

- 4.17 To the north west of the Site, the Chalk Farm Underground Station is evident (**Figure 4.10**). The station was opened in 1907 by the Charing Cross, Euston & Hampstead Railway (CCE&HR). Trains originally operated between Golders Green and Charing Cross, later extended to Edgware and Kennington in the 1920s.
- 4.18 The 1916 OS map (**Figure 4.11**) emphasises the mostly unchanged layout of the wider area, with the only significant change being the demolition of several semi-detached houses along the south side of Adelaide Road.



Figure 4.10 Chalk Farm Underground Station in 1907. Source: Collection of London Transport Museum.

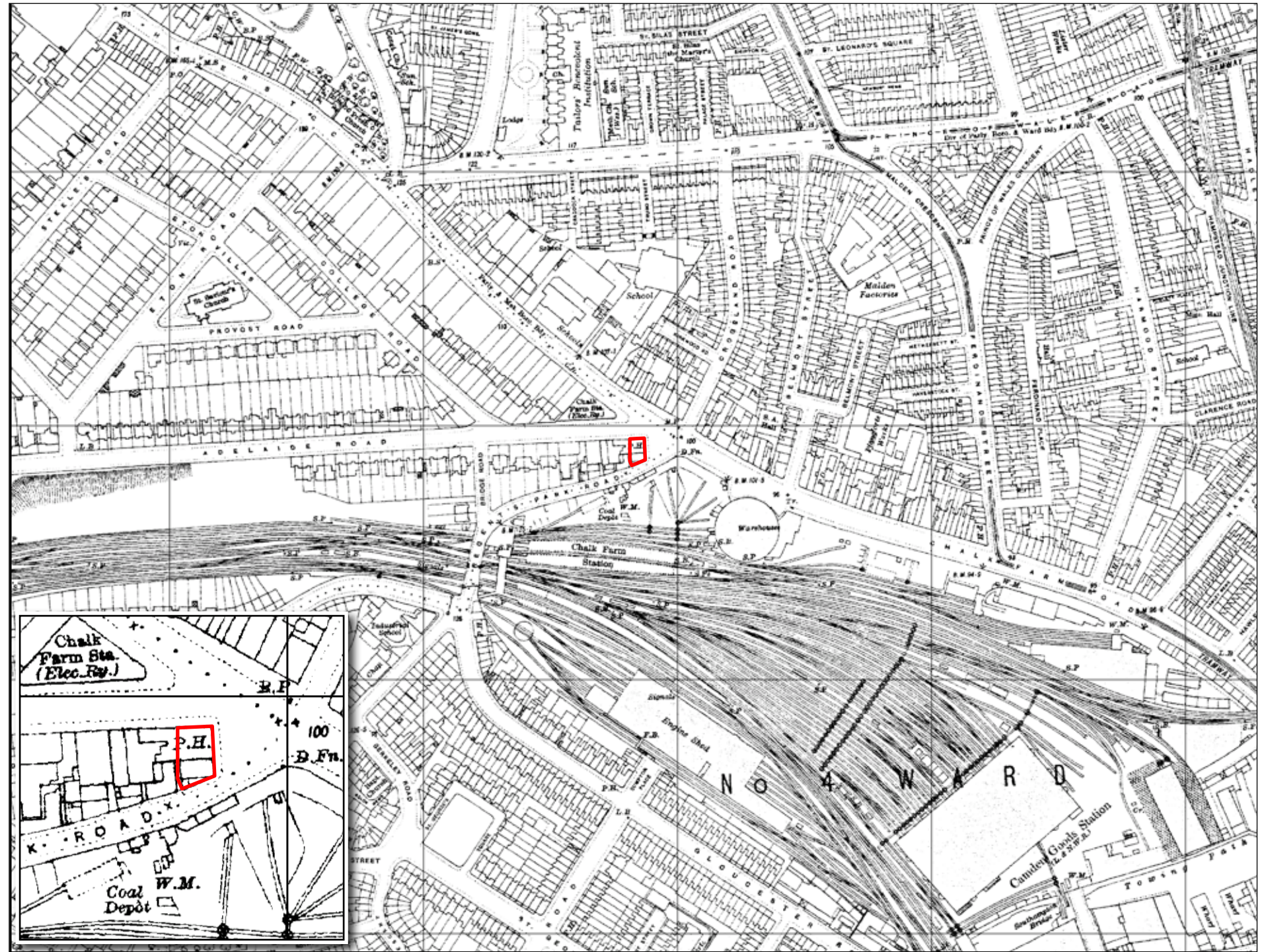


Figure 4.11 1916 OS Map

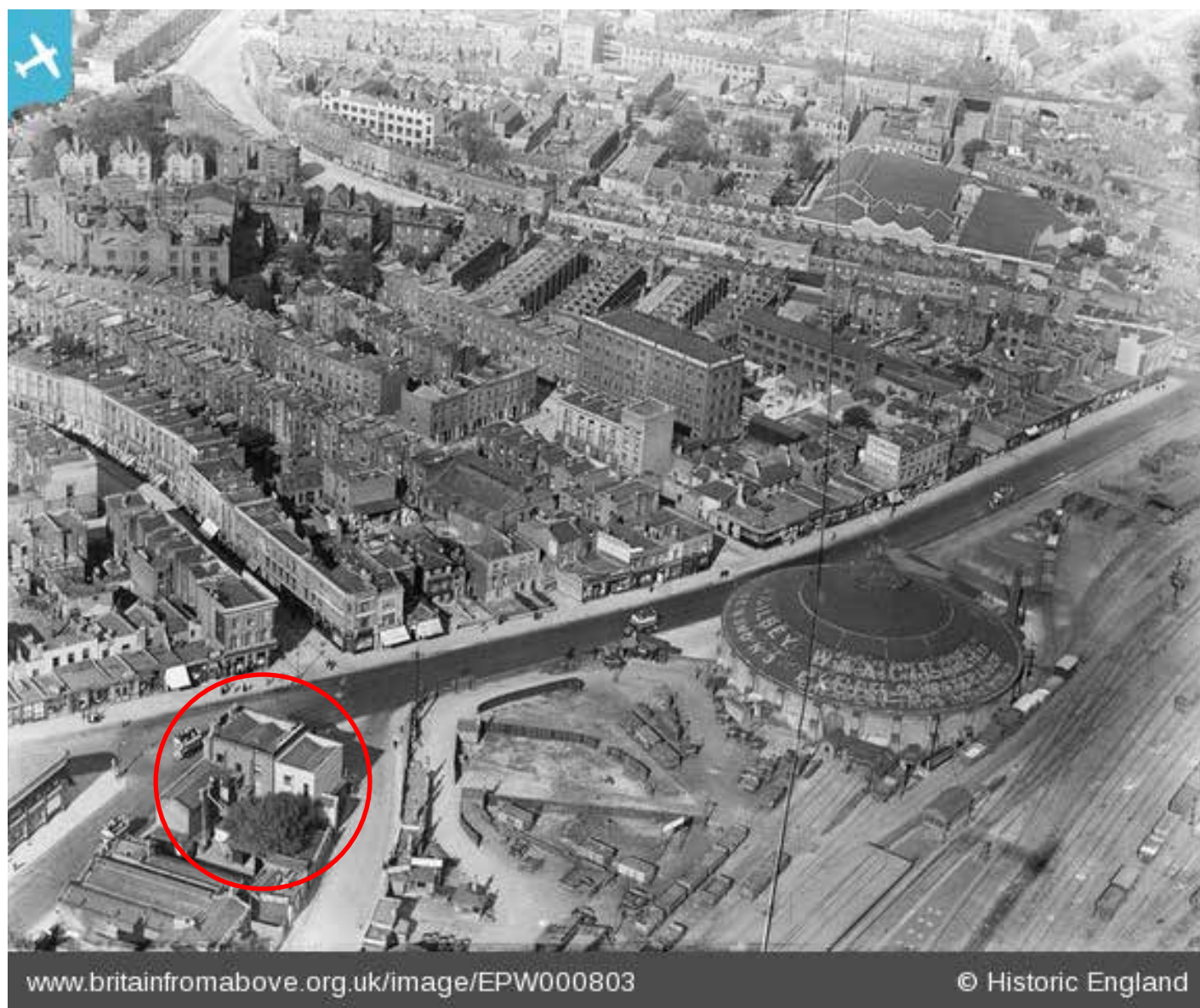


Figure 4.12 Chalk Farm Area in 1920. Source: Britain from Above, Historic England.



Figure 4.13 Chalk Farm Road, Camden Goods Yard and the Gilbey Warehouse in 1920. Source: Britain from Above, Historic England.

- 4.19 By the mid twentieth century, the urban environment surrounding Chalk Farm had undergone a series of changes.
- 4.20 The impact of Second World War (**Figure 4.14**) saw the Site and immediate area predominantly impacted by general blast damage, although this identified as minor in nature and not structural. The wider area saw areas of Victorian housing totally destroyed or damaged beyond repair. The 1945 Aerial Map (**Figure 4.15**) reflects impact of the war on the landscape, with several sites left in ruin.



Figure 4.14 Bomb Damage Map of the Site and surrounding area in 1945. London County Council.



Figure 4.15 1945 Aerial View of the Site and the surrounding landscape. Source: Google Earth.

- 4.21 During the post-WWII period, areas within the Borough were in a state of decline, with large areas of housing stock being empty and boarded up. Camden Lock was yet to open as a cultural destination and old railway yards and warehouses stood empty. Partial areas of Victorian and Georgian housing had been bulldozed with the idea of being redevelopment by a private developer or the council.
- 4.22 The changes in the urban environment are apparent in the 1955 OS Map (**Figure 4.16**). Within the immediate and wider setting of the Site, areas of former Victorian properties have been demolished and a number of residential estates have been built. To the north west of the Site, the residential blocks of Eton Rise, Eton Halt and Eton Place front onto Haverstock Hill and Eton College Road and reflect the changing form of the area in the mid and late twentieth century.
- 4.23 The further development of the railway is visible to the south of Adelaide Road, with several new railway lines, tunnels and railway staff hotel being evident.
- 4.24 The Site layout on the 1955 OS map remains unchanged. To the south of the Site, the OS map shows a small industrial works site was evident to the south of the Site and probably associated with the proximity to the railway. The railway and associated infrastructure still occupies land to the south of Regents Park Road. To the north, east and west of the Site, areas are predominantly residential, with some commercial, public and educational buildings.

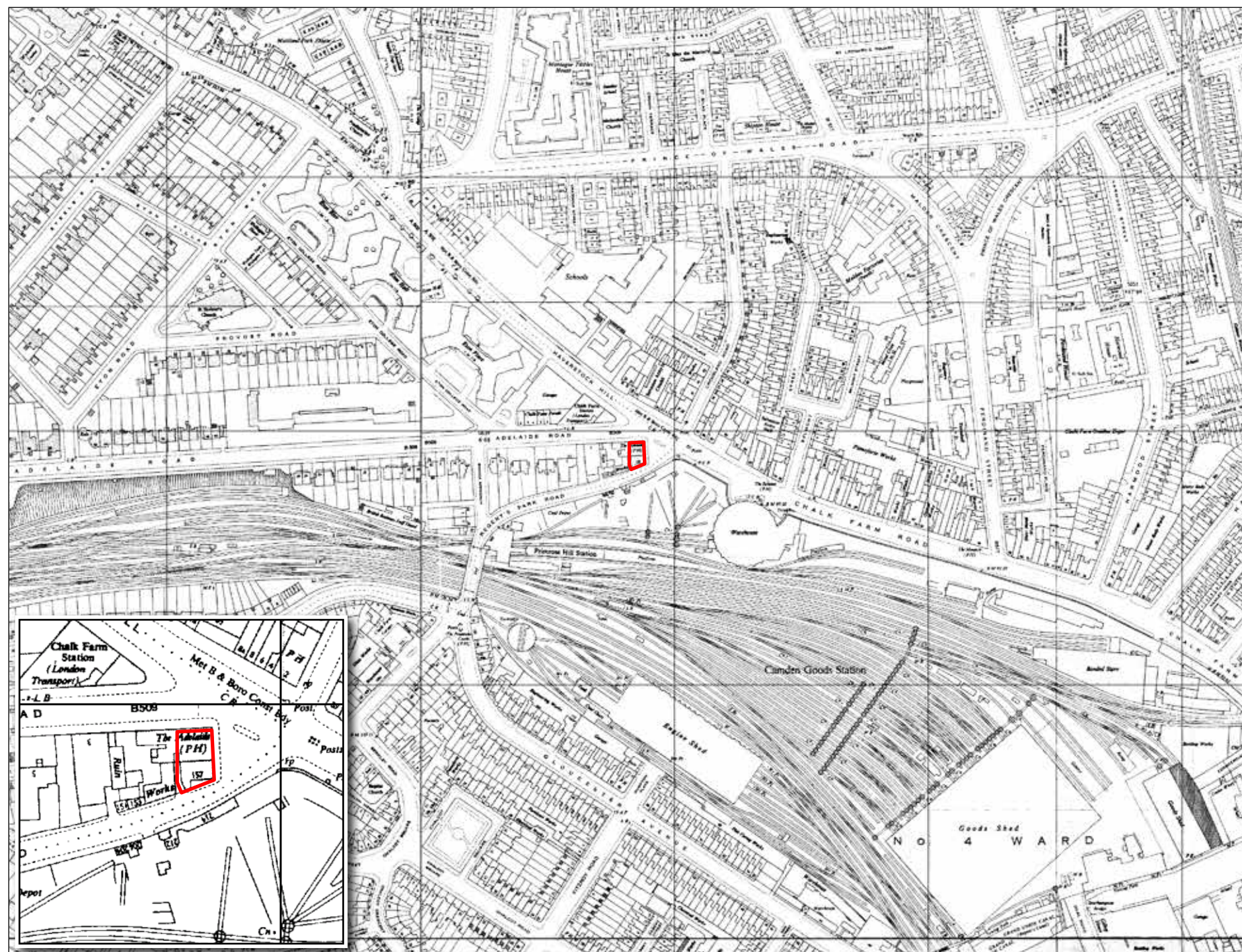


Figure 4.16 1955 OS Map

- 4.25 Ordnance Survey mapping dating between 1955 and 1975, show an unchanged layout to the Site, which remains the Adelaide Public House.
- 4.26 The local setting of the Site has seen changes with the development of the seven storey Bridge House development, to the west of the Site. To the south of the Site and Regent's Park Road, the railway tracks which form part of the station yard have been removed.
- 4.27 The wider area also seen further changes with the continued the development of residential estates such as the Denton Estate and St Silas Street Estate. The large and coarse grain of the residential estates, reflect a change in the urban form.



Figure 4.17 The Chalk Farm Area in 1967. Source Historic Imagery.

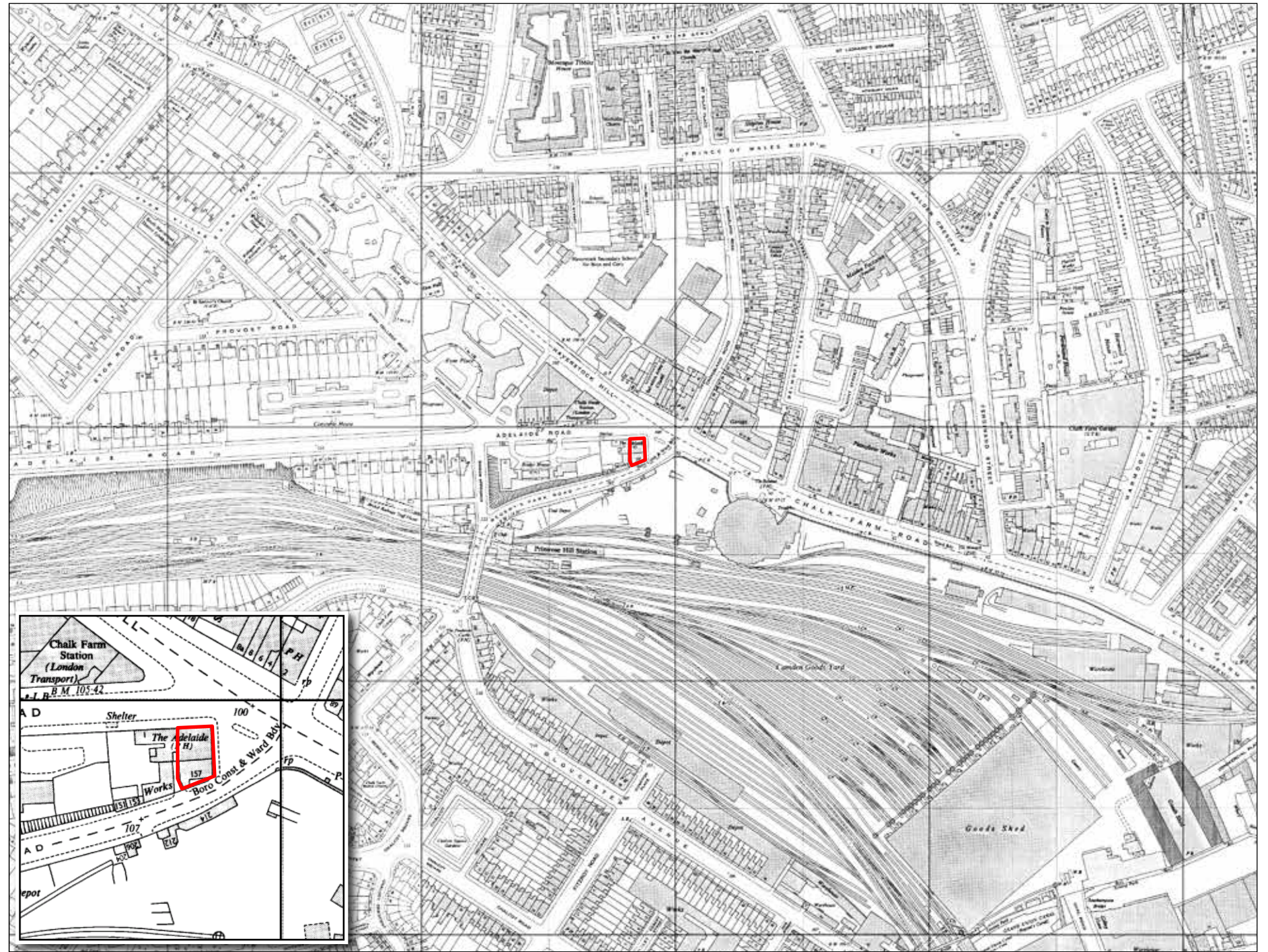


Figure 4.18 1969 OS Map