a new stables yard was constructed between the NLR tracks and the Hampstead Road. This contained four new stable ranges with a horse tunnel (the Eastern Horse Tunnel) linking them to the

marshalling yards to the south. At the same time further stables were built on the western side of the mainline tracks off Gloucester Road (now Gloucester Avenue) and linked to the goods depot by the Western Horse Tunnel.

Further changes to the site took place in the later C19 including the construction of the LNWR goods shed in 1864, then the largest in the country (enlarged in 1931 and subsequently demolished). The goods depot closed around 1980.

The surviving elements of Camden Goods Yard, along with the Roundhouse, stationary winding engine house, Primrose Hill Tunnel Eastern Portals (also listed at Grade II*) and Regent's Canal represent a particularly important concentration of C19 transport and industrial buildings illustrating the development of canal and rail goods shipment.

The stables and 'Horse Hospital' Victorian railway goods depots required large numbers of horses for the transfer of goods and shunting of wagons. At its peak, around 700-800 horses were used at the Camden Goods Depot and by the early 1900s the LNWR provided accommodation for something like 6,000 horses nationally.

Stabling for 50 horses at the original 1839 goods depot was provided in the vaults below the railway sidings. By 1849, increased goods traffic meant that 427 horses were employed on the site. As part of the 1846-7 remodelling, four stable blocks, with stalls for 168 horses, were built between the sidings and Chalk Farm Road and let to tenants, whilst other horses were stabled in vaults below the Construction Shop and the Pickford's warehouse on the east side of the canal. In 1854-6, the further remodelling of the depot resulted in the demolition of the original free-standing stable blocks and the construction of the present blocks to the south-east. The four blocks are estimated to have stabled 162 horses and Stables Yard was linked to the rest of the depot by the Eastern Horse Tunnel. The Horse Hospital, as it came to be known, was built to the north-west of the other stables in 1882-3 and extended to the south-east in 1897. The first phase accommodated 92 horses with 40 more in the second phase. Major additional stabling had also been provided in about 1855 on the southwest side of Gloucester Road and more stable ranges on the north side in 1876. Both were linked to the Western Horse Tunnel, the second group by the existing horse stairs. The first group was demolished in the 1960s (to make way for Waterside Place) and the second group in 2000. The Horse Hospital has been converted to use as shops with a music venue on the upper floor.

Details

EXTERIOR The building consists of two adjoining ranges, the larger western range dating to 1882-3 and the eastern to 1897, built on a narrow sloping site along the boundary wall to Chalk Farm Road. The building is of yellow stock brick laid in English bond and a pitched slate roof with two sets of wooden ventilation louvers on the ridge of the western range. Details are in red brick consisting of floor bands, dentilled cornices, segmental window heads and oculi to the end gables of the western range (that to the eastern gable obscured by the later range). The two-storey southern elevation is stepped back to mark the building phases. The first phase comprises five bays and had accommodation for 92 horses using both storeys. The second phase comprises three two-storey stable bays (with the easternmost bay stepped back) and a single-storey mess with a hipped roof on the eastern end. This accommodated a further 40 horses.

The bays of the western range are divided by brick pilaster strips into panels of plain brickwork, relieved by pairs of small segmental-headed windows set high up under a red brick dentil cornice. The ground-floor bays have pairs of cast-iron pilasters with classical detailing either side of wide openings and supporting cast-iron girders. The openings were originally flanked by large multi-pane wooden windows but this arrangement survives intact only in the central bay, others having been altered to incorporate varying modern shop fronts, some retaining the original upper windows. The large openings indicate that the building was probably originally intended to be used as cart sheds rather than solely as stabling. Due to the slope of the land, the northern elevation is expressed externally as a single-storey, detailed in the same manner as the upper storey of the south elevation. Two window openings towards the centre of the elevation have been converted into doorways opening onto a modern entrance platform. The upper storey of the west gable end has a central doorway flanked by paired windows and opening onto a raised brick platform reached from the horse ramp which curves round the west end of the building. At ground floor level is a small lean-to with sloping slate roof, originally the boiler house.

The eastern range is simpler with the side elevations having a continuous run of upper storey windows of the same pattern as the west range. This arrangement was repeated, with larger windows, on the ground floor but some windows have been converted into doors including a large carriage entrance. The northern elevation has low windows on the ground floor due to the slope of the land and a large arched entrance with blue engineering brick quoins at the west end. This was originally entered via a short horse ramp from the setted roadway on the embankment running along the north of the building but has

now been re-modelled as steps.

INTERIOR The 1883 range has cast-iron columns with bell capitals, supporting brick jack arching on the ground floor and timber roof trusses on the upper floor. The original brick-paved floors survive on both floors. The western section of the first floor retains twelve horse stalls with iron doorposts and timber boxes below the iron grilles and rails. Some stalls retain their mangers and hay racks and the remains of the wooden ventilation shafts. The stalls were used for the resting of tired or lame horses and their existence probably accounts for the building becoming known as the 'Horse Hospital' although it was unlikely to have been used for veterinary purposes. No stable fittings survive on the ground floor.

The interior of the 1897 range is plainer with I-section stanchions supporting the brick jack arching. No stable fittings survive in this range.

SUBSIDIARY FEATURES The high boundary wall to Chalk Farm Road, north of the Horse Hospital, was built in 1854-6 to retain the fill deposited to raise the level of the Camden Goods Depot. The wall is of multi-coloured stock brick laid in English bond with broad brick piers and stone coping. The infill between the wall and the horse hospital is topped by a sloping roadway with stone setts and kerbs of stone sleeper blocks from the early days of the railway (the modern stalls which line the northern side of the roadway are not of special interest). At the west end of the building it joins the horse ramp which curves round the western end of the Horse Hospital and gave additional access to its upper storey. The horse ramp has brick retaining walls with stone copings and a stoned setted ramp. The curve to the east is a later realignment.

Legacy

The contents of this record have been generated from a legacy data system.

Legacy System number:
476871

Legacy System:
LBS

Sources

Books and journals

Biddle, G, Britain's Historic Railway Buildings, (2003), 13
Cherry, B, Pevsner, N, The Buildings of England: London 4, North, (1998 revised 2001), 365-366

Other

Peter Darley, Stables Complex and Underground Features in Former Camden Goods Depot , 2010,

Legal

This building is listed under the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended for its special architectural or historic interest.

End of official listing

Images of England

Images of England was a photographic record of every listed building in England, created as a snap shot of listed buildings at the turn of the millennium. These photographs of the exterior of listed buildings were taken by volunteers between 1999 and 2008. The project was supported by the Heritage Lottery Fund.

Date: 04 Sep 2004

Reference: IOE01/13026/06

Archive image, may not represent current condition of site.

There aren't currently any contributions

Historic England

Chalk Farm Underground Station

5 contributions

Overview

Heritage Category: Listed Building

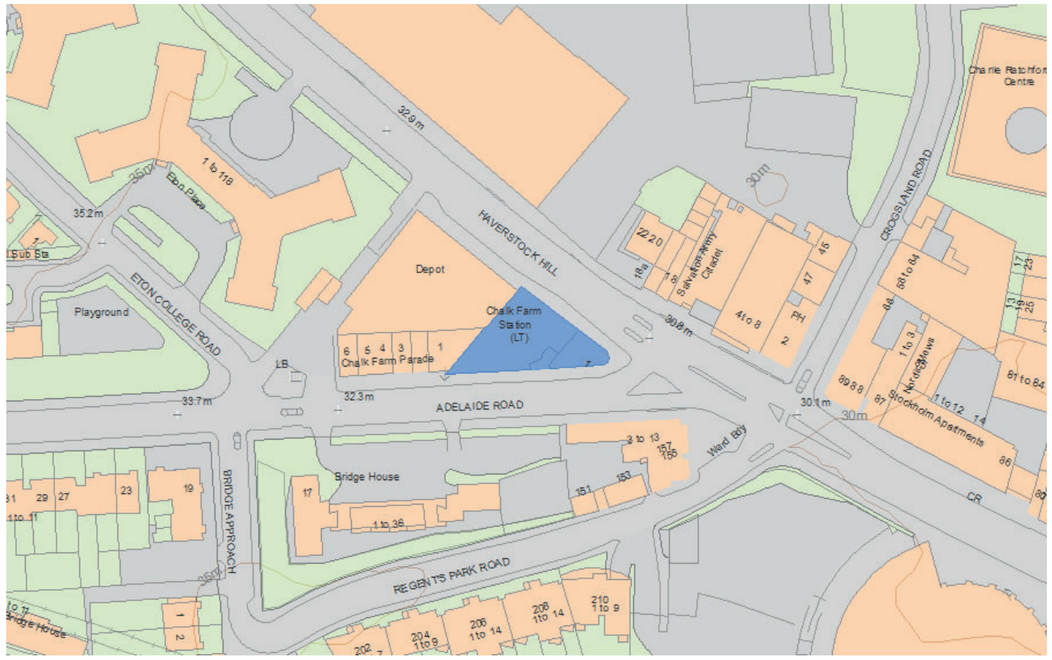
Grade: II

List Entry Number: 1401028

Date first listed: 20-Jul-2011

Statutory Address: Chalk Farm Underground Station, HAVERSTOCK HILL

Map



The above map is for quick reference purposes only and may not be to scale. For a copy of the full scale map, please see the attached PDF - 1401028 .pdf

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This copy shows the entry on 09-Apr-2019 at 13:17:15.

Location

Statutory Address: Chalk Farm Underground Station, HAVERSTOCK HILL

The building or site itself may lie within the boundary of more than one authority.

County: Greater London Authority

District: Camden (London Borough)

Parish: Non Civil Parish

National Grid Reference: TQ2813484408

Summary

Underground railway station. Built 1906-7 by the Underground Electric Railways Co of London Ltd (UERL) under Charles Tyson Yerkes, serving the Charing Cross, Euston & Hampstead Railway (CCE&HR), later part of the Northern Line. Designed by Leslie Green.

Reasons for Designation

Chalk Farm Underground Station is designated for the following principal reasons:

* Architectural interest: a good example of a station designed by Leslie Green to serve the CC&HR, later the Northern Line; situated at the acute angle of the road junction, it is externally the most impressive and distinctive of the surviving Green stations, and retains three early

tiled Underground signs, now rare * Interior: while altered, features of interest survive including tiling at lower levels * Historic interest: the Yerkes group of stations designed by Leslie Green illustrate a remarkable phase in the development of the capital's transport system, with the pioneering use of a strong and consistent corporate image; the characteristic ox-blood faience façades are instantly recognisable and count among the most iconic of London building types

History

The CCE&HR was one of three tube lines opened 1906-7 by the UERL. The world's first deep-level tube line, the City & South London Railway (C&SLR), had opened in 1890 from the City to Stockwell, and although a flurry of proposals for further routes ensued, progress was hampered by lack of capital until the Central London Railway Line (later the Central Line) opened in 1900. In 1901-2 the American transport entrepreneur, Charles Tyson Yerkes, acquired four dormant companies: the CCE&HR; the Brompton & Piccadilly Circus Railway and the Great Northern & Strand Railway (GN&SR), which were merged as the GNP&BR, and the Baker Street & Waterloo Railway; the three were incorporated into the UERL. Yerkes died in 1905 before the tube lines were completed. The CCE&HR, or 'Hampstead Railway' or 'Tube', opened on 22 June 1907, running from Charing Cross to Camden Town where it diverged, terminating at Highgate (now Archway) in the north, and Golders Green in the north west, with 13 intermediate stations. In 1910 the three UERL tubes were formally merged as the London Electric Railway (LER). In 1924-6, the former CCE&HR and C&SLR lines were joined, becoming the Northern Line in 1937.

Leslie Green (1875-1908) was appointed Architect to the UERL in 1903 and designed 40 stations for the company in a distinctive Edwardian Baroque house style clad in ox-blood faience. They followed a standardised design and plan adapted to the site. Interiors comprised a ground-floor ticket hall with lifts, a spiral stair down to lower corridors, and further stairs down to the platforms which were usually parallel. The upper storey housed lift machinery and office space. Ticket halls featured deep-green tiling with a stylised acanthus leaf or pomegranate frieze, and ticket windows in aedicular surrounds; few of these features now survive. Stairs, corridors and platforms were faced in glazed tiles with directional signage, produced by various tile manufacturers, each station with its unique colour scheme. Green suffered ill health and his contract with UERL terminated at the end of 1907. He died the following year at the age of 33.

Details

MATERIALS: Steel frame clad in brick, faced in ox-blood red faience produced by the Leeds Fireclay Co Ltd.

EXTERIOR: The station occupies a prominent site at the convergence of Adelaide Road and Haverstock Hill, and has two elevations meeting at an acute angle with a curved apex. 2 storeys high. It originally had an opposing entrance and exit on both elevations; those on N side now blocked. S elevation in Adelaide Road is the longest of all the Green stations and consists of 8 pilastered bays arranged 3-1-1-3 with alternating half-bays, the triple bays forming a continuous arcade, terminating in a half-bay at the W. Entrance is in the penultimate bay to the W, while the former exit further E is now a shop. The curved apex is accentuated by an overhanging upper floor with a pedimented tripartite window. The ground floor was always a shop, originally an Express Dairy, which also occupied the 3 adjacent bays on both sides of the angle; the shop front is modern. The shorter N elevation has similar treatment with 6 main bays arranged 2-1-1-2 of which the eastern single bay was an entrance. Both elevations retain original windows to some bays, while others have been been infilled with faience. Upper storey has timber Diocletian windows in keyed semi-circular arches with egg-and-dart decoration and cartouches between the springers of the arcaded bays, and a modillion cornice. Each half-bay has a deeply hooded oeil-de-boeuf.

Above the entrance, the former exit on the N side, and the shop front at the apex, are blue tile signs with white relief lettering reading UNDERGROUND, added in 1908. Frieze lettering has otherwise been removed. To the right of the entrance is a 1930s pole and roundel Underground sign.

INTERIOR: Ticket hall retains a number of features including moulded cornices, an early brass clock, six-panelled door with paterae, fluted timber wall banding and railings enclosing the top of the stair. Tiling has been replicated to the 1906 pattern. Some original mauve terrazzo flooring survives in the disused exit area to the rear of the lifts. Original tiling in dark red and cream survives in the spiral staircase and lower corridors; that to the platforms replicated in 2005, apart from the soffit banding and some remnants of directional signs.

Sources

Books and journals

Horne, M A C, The Northern Line: an Illustrated History, (1987)
Lawrence, D, Underground Architecture, (1994)
Leboff, D, The Underground Stations of Leslie Green , (2002)
Menear, L, London Underground Stations: a social and architectural study, (1983)
Rose, D, Tiles of the Unexpected, (2007)
Wolmar, C, The Subterranean Railway , (2004)

Legal

This building is listed under the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended for its special architectural or historic interest.

End of official listing

Historic England

Church of St Saviour

6 contributions

Overview

Heritage Category: Listed Building

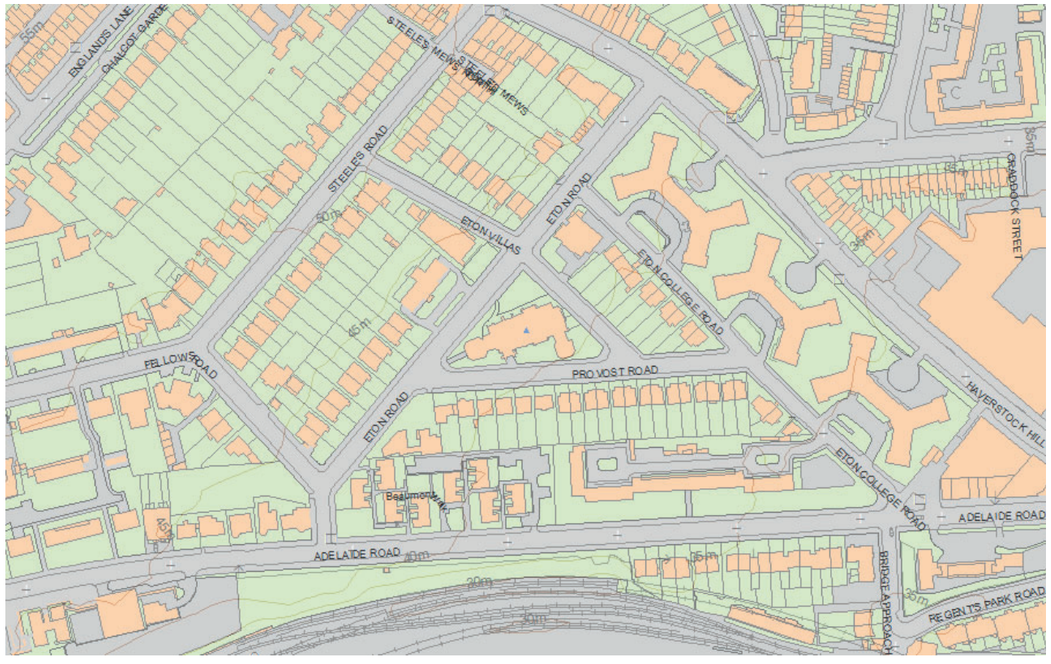
Grade: II

List Entry Number: 1342063

Date first listed: 14-May-1974

Statutory Address: Church of St Saviour, Eton Road

Map



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The PDF will be generated from our live systems and may take a few minutes to download depending on how busy our servers are. We apologise for this delay.

This copy shows the entry on 18-Apr-2019 at 11:45:06.

Location

Statutory Address: Church of St Saviour, Eton Road

The building or site itself may lie within the boundary of more than one authority.

County: Greater London Authority

District: Camden (London Borough)

National Grid Reference: TQ 27838 84499

Details

TQ2784NE 798-1/52/413

CAMDEN ETON ROAD (south east side) Church of St Saviour 14/05/74 GV II Church. c1855-56. By E.M Barry; built by Lucas Bros. Alterations 1883 by Ewan Christian. Chancel lengthened 1902 by W.D Caröe. Kentish ragstone random rubble with Bath stone dressings. Slated roofs. Early English style with nave of four bays, clerestory, aisles, transepts, turret and tower at south west corner. Angle buttressed tower with moulded entrance, two-light plate tracery windows and arcaded belfry with Lombard type frieze; broach spire with lucarnes. Paired lancets to aisles; transepts, east and west windows triple lancets.

INTERIOR: not inspected but noted to have open timber roof. Glass by Clayton and Bell.

Listing NGR: TQ2783884499

Legacy

The contents of this record have been generated from a legacy data system.

Legacy System number: 477214

Legacy System: LBS

Sources

Books and journals

The Victoria History of the County of Middlesex: Volume IX, (1989), 151
Clarke, Basil F L, Parish Churches of London, (1966), 78

Legal

This building is listed under the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended for its special architectural or historic interest.

End of official listing

MONTAGU EVANS