



GRAND UNION HOUSE, LB CAMDEN NW1

HERITAGE ASSESSMENT

February 2021

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HERITAGE ASSESSMENT

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1. INTRODUCTION

- 1.1. This Heritage Assessment is submitted in support of a detailed planning application ('the Application') made on behalf of Camden Mixed Developments Limited ('the Applicant') for the partial demolition and redevelopment of Grand Union House ('GUH') at nos 16-20 Kentish Town Road, London ('the Site'). This report has been prepared by Bridges Associates Architects ('BA').
- 1.2. The proposal comprises the following: *"Part-demolition, re-build and upward extension to provide additional Class E office and commercial floorspace, six residential units (Class C3), new areas of landscaping and public realm"* ('the Proposed Development').
- 1.3. A scheme by Andrew Philips Architects was previously submitted for planning in 2018 which was withdrawn in February 2020. In 2020, 6a architects were appointed with a different Brief. Similar to the 2018 scheme, the new scheme consists of two buildings: a commercial building which utilises as much of the existing concrete frame as possible while increasing the number of stories and a residential building to south. The commercial building will have offices starting at ground floor and going up to the new Level 04. The residential building consists of three residential floors and retail space at ground level. The ground floor is largely comprised of undercroft car parking and that the upper floors were largely occupied as offices.
- 1.1. Site context designations
- 1.2. The site is located in the north-western corner of the triangular block between Kentish Town Road, Camden Road and the Regent's Canal. The existing building at 20 Kentish Town Road occupies the eastern side of Kentish Town Road and is located on the former site of the 4 storey Art Deco main production building of the ABC factory (built in 1939 and demolished in the early 1980s).
- 1.3. 16-20 Kentish Town Road, together with the Sainsbury's superstore and canal-side housing, form part of the comprehensive re-development of the triangular site in the 1980s by Sainsbury's. No. 20 is an office building comprising a three-storey reinforced concrete frame with a steel roof. The basement of the building is used as a car park for



Figure 1. Location map, site outlined in red (BA, February 2021).

Sainsbury's. A separate single storey construction is located at 16 Kentish Town Road.

Designations

1.4. The majority of the site is within the Regent's Canal Conservation Area and the southern extent of the site (i.e. 16 Kentish Town Road) remains within the Camden Town Conservation Area. None of the buildings within the application site are listed, however there are several listed and locally listed buildings nearby.

1.5. The Grade II* St Michael's Church on Camden Road is located within the immediate vicinity of the Site.

1.6. In 2019, the Sainsbury's supermarket (Grade II) on Camden Road and 1-12 Grand Union Walk (Grade II) were added to the National Heritage List for England ('NHLE') following the Secretary of State for Digital, Culture, Media and Sport's decision on 19th July 2019. GUH and the former crèche were also considered for listing but were not added to the List as it was not identified to have sufficient special interest (HE Advice Report ref. 1463298, July 2019):

- *'the long street frontage of GUH is insufficiently articulated in relation to its length and with most of the ground floor given over to surface parking it does not fulfil its potential either aesthetically or spatially;*
- *the former crèche is a modest building in scale and, like Grand Union House, does not have sufficient claims to special interest;*
- *the buildings are the least successful element, architecturally and functionally, of the Grand Union Complex.'*

Research

1.7. This report has consulted the Greater London Historic Environment Record ('GLHER') as part of the desk-based research into the history of the site. In addition, various other primary and secondary sources have been consulted in compiling his report.

Scope and structure of the report

1.8. Overview of the relevant planning policy has been included in **Section 2**. **Section 3** summarises the historical development of the site and this part of Camden. **Section 4** provides an overview of the existing condition, appearance and character of the site and the surroundings. A summary of the significance of designated and non-designated heritage assets has been assessed in **Section 5**. The proposed development is assessed against relevant heritage policies in **Section 6**. Conclusions follow in **Section 7**.

1.9. Visual information in the form of maps, plans and illustration has been included throughout this report. **Appendix A** includes NHLE's list entries of the supermarket and 1-12 Grand Union Walk.

1.10. Townscape and visual effects of the proposed development have been assessed in a separate **Townscape and Visual Assessment** ('TVA', February 2021, Bridges Associates Architects and visualisers Cityscape).

2. RELEVANT LEGISLATION, POLICY AND GUIDANCE

Statutory considerations

The Planning (Listed Buildings and Conservation Areas) Act 1990

- 2.4. Section 66 (1) of the Act requires that special regard be had to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. Section 66(1) the Act will be considered in the light of the relevant judgments when determining whether any harm to the settings of heritage assets should be attributed to the proposed scheme.
- 2.5. In the case of *Barnwell Manor Wind Energy Ltd v ENDC, EH and NT* [2014], the Court of Appeal emphasised that, when carrying out the balancing exercise required when applying the NPPF policy relating to impact on designated heritage assets, section 66(1) of the Act requires considerable weight to be given by decision-makers to the desirability of preserving the setting of all listed buildings, including Grade II listed buildings.
- 2.6. Section 72 of the Act sets out the statutory duties for dealing with heritage assets in planning decisions. In relation to listed buildings, all planning decisions should: “have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses” and, in relation to conservation areas, special attention must be paid to “the desirability of preserving or enhancing the character or appearance of that area.”
- 2.7. Firstly, the Act makes it clear that the decision makers are to consider the desirability of preserving or enhancing the conservation area. Previous litigation has considered the question of whether development which does not harm the area can be said to “preserve” it. However, it might be that enhancement is desirable, not simply preservation. For example, where a site in its present condition is an eyesore, it would be eminently sensible for a planning authority to try to achieve development that positively “enhances” the area, by replacing what is there with something better.

Secondly, where development neither enhances or harms it (i.e. where its effect is, in other words, neutral), it may be said to “preserve” that character and appearance.

- 2.8. Secondly, the Act makes it clear that both the character and the appearance of the CA must each be considered separately - although they may in some cases effectively mean the same thing. As to the character of the area, this is often difficult to determine with any precision. It is thus more important for planning authorities to decide what exactly they think is their character of their conservation areas. The guidance by Historic England is also of assistance in determining the character (Advice Note 1, 2019).
- 2.9. Thus, in considering the effect of a proposal on the character or appearance of a conservation area, the decision-maker must reach one of the three possible conclusions:
- The development will either enhance or preserve (that is, in the case of South Lakeland, if it will not harm) the character or appearance of the area;
 - The development will simultaneously enhance the character or appearance of the area and cause some detriment (or it might enhance one conservation area and harm another); and
 - The development will neither enhance nor even preserve the character or appearance of the area.
- 2.10. The first conclusion must be a major point in favour of allowing the development. In the second situation, the detriment identified is a material consideration, and the decision-maker should weigh up the enhancement against the detriment (i.e. harm). In the third case, it is almost inevitable that the development will have some detrimental (i.e. harmful) effect on that character and appearance. Such a conclusion will be consideration of considerable importance and weight; and in such a situation any presumption in favour of development is rebutted. However, that does not necessarily mean that the application should be refused; but it should only be permitted if there is some advantage

or public benefit outweighing the failure to satisfy the test in s.72.

- 2.11. Section 72 of the Act will be considered in the light of the relevant judgments when determining the effects of the proposed development on the CAs in **Section 6** below.

National planning policy

DCLG's National Planning Policy Framework (2019)

- 2.12. Paragraph 124 of Section 12 ('Achieving well-designed places') states the creation of high-quality buildings and places is fundamental to what the planning and development process should achieve.
- 2.13. Section 16 of the NPPF sets out how the importance of conserving and enhancing the historic environment and makes clear at paragraph 193 that when considering the impact of an Proposed development on a designated heritage asset (which includes its setting), local planning authorities should give 'great weight' to conserving the asset's significance. Other relevant paragraphs considered in this Assessment include 194 ('Harm and loss of the significance of the designated heritage asset'), paragraph 195-196 ('Identifying harm on designated heritage assets') and paragraph 197 ('Identifying harm on non-designated heritage assets').
- 2.14. The NPPF para 185 advises LPAs to set out 'a positive strategy for the conservation and enjoyment of the historic environment' in their Local Plan. Emphasis (para 131) is placed on 'sustaining and enhancing the significance of heritage assets' and recognising that (para 192) heritage assets are an 'irreplaceable resource' and should be conserved 'in a manner appropriate to their significance'.
- Paragraph 194: Harm and loss of the significance of the designated heritage asset***
- 2.15. Any harm or loss should require clear and convincing justification, and substantial harm or loss of Grade II listed buildings and registered parks and gardens, should be

exceptional.

Paragraphs 195-196: Identifying harm on designated heritage assets

2.16. If the harm is substantial, or results in a total loss of significance, local authorities should refuse consent unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh the harm or loss, or all four of the following criteria apply:

- The nature of the heritage asset prevents all reasonable uses of the site
- No viable use of the heritage asset itself can be found in the medium term
- Conservation by grant-funding or some form of charitable or public ownership is demonstrably not possible; and
- The harm or loss is outweighed by the benefit of bringing the site back into use.

2.17. Where less than substantial harm is caused to a designated heritage asset, paragraph 196 of the NPPF requires that harm to be weighed against the public benefits of the proposals, including, where appropriate, securing its viable use.

Paragraph 197: Identifying harm on a non-designated heritage assets (NDHA)

2.18. The effect of an application on the significance of a NDHA should be considered in determining the application. A balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

2.19. The assessment of significance of designated heritage assets can be found in **Section 5**. The components of significance of these heritage assets would not be materially affected by the proposed scheme.

2.20. The NPPF para 185 advises LPAs to set out 'a positive strategy for the conservation and enjoyment of the historic environment' in their Local Plan. Emphasis (para 185(a)) is placed on 'the desirability of sustaining and enhancing the significance of heritage assets' and recognising that

(para 184) heritage assets are an 'irreplaceable resource' and should be conserved 'in a manner appropriate to their significance'.

Regional Planning and Assessment Guidance

GLA London Plan (2021)

2.21. The Mayor has formally approved a new London Plan, the 'Publication London Plan'. It has been prepared to address the Secretary of State's directions of the 13 March 2020 and 10 December 2020 to the Intend to Publish plan. On 29 January 2021 the Secretary of State wrote to the Mayor confirming that he is content for the Mayor's new London Plan to be formally published, with no further changes. The Plan is at an advanced stage.

2.22. The following policies are relevant in the context of this HA. **Policy HC1** ('Heritage conservation and growth') states that "[C] Development proposals affecting heritage assets, and their settings, should conserve their significance, by being sympathetic to the assets' significance and appreciation within their surroundings. The cumulative impacts of incremental change from development on heritage assets and their settings should also be actively managed. Development proposals should avoid harm and identify enhancement opportunities by integrating heritage considerations early on in the design process."

LB Camden (2017) Local Plan

2.23. The Local Plan was adopted by Council in July 2017 and has replaced the Core Strategy and Camden Development Policies documents as the basis for planning decisions and future development in the borough. The Local Plan is a key document in Camden's development plan, which is the name given to the group of documents that set out the Council's planning policies. Relevant policies relating to heritage and townscape issues include the following:

- Policy D1 – Design and Heritage
- Policy D2 – Heritage

2.24. The Council has also prepared a number of other documents that provide advice and guidance on how our planning policies will be applied for certain topics, areas or

sites known as Supplementary Planning Guidance (SPG). These documents do not have the same weight in decision making as Camden development plan documents but they are important supporting documents (see below).

2.25. In February 2020 the Council published the Draft Camden Site Allocations Local Plan, which included a proposed allocation for the site (IDS8 Grand Union House) for employment-led development with retail and food and drink uses on the ground floor.

LB Camden (2015, updated 2021) Camden Planning Guidance: Design

2.26. The purpose of this guidance is to promote design excellence and to outline the ways in which you can achieve high quality design within your development. Relevant sub-sections of this guidance are: Context, Building Design, Materials, Heritage, Conservation Areas and Non-Designated Heritage Assets (NDHA). LB Camden is currently consulting on draft updates to the CPG.

LB Camden (2008) Regent's Canal Conservation Area Assessment and Management Strategy

2.27. The aim of the statement is to clearly set out the Council's approach to the preservation and enhancement of the Regent's Canal Conservation Area. The Statement describes the character of the area, provides an outline of the key issues and identifies development pressures. This document has informed the assessment of significance of the CA in **Section 5**.

LB Camden (2007) Camden Town Conservation Area Appraisal

2.28. The Camden Town Conservation Area Appraisal and management strategy was adopted on 4 October 2007. This document has informed the assessment of significance of the CA in **Section 5**.

LB Camden (2002) Jeffreys Street Conservation Area Appraisal

2.29. The Jeffreys Street conservation area statement was adopted in November 2002. This document has informed the assessment of significance of the CA in **Section 5**.

LB Camden (2015) Local List

2.30. Camden's local list identifies historic buildings, spaces and features that are valued by the local community. The Local List was adopted on 21 January 2015. This document has informed the assessment of non-designated heritage assets in the vicinity of the Site (see **Section 5**).

Other relevant guidance relevant to the heritage and townscape topics**Historic England (2015) Managing Significance in Decision-Taking in the Historic Environment, Good Practice Advice in Planning 2**

2.31. This Good Practice Advice Note provides information on assessing the significance of heritage assets, using appropriate expertise, historic environment records, recording and furthering understanding.

Historic England (2017) The Setting of Heritage Assets (version 2), Good Practice Advice in Planning Note 3

2.32. The advice in this document explains the contribution of setting to the significance of a heritage asset. This is often expressed by reference to views. Views which contribute more to understanding the significance of a heritage asset include:

- Those where relationships between the asset and other historic assets or places or natural features are particularly relevant.
- Those with historical associations, including viewing points and the topography of battlefields.
- Those where the composition within the view was a fundamental aspect of the design or function of the heritage asset.
- Those between heritage assets and natural or topographic features.

Historic England (2019) Conservation Area Appraisal, Designation and Management

2.33. The significance of the Regent's Canal and Camden Town Conservation Areas has been assessed in accordance with relevant sections in this guidance in **Section 5** below.

Historic England (2020) Statements of Heritage Significance: Analysing Significance in Heritage Assets, Historic England Advice Note 12

2.34. The methodology for assessment of significance has been informed by Historic England's Advice Note 12 'Statements of Significance: Analysing Significance in Heritage Assets' (October 2019). This advice note forms part of the staged approach to decision-making in which assessing significance precedes designing the proposal(s).

3. HISTORY OF THE APPLICATION SITE AND THE SURROUNDING AREA

Early history

- 3.1. Originally the districts of Camden Town and Kentish Town were in the parish of St Pancras. They started developing from mid C18 onwards (**Figure 2**), along the two main roads that led North from central London to the villages of Hampstead and Highgate. Before C18, like most of the areas of London outside of Westminster and the City, Camden largely remained countryside. By the end of the C18 the expansion of London had reached Camden Town, the open fields began to disappear, and Camden Town started to be developed by local landowners.
- 3.2. The origin of the urbanisation of Camden Town is usually attributed to Charles Pratt, 1st Earl of Camden. In 1791 (**Figure 3**), Charles Pratt obtained an Act of Parliament to grant building leases for his property east of Camden High Street. The plan, to build c. 1400 houses, took several years to realise and development continued until mid C19 (Camden's lessees completed the triangle of houses immediately south of the Mother Red Cap first).

19th century

- 3.3. At the beginning of the C19 (**Figure 4, Figure 5**), terraced houses on both sides of Camden High Street had been built, while the network of lanes to the east of the High Street was not yet developed. As the century progressed, both Camden Town and Kentish Town grew into the surrounding land which started to lose its rural appearance. In 1821, an Act of Parliament authorised the construction of Camden Road (marked on Greenwood's map as the 'New Road', Figure 5).
- 3.4. The 1827 map shows considerable change had taken place. The main street, the turnpike road to Hampstead (not yet shown as Camden High Street) provided the main axis for development. However, it was the arrival of the Grand Union canal in 1820 and the Euston terminus in 1837 that prompted the rapid transformation of the area.
- 3.5. In 1832, the London & Birmingham Railway Company announced that the railway was to terminate at Camden

Town to allow passengers to reach Euston. The completion of the urbanisation of this part of Camden Town was achieved during the 1840s by the Buck and Hawley families.

- 3.6. Along Regent's Canal, wharves and warehouses had been constructed since new industries (e.g. Imperial Gas Light & Coke Company) were attracted to its banks by water transport. The map from 1870s (**Figure 7**) shows the entire railway infrastructure in place, including the extension to the terminus at Euston. The canal and railways influenced the urban morphology of this area and thereafter little change took place until the early years of the C20. The 1870-73 OS map shows Camden Town fully built up after the major transportation changes had occurred (Figure 8).
- 3.7. The trade on the canal, from late 1830s until the late C19 remained fairly constant. However, from the 1870s the tonnage started to decrease and fell into irreversible decline after the Second World War. Towards the end of the C19, Camden Town became poorer and the population steadily increased, as shown on Booth's 1889 Poverty map of London (not reproduced). According to Booth, there were few wealthy residents the richest people being the shopkeepers whose businesses lined the main streets.

C20 to modern day

- 3.8. By the C20, the area was by then fully a part of inner London, connected to the centre by numerous transport links. 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.
- 3.9. During the Second World War the railway lines leading to the termini became important targets. The area around Mornington Crescent was badly damaged by bombing and Camden Town tube station itself was bombed in 1940 (**Figure 10**).
- 3.10. 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. In the 1960s, encouraged by Government initiatives to relocate outside London, many industries began to drift away from Camden Town. The area had fallen into a decline and was further blighted by the proposed Motorway Box scheme that sought to encircle inner London (not realised). As the rent in the early years of the 1970s went down, many artists and craftsmen moved to Camden Town.

- 3.11. In 1971, some of the old industrial buildings and land standing on Camden Goods Yard were leased from British Waterways Board by Northside Developments, 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. By 1985, the area became so popular that three other markets had opened on or near Chalk Farm Road.
- 3.12. The conversion of wharves and warehouses around Camden Lock on the Regent's Canal to craft markets in the 1970s 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.

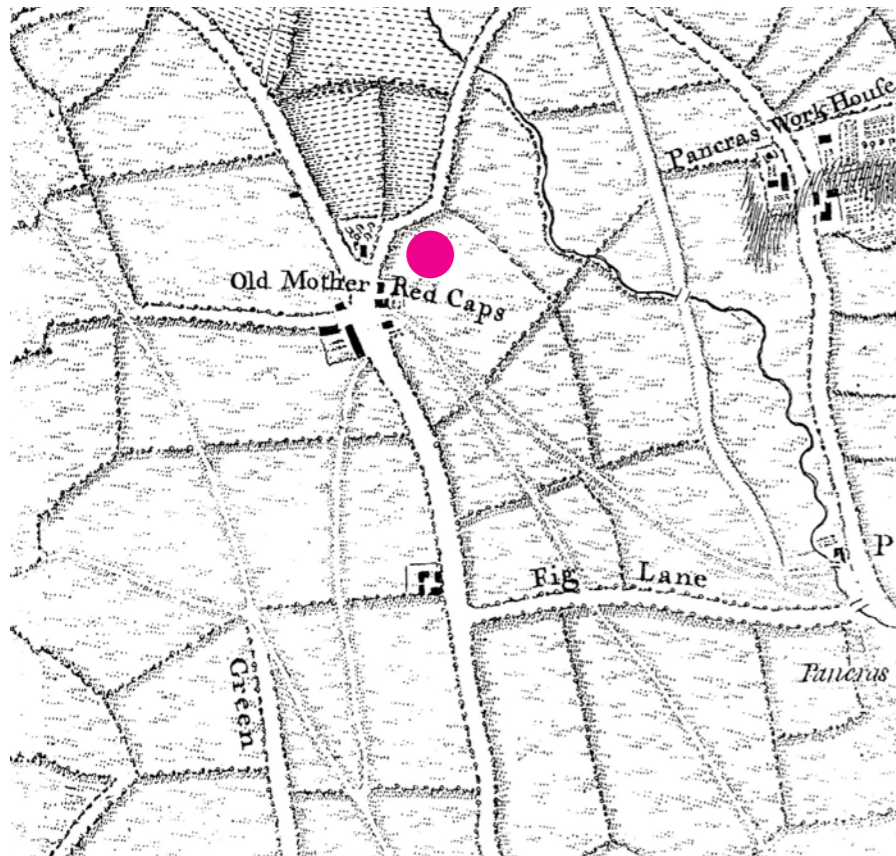


Figure 2. c. 1746: Rocque's map of the St Pancras and Camden Town area (Fig Lane is now Crowndale Road) (LB Camden Local Archive).

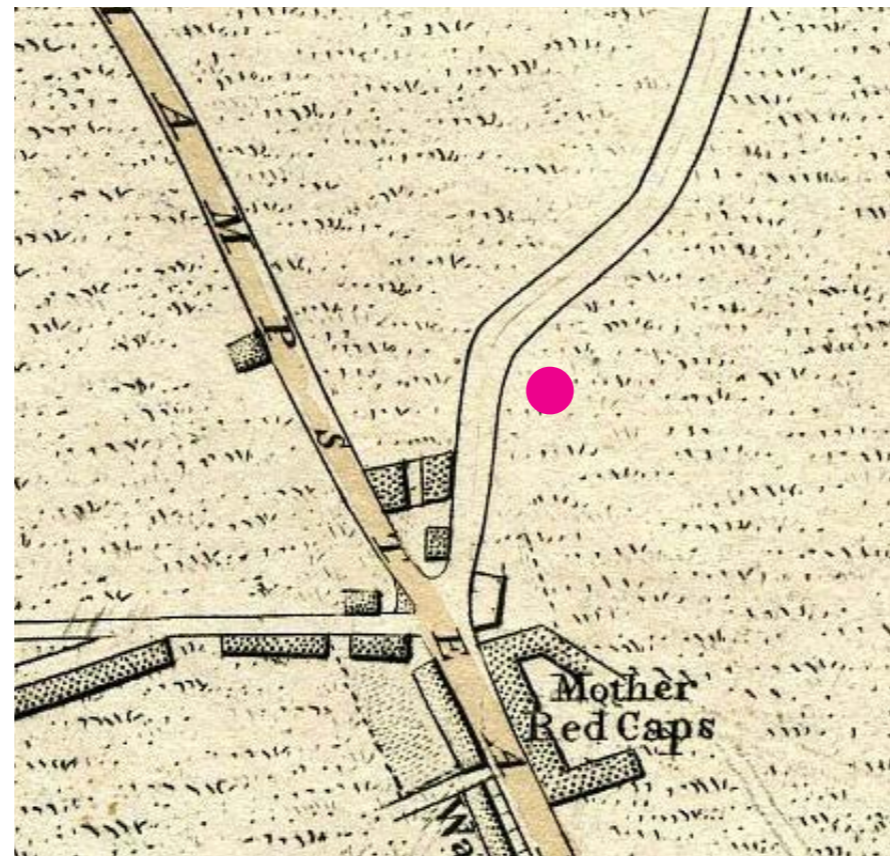


Figure 3. 1795: Cary's Map of London; approximate locations of site marked in red (LB Camden Local Archive).

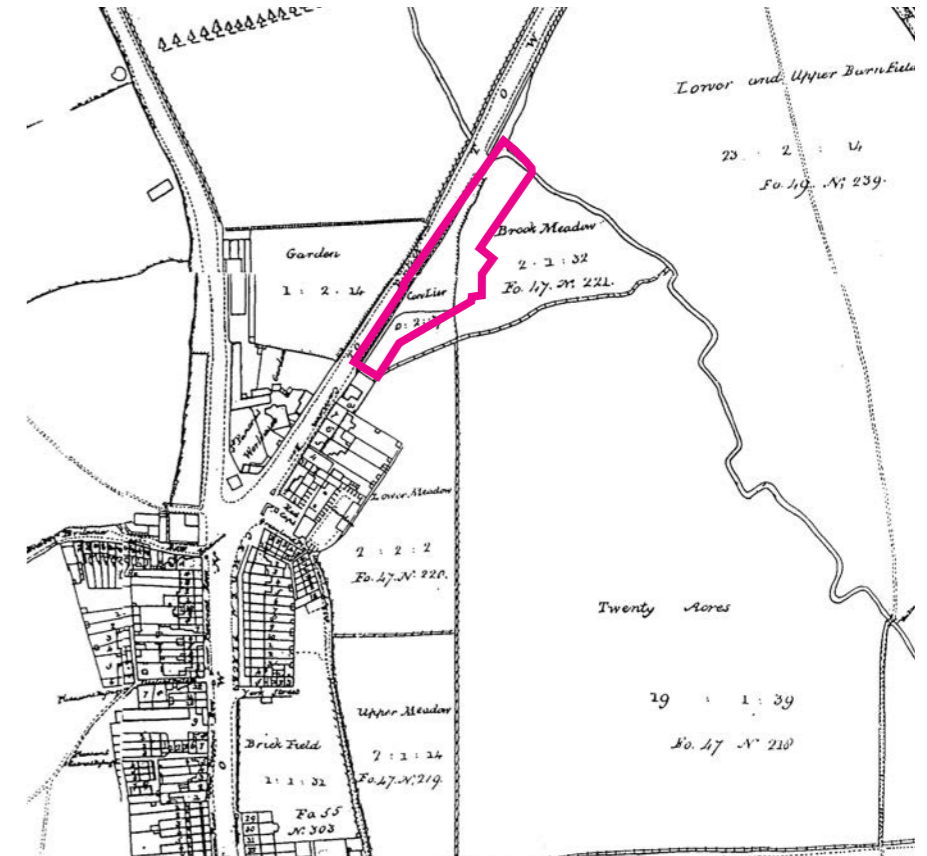


Figure 4. 1800: Thompson's map of the St Pancras Parish, approx. location of site marked in red (LB Camden Local Archive).

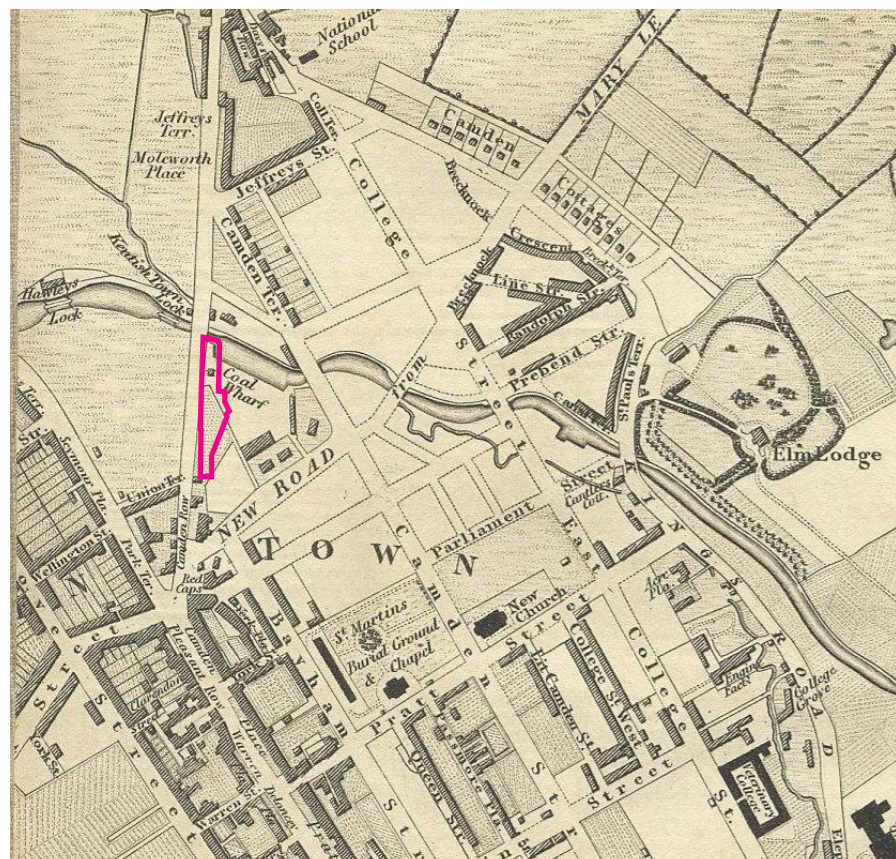


Figure 5. 1827: Greenwood Map of London, approximate locations of site marked in red (LB Camden Local Archive).

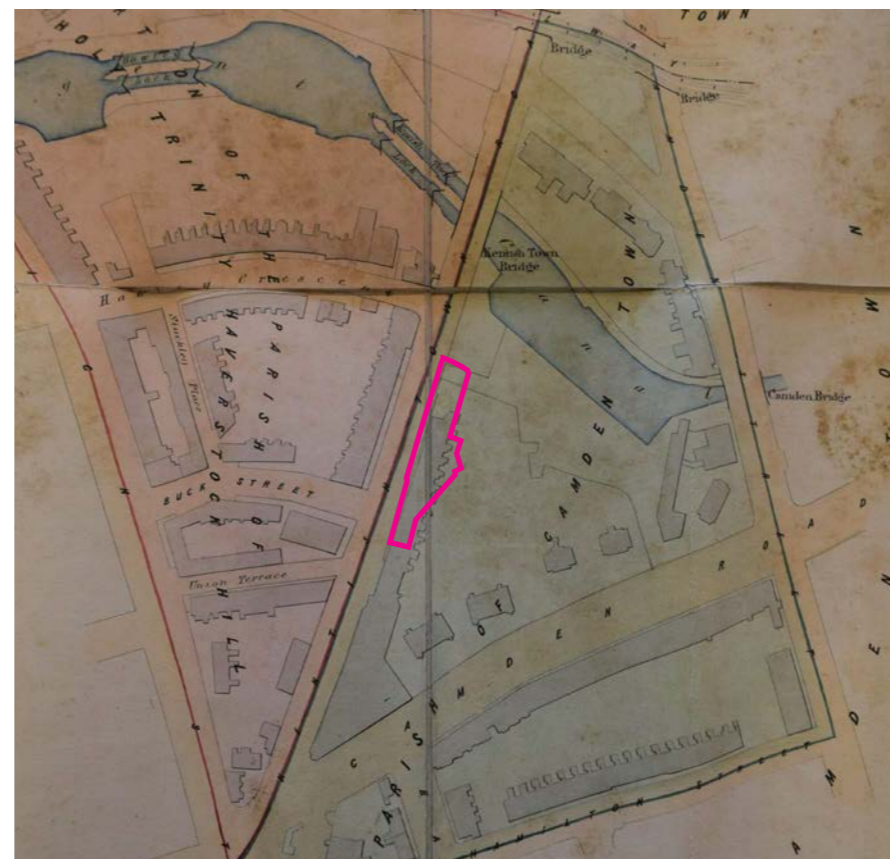


Figure 6. 1876 St Michael's District detail (LB Camden Local Archive).

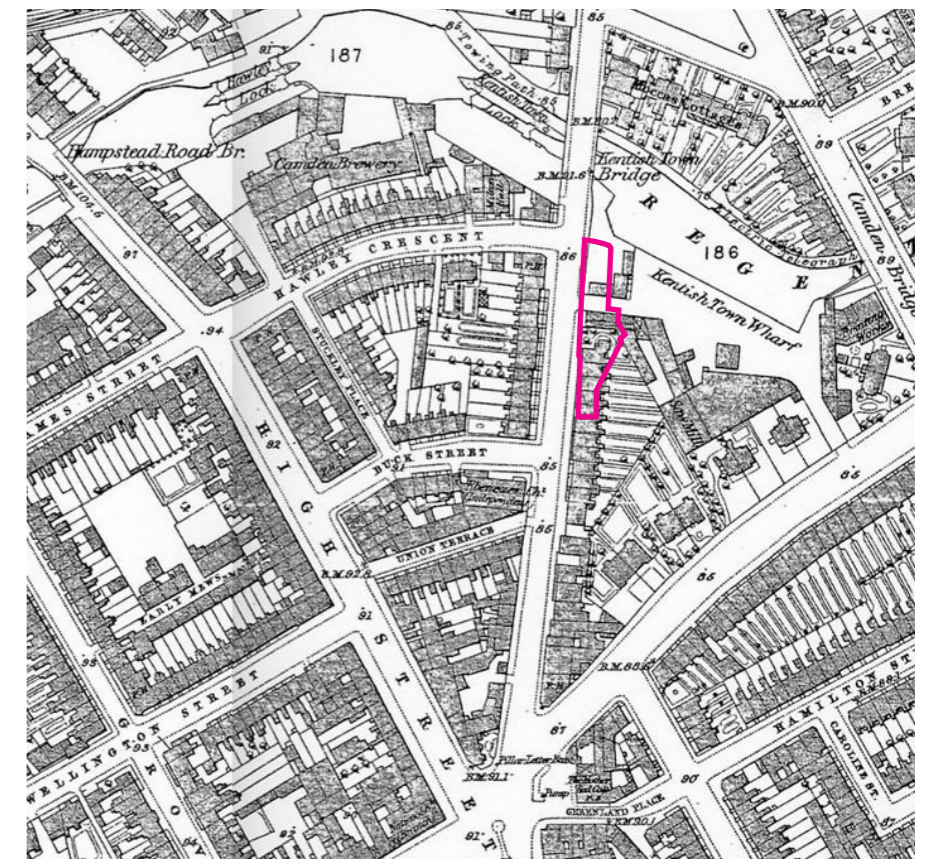


Figure 7. 1870: OS 1st Edition, approximate locations of site marked in red (LB Camden Local Archive).

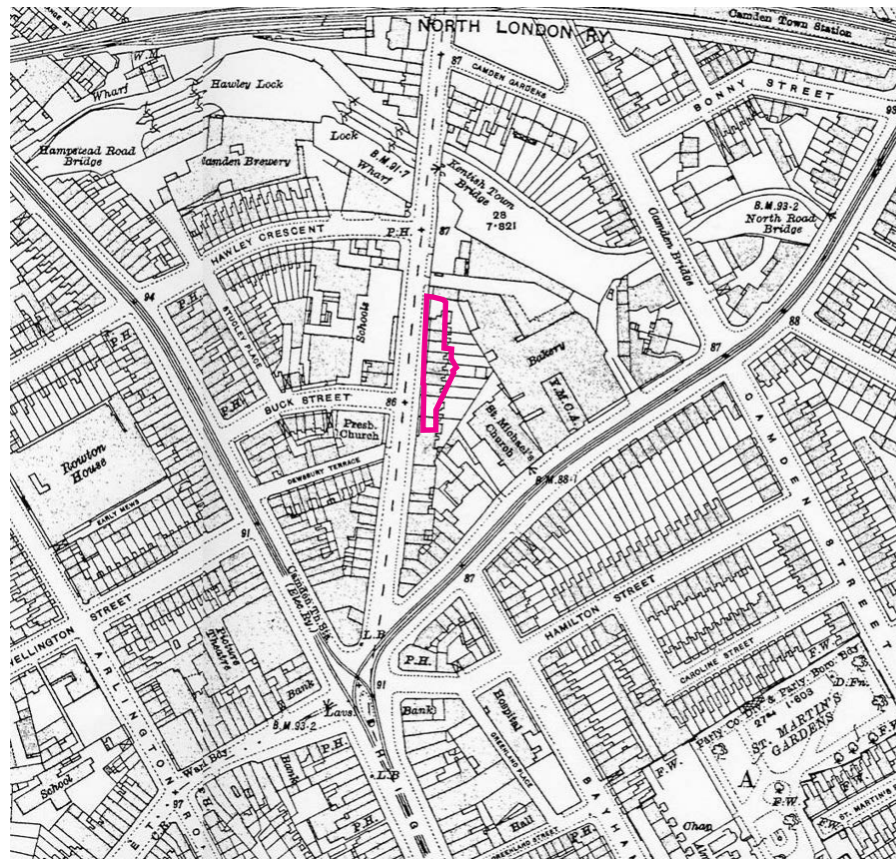


Figure 8. 1916 OS map, approximate location of site marked in red (LB Camden Local Archive).

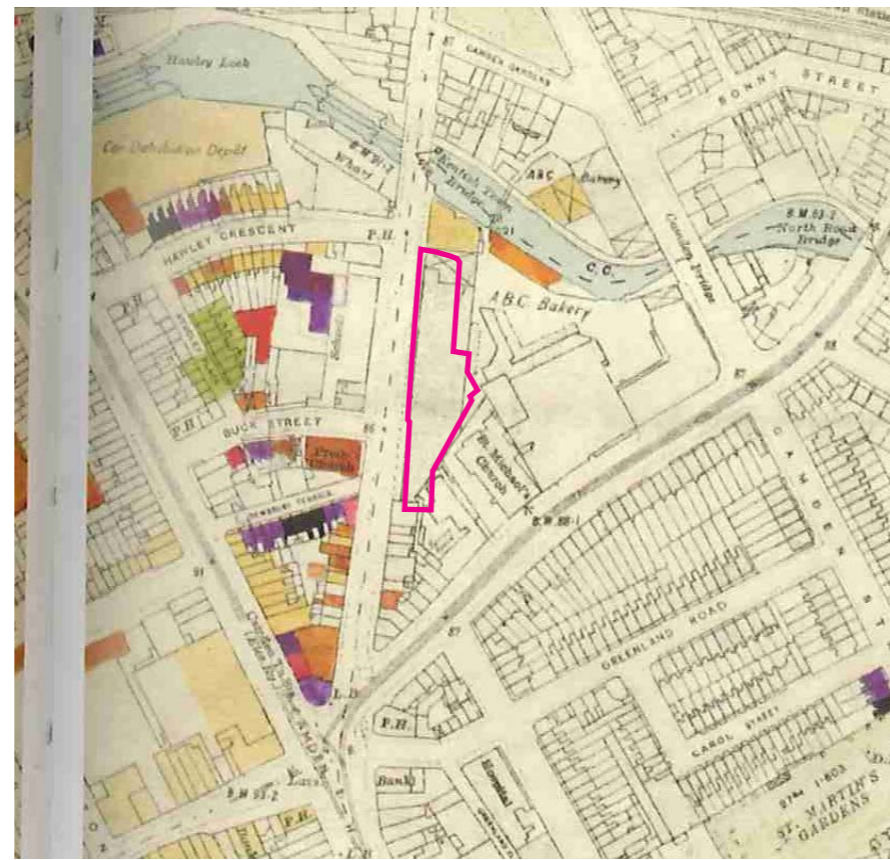


Figure 10. 1939-45: London Bomb Damage Map, sheet 38 (LB Camden Local Archive)

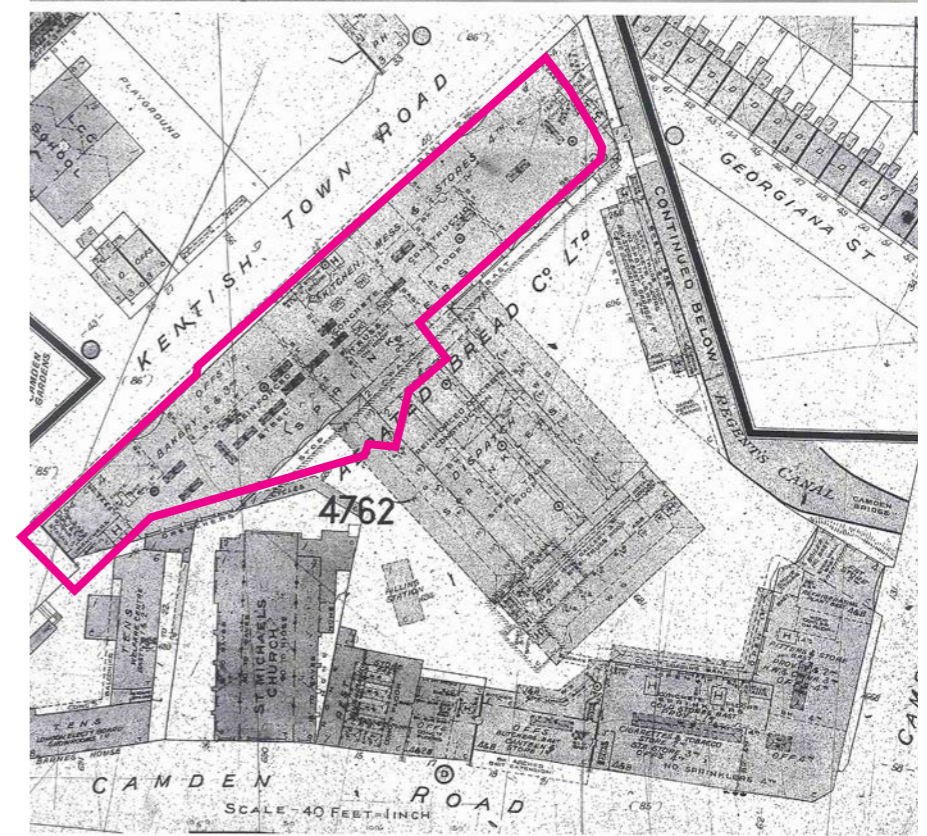


Figure 12. 1957: Goad Insurance map (LB Camden Local Archive).

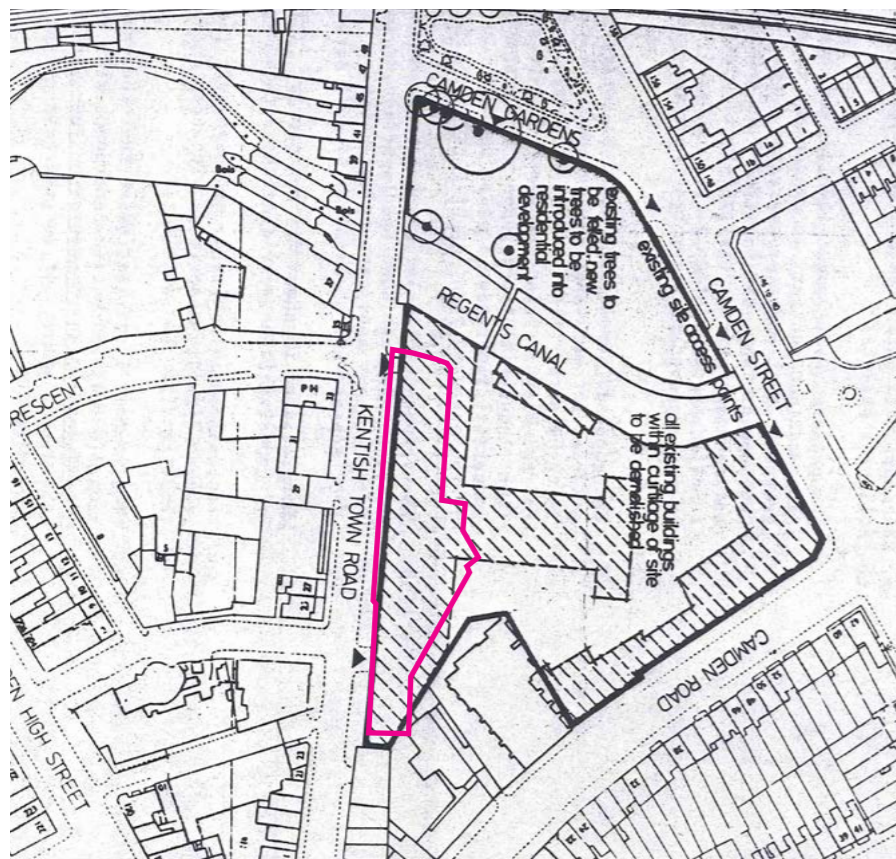


Figure 9. 1985 site plan, site marked in red (LB Camden Local Archive)



Figure 13. 1984: Initial layout of the proposed Sainsbury's development on the former ABC site (LB Camden Local Archive)



Figure 11. 2021 location plan, site marked in red.

History of the Application Site**1900s-1980s**

- 3.13. Although Kentish Town Road is shown on several C18 maps, land to its east remained as open fields until C19. While development is shown along the eastern side of Kentish Town Road, the areas remaining further north are shown as open fields. Greenwood's map from the 1820s shows significant change to the immediate surroundings of the site.
- 3.14. While the narrow strip of land along Kentish Town Road appears to have remained undeveloped, the construction of Regent's Canal allowed Camden to become an interchange for transfer between the canal and the road network. The northern section of the site is referred to on the map as 'Coal Wharf' while semi-detached cottages are shown on the Camden Road side (marked on the map as 'New Road').
- 3.15. The first edition 25" OS map of 1870 (**Figure 7**) shows development in the form of terraces had extended along most of the eastern side of Kentish Town Road with only the northernmost section between the canal and road remaining open. The cottages on the other side (Camden Road) are shown intact with their extensive front and rear gardens.
- 3.16. The first Goad Fire Insurance map from 1891 (not reproduced) provides more detail about the built form in the area. While the site is still shown as consisting of terraced housing, the map shows that the southern section of the site was occupied by the North-West London Hospital (nos 18-22 Kentish Town Road).
- 3.17. The cottages on Camden Road had been demolished by that date (except for the southernmost one that was used by the Gas and Coke Co.) and a new church (Church of St. Michael's by G. F. Bodley) had been erected in the southern section of the Camden Road.
- 3.18. The northern frontage of the Road up to the Canal had been redeveloped by the Aerated Bread Company (ABC) and Grove & Grover Timber Yard is shown occupying a long narrow plot extending from Camden Road northwards to Kentish Town Road.
- 3.19. The 1916 OS and 1921 Goad Insurance maps (**Figure 8**) shows little change within the boundaries of the existing site. However, the ABC factory on Camden Road had extended its premises south-westwards to occupy the site of the Timber Yard. The site between the ABC factory and the Canal is shown as still being occupied by stables and various workshops and storehouses.
- 3.20. The Aerated Bread Company Ltd. was incorporated in 1862 as bakers, confectioners and light refreshment contractors. Their first bakery was in Islington until it moved at the turn of the century to Soho. A factory was built on Camden Road in the 1920s and further extended in 1939.
- 3.21. The choice of Camden as the site for the new bakery to serve the whole ABC group was not random; the proximity to the canal may have been a significant consideration. Since the timing of the choice coincided with the change of policy towards locating branches in Central London, it may be assumed that ease of access to it was an important factor (Leon, 2001, 47-50). By 1891, the Company's production capacity had been concentrated on to the new site on Camden Road, which was gradually extended over the decades as production increased.
- 3.22. The ABC factory in Camden consisted of several buildings extending between the Kentish Town Road and Camden Road with some buildings on the north side of the canal as well. However, the two main buildings that dominated in the townscape were the 1920s steel-framed corner building on Camden Road and Camden Street and an Art Deco building from 1939 on Kentish Town Road (at the location of the existing Grand Union House).
- 3.23. In 1939, the terraces and the hospital on Kentish Town Road were demolished to allow for the extension of the ABC Company. A new four-storey building with a basement and a two-storey rear spur extension was constructed in their place (architect C.W.Glover). This was the main production building of the ABC form then on. The documentation of the planning process (including the proposed drawings) is limited. The 1957 Goad Insurance Plan provides a crude layout of the building (**Figure 12**).
- 3.24. The bomb damage maps from 1939-45 (**Figure 10**) show that the area between Camden Road and Kentish Town Road was unaffected but areas around the Camden Underground Station SW of the site were severely damaged. The Goad Insurance plan from 1957 (**Figure 16**) shows that the area between Kentish Town Road and Camden Road had significantly changed with the stables, stores and workshops between the canal and the ABC factory demolished and replaced with a new factory building occupying the corner site on Camden Street and Camden Road (**Figure 15**) and the terraced housing and the NW London Hospital previously occupying the site had been demolished and replaced with further ABC factory buildings.
- 3.25. 1955 saw the end of the Aerated Bread Company as an independent operation. The site was used as a bakery until 1976. The company ceased trading in the early 1980s and soon after, the factory buildings were demolished. Despite a vigorous local campaign the Department of the Environment refused to spot-list it and so preserve it from demolition. Within months the building was demolished to make way for the new Sainsbury's development.



Figure 14. 1930s: View from the Britannia Junction north along Camden Road. The ABC building on the corner of Camden Road and Camden Street is visible in the background. St Michael's Church is just visible as well on the left (LB Camden Local Archive).



Figure 16. 1930s: View from the Junction NW with Kentish Town Road visible in the background (LB Camden Local Archive).



Figure 18. 1960s: Looking north-west from a tall building near Camden Bridge. The buildings in the foreground may have been owned by the Aerated Bread Company, who had premises in this area (LMA).



Figure 15. 1970s: ABC Bakery building on the corner of Camden Street and Camden Road with St Michael's Church in the background on the left (LB Camden Local Archive).



Figure 17. 1973: Aerated Bread Company, Kentish Town Road elevation looking south toward Britannia Junction from Kentish Town Road bridge (LMA).



Figure 19. 1973: Aerated Bread Company, nos 133-147 Camden Street (LMA).



Figure 20. 1952: Aerial view looking east at the ABC factory complex (Britain From Above website).

1980s-1990s

3.26. Allied British Foods Group (who purchased the ABC in 1955) first indicated their intention to develop the site in 1982. The development potential of the site (block bounded by Camden Street, Camden Road, Camden Gardens and Kentish Town Road with Regent's Canal dividing the site in two) was recognised by the Planning and Communication Committee in mid-1982 and the Committee instructed officers to prepare a planning brief for the site.

3.27. Since the site had been on the market (from the early 1980s) there had been three main proposals relating to the redevelopment of the site by 1985, including that by Sainsbury's. They appointed Nicholas Grimshaw & Partners in November 1985 (LB Camden 1986). The detailed scheme by Grimshaw was submitted on 28th January 1986 which comprised (**Figure 21 - Figure 26**).

- **Supermarket on Camden Road** - The more conventional contemporary supermarket design approach (i.e. making use of 'neo-vernacular' brickwork and mansard roofs) was set aside in favour of a 'high-tech' approach. Accordingly, the dramatic structure of the building spanning over a column-free space, was the starting-point of the design. The curved roof shape, the structural columns and ties, and the large lattice beams which carry the first-floor accommodation, are all clearly expressed. The long elevation is punctuated at various points by staircases and other features).

- **Offices fronting Kentish Town Road (i.e. Grand Union House, the Site)** - The accommodation fronting Kentish Town Road, Grand Union House, consists of 2 storeys of accommodation raised above two levels of parking. The workshop block is designed as double height flexible space with the potential of being divided into units between 46m² and 232m². The whole space is lit by roof-lighting and the structure has potential for mezzanines to be added within the units. Because of the need for the site to be accessed by delivery vehicles the 1st floor of the block is raised to 5 metres above ground level. Lifts have been provided for the block to operate efficiently. Pedestrian access from Kentish Town Road was originally marked by two small retail units which were proposed to be complimentary to Sainsbury's activities (i.e. a dry cleaner and a newsagent were initially proposed).

- **Canal-side housing** - The housing facing the canal consists of 12 terraced studio houses with a single aspect (away from the service yard to the south and towards the canal). The housing has been designed, like the other building on the site, in present day materials (i.e. steel, aluminium and glass) and includes a double height studio living rooms with a system of louvres to reflect the southern sunshine into the space. 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. The houses themselves are of simple cross-wall construction with concrete floors and only clad in metal front and back. The south facing wall to the rear needed to be blank to exclude lorry noise .

- **Service yard** - Contained within the site is an area for servicing and vehicle circulation. It gives access to the basement car parking and across the southern edge runs a pedestrian route giving access to the store from Kentish Town Road.

3.28. The project received detailed planning consent in April 1986 (LB Camden ref. 8600151) and demolition and foundation works started in July 1986. The scheme was completed in autumn 1988.

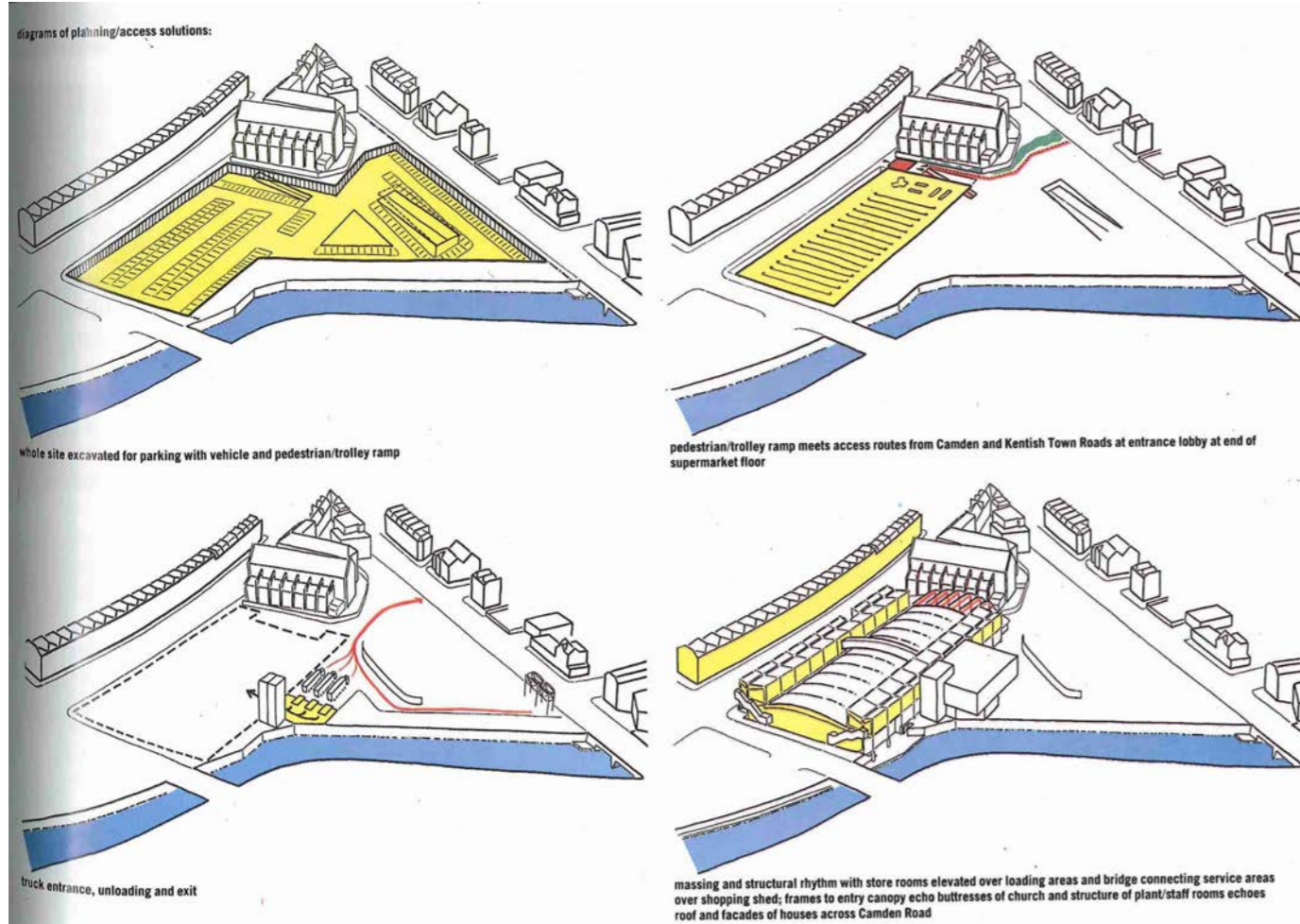


Figure 21. 1989: Diagrams of planning and access solutions (Architectural Review, October 1989, p. 45)

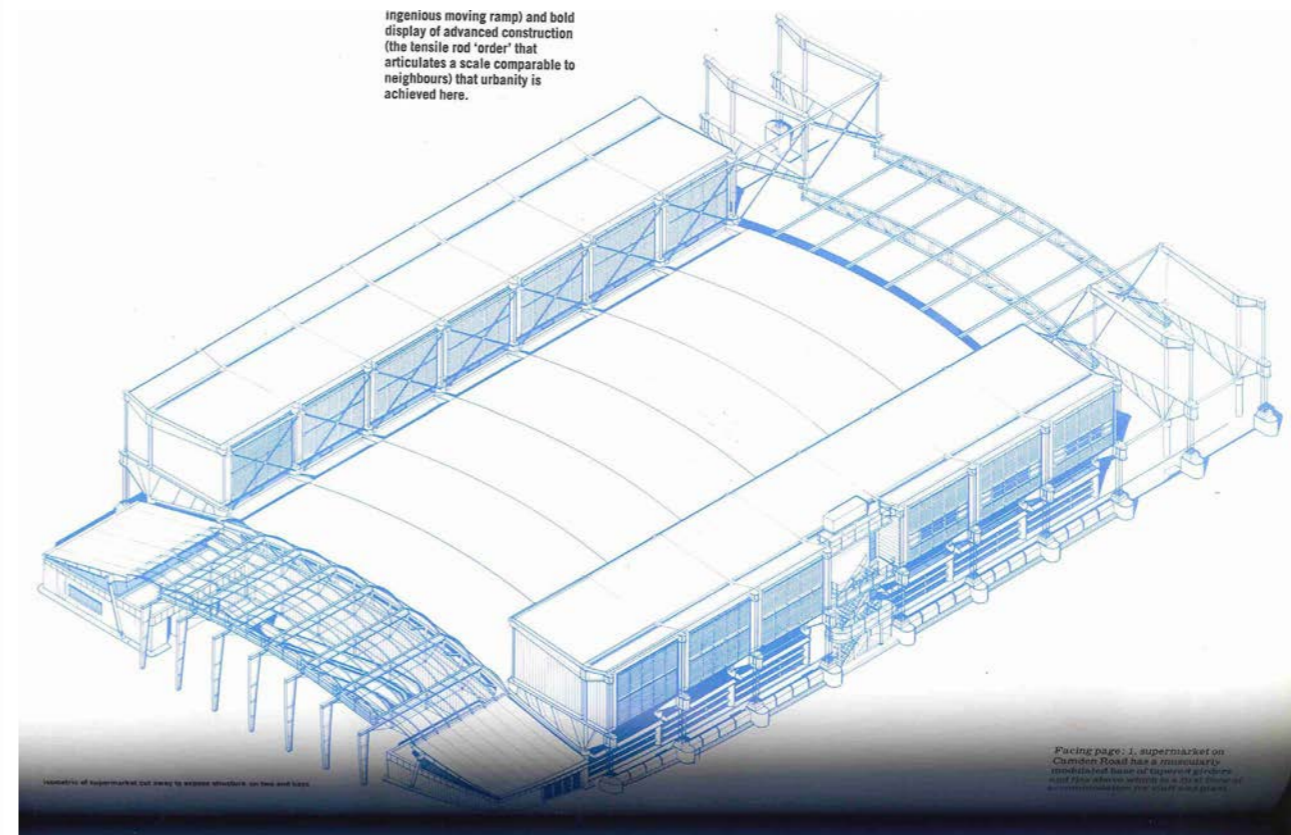


Figure 22. 1989: Isometric of supermarket cut away to expose structure on two end bays (Architectural Review, October 1989, p. 45)

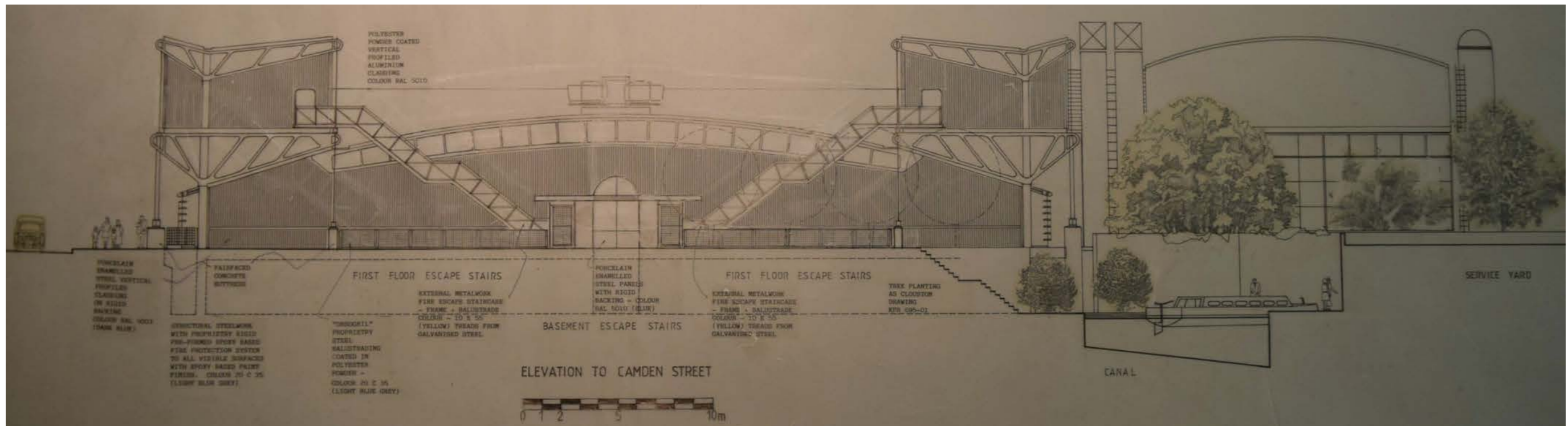


Figure 23. 1988: Sainsbury's: Elevation to Camden Street (V&A Collections).

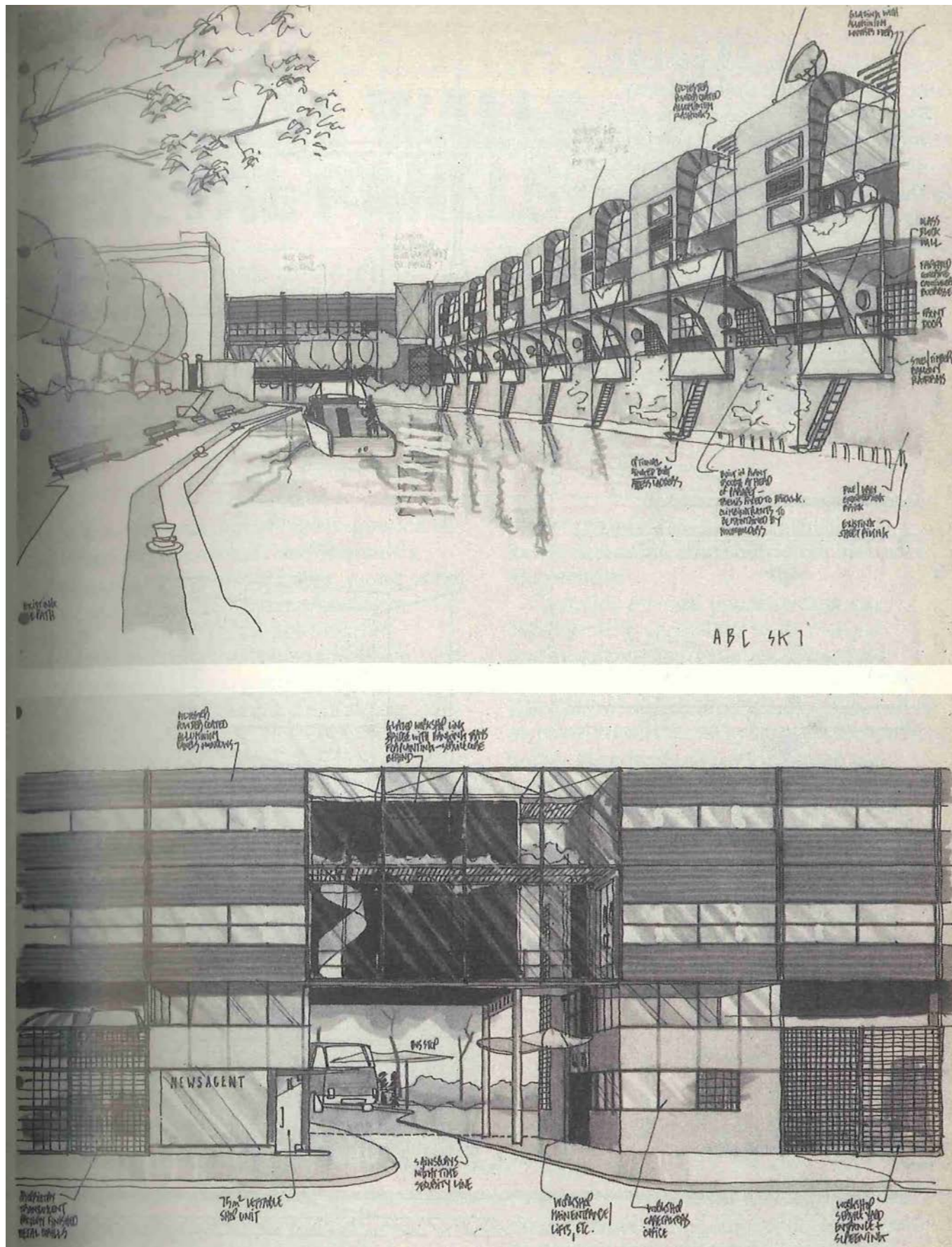


Figure 24. 1986: Above: Perspective of Canalside housing; below: Details of workshop block showing pedestrian route to supermarket and main goods vehicle exit (V&A Collections).

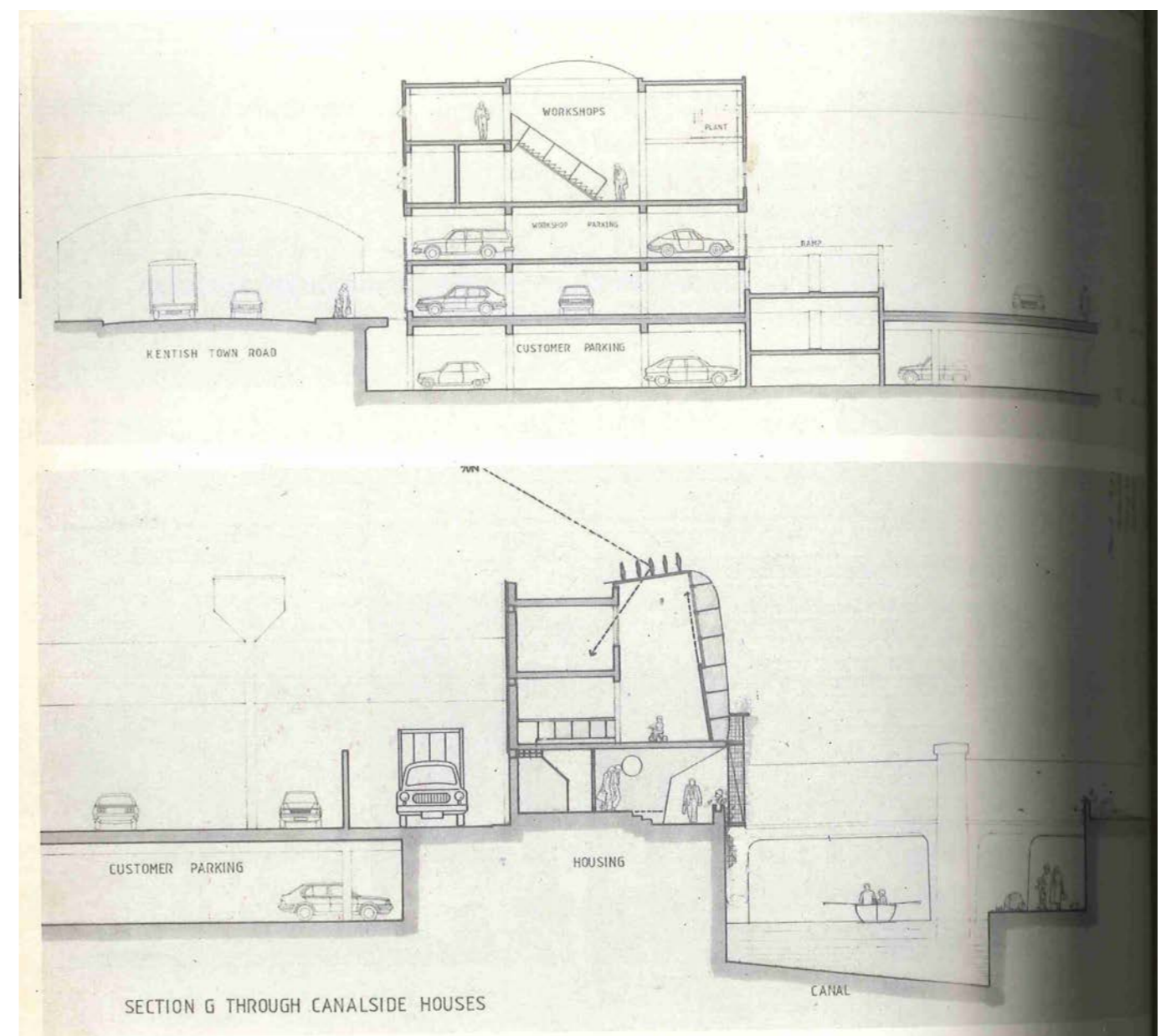


Figure 25. 1986: Above: Section through workshops; below: section through Canalside housing Figure 61. 1986: Above: Perspective of Canalside housing; below: Details of workshop block showing pedestrian route to supermarket and main goods vehicle exit (AJ, August 1986).

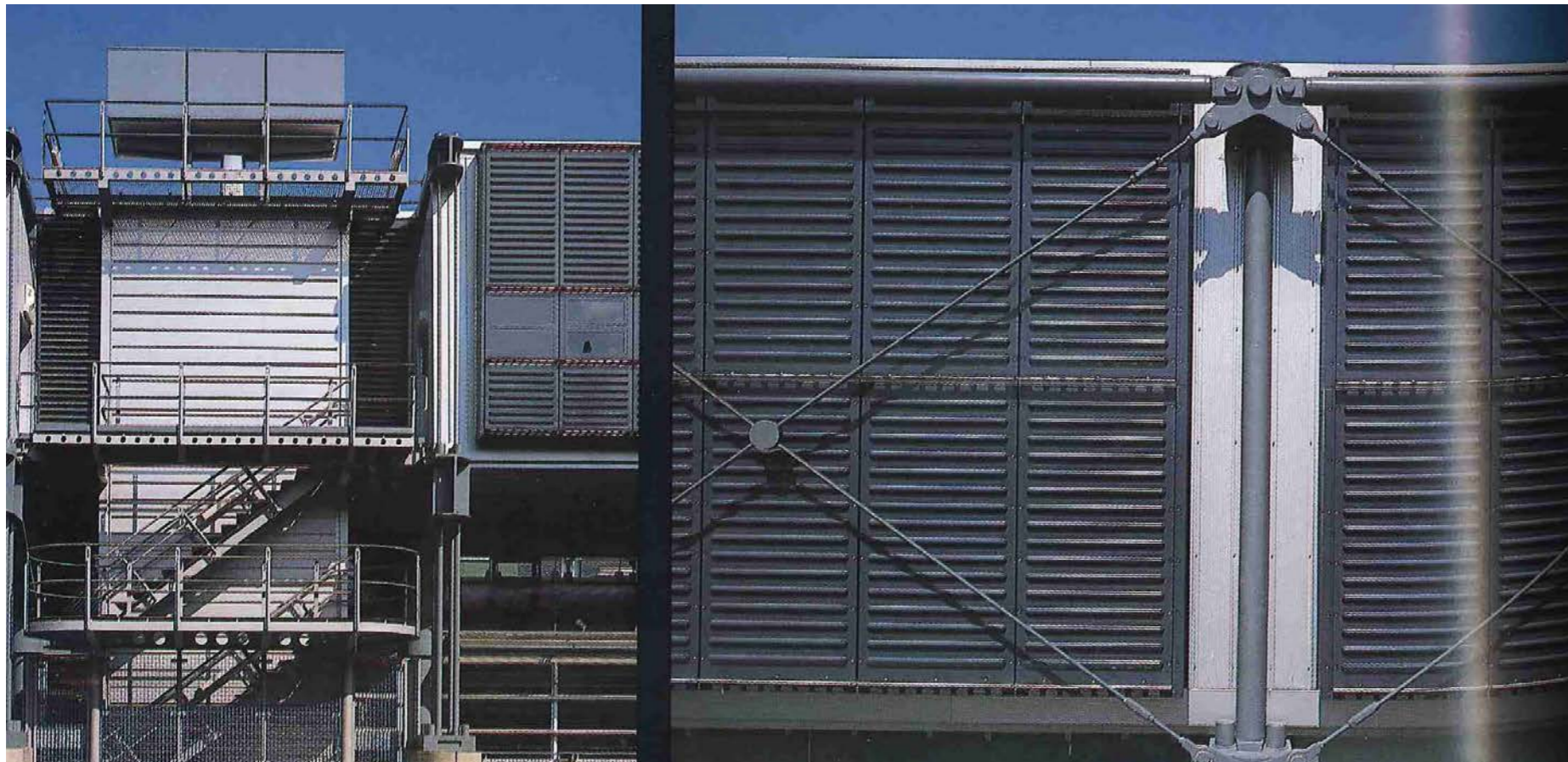


Figure 26. 1989: Sainsbury's by N. Grimshaw shortly after opening (Architectural Review, October 1989, p. 45)

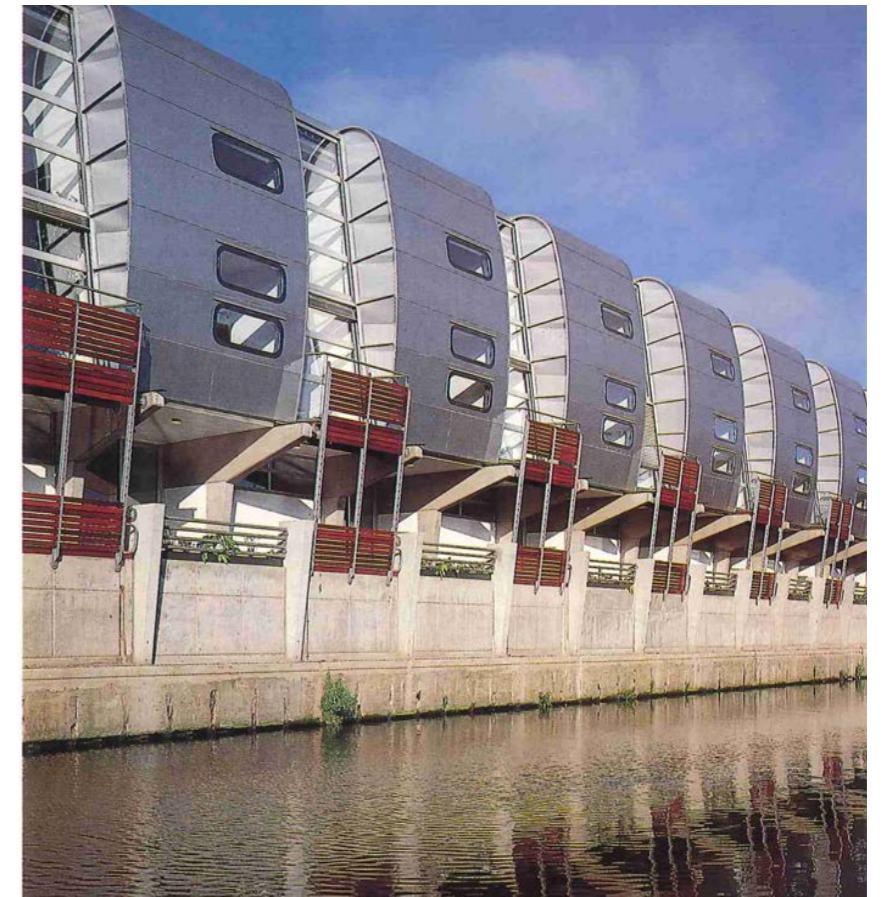


Figure 27. 1989: nos 1-12 Grand Union Walk (Architectural Review, October 1989, p. 45)



Figure 28. 1989: Sainsbury's by N. Grimshaw shortly after opening (Architectural Review, October 1989)

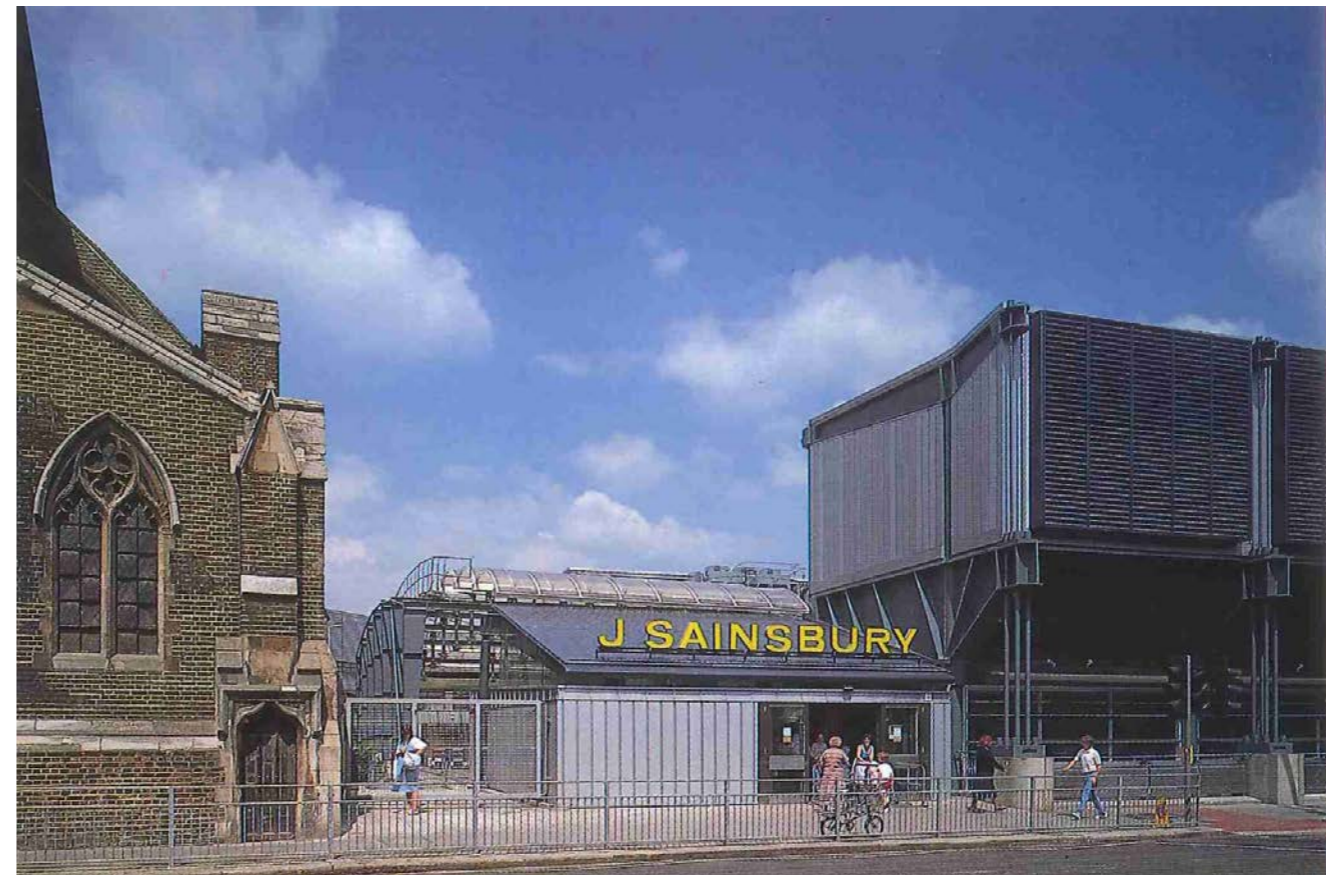


Figure 29. 1989: Sainsbury's by N. Grimshaw shortly after opening (Architectural Review, October 1989, p. 45)

Overview of the building type: Late C20 offices

3.29. The office is a relatively new building type. From the early C19, purpose-built offices were required in increasing numbers with the expansion of free trade, financial investment and industrialisation. The move of insurance and banking firms from leased accommodation to bespoke offices resulted in new models (HE 2016, 3). Urban office developments fall into two broad categories. Traditional infill developments comprised the rebuilding of existing plots, generally observing street and cornice lines. 'Comprehensive' developments became possible with changes in the planning system and in the financing of major construction projects. Here a larger site (perhaps an entire block) was assembled from multiple plots, resulting in greater floor areas and wider architectural possibilities.

Typology and materials

3.30. The period 1956-73 was distinguished above all by the office tower. In the 1970s the office tower became less financially viable and fell out of favour as employers sought larger and more flexible open-plan work spaces. In the 1980s the 'groundscraper', a building with a large footprint, a ground-hugging form and deep, flexible interiors, became a popular format for the commercial office.

3.31. Most offices are based on a structural frame of steel or reinforced concrete from which is hung a prefabricated curtain wall, an early example being Castrol House of 1958-61 by Gollins, Melvin, Ward and Partners. A wide variety of cladding material were employed, including plate glass, steel, aluminium, brick and reinforced concrete. From the 1970s onwards flat, sleek and reflective surfaces became popular, including all-glass facades or thin slices of polished marble or granite (HE 2016, 8).

Commercial offices and High-Tech

3.32. The 1970s saw confidence in Modernism falter, and the emergence of a more pluralistic approach. Post-Modernist classicism became a popular style for commercial offices in the 1980s. Typical Post-Modernist devices include a tripartite division into base, middle and top; recessed bows and turrets, arched windows with keystones and big, Egyptianate cornices. High-Tech buildings are characterised by exposed

structure, integrated (and sometimes expressed) services, a smooth, shiny skin and a free-flowing interior composed of zones rather than rooms.

3.33. Although early 'serviced sheds' accommodated manufacturing, ICT and logistics concerns, the High-Tech image of a universal and flexible interior and a machine aesthetic was soon applied to urban commercial buildings, the seminal examples being the Willis building, Ipswich (Foster Associates, 1973-5; Grade I) and the Lloyds Building in the City of London (Richard Rogers Partnership, 1981-6; Grade I) (HE 2016,10).

3.34. English Heritage (now Historic England) Selection Guides for Commercial and Exchange Buildings (2017) notes that offices have become one of the most important building types in post-war England with many of the iconic buildings of the second part of the last century falling in this category. Association with an architect of note, architectural inventiveness, intactness, setting and critical reception can all be important considerations in assessing offices. For industrial buildings, architectural interest reflecting the processes within, planning and layout, technological innovation and intactness are all factors to be addressed.

4. DESCRIPTION OF SITE AND SURROUNDINGS

Application Site

4.1. The site is located in the north-western corner of the triangular block between Kentish Town Road, Camden Road, Camden Street and Regent's Canal. The site is within the Regent's Canal Conservation Area and the Camden Town Conservation Area. None of the buildings within the site boundary are listed (i.e. nos. 16 and 20 Kentish Town Road), however there are several listed and locally listed buildings nearby (**Figure 30**).

(1) Grand Union House, nos 20-22 Kentish Town Road

4.2. The Grand Union House occupies the eastern side of Kentish Town Road and is located on the former site of the five storey Art Moderne main production building of the ABC factory (built in 1939 and demolished in the early 1980s to make room for the Sainsbury's development). The existing building follows the characteristics of the High-Tech movement and is part of the overall 1980s Sainsbury's supermarket site redevelopment by Nicholas Grimshaw

4.3. It stands out with its extensive elevation that extends approximately 100m along the Road. The horizontality of the four-storey linear concrete frame structure with upper two levels clad with profiled metal and continuous strip windows has a strong presence in the views from Hawley Crescent as well as in views both north and south. This is despite the height matching the surrounding older buildings. The design and materials of the cladding are similar to parts of the store on Camden Road but applied to an obviously different structure and function. The exposed concrete frame is functional compared to the expensive steel expressionism of the store.

4.4. The vehicle entrance to the service yard and the car park breaks up the elevation to an extent but the façade still appears featureless when seen from Kentish Town Road and Britannia Junction further south. It was the original intention of the architects to have all of the ground floor given over to small shop units. This did not happen and at

ground level one is presented with a view through parking between the columns of the building and into the service yard of the supermarket.

4.5. The office building fronting Kentish Town Road consists of 2 storeys of accommodation raised above basement and ground floor parking. The building comprises a linear concrete frame structure with the upper two levels clad in profiled metal. The block is designed as double height space with the potential of being divided into workshop/studio units between 46m² and 232m².

4.6. The whole space is lit by roof-lighting and the structure was designed for potential mezzanines to be added within the units. Because of the need for the site to be accessed by delivery vehicles the floor of the workshop block is raised to 5 metres from ground level. The building has not been significantly altered since its construction in 1980s.

4.7. This cladding system employed on the GUH building was not technologically innovative, and nor was it necessary. The evolutionary development of flexible modular cladding systems began in the mid-20th-century (e.g. Buckminster Fuller's Dymaxion Deployment Unit of 1940) and continues into the present.

4.8. Grand Union House was contemporaneously regarded as the least successful element of the scheme. It is built of a standard concrete-frame construction with nothing exceptional about the spans or the engineering. The building presents a hostile frontage to Kentish Town Road with a large expanse of inactive ground floor usage and an environment dominated by vehicles with possible retail use not materialising. The lack of active frontage has encouraged graffiti and as one of the main entrances to the supermarket presents an undesirable approach. Internally, the thin walls mean that occupiers are subject to great variety of temperature – either very cold in the winter or very hot in the summer.

4.9. Extensive anti-pigeon measures have been added to the offices as well as the store on Camden Road, including cladding over the cantilever beams and netting over the escalators down to the car park. The openness of the site to the general public has allowed homeless people to occupy many spaces at night. Rubbish and human excrement are often present.

(2) 16 Kentish Town Road

4.10. This comprises a single-storey structure on the southern end of the site fronting Kentish Town Road. is currently disused, empty and in poor condition.

4.11. The former single storey creche is a hybrid structure, partly steel framed with loadbearing blockwork and exposed steel beams carrying a shallow-vaulted roof made from profiled sheet metal.



- (1) View north from the western pavement on Kentish Town Road with the one storey nursery building in the foreground and the long elevation of the GUH extending along the Road.
- (2) 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
- (3) View of the nursery building (disused) from the western pavement of Kentish Town Road. The terrace joining the nursery in the south remains within the Camden Town Conservation Area.
- (4) Double height car park under the offices of the Grand Union House.)
- (5), (6) Kentish Town Road elevation showing the extensive blank elevation of the existing building.
- (7) Vehicle exit to Kentish Town Road.
- (8) 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.

All images by Bridges Associates

Surrounding townscape context

- 4.12. Grand Union House is located in an area of mixed visual character. The continuing development of the area (i.e. Hawley Wharf further north and extension of the Camden Town underground station) illustrates the changing nature of this part of Camden. The few older buildings of domestic scale remain further south and include a diverse selection of styles and materials, with brick being the dominant building material.
- 4.13. Grand Union House on the eastern side of Kentish Town Road stands out with its extensive though featureless elevation that extends approximately 100m along the Road. The four-storey linear concrete frame structure with upper two levels of clad with profiled metal dominates in the views from Hawley Crescent as well as in views both north and south along the Road. The vehicle entrance to the service yard and the car park breaks up the elevation to an extent but the façade still appears featureless when seen from the Road. Although the building is certainly dominant in views along the Kentish Town Road, it does not contribute to the townscape of this part of the road due to its ancillary and service-entrance appearance when seen from views from the south as well as from Buck Street and Hawley Crescent.
- 4.14. To the east of the site are the customer parking, delivery and servicing functions of the Sainsbury's supermarket. The tarmac courtyard space gives access to the basement car parking and across the southern edge runs a pedestrian route giving access to the store from Kentish Town Road. Parking and servicing infrastructure has taken over the whole inner courtyard which in turn has limited the pedestrian movement across the whole site and resulted in very poor-quality poor realm.
- 4.15. Townscape and visual effects of the proposed development have been assessed in a separate Townscape and Visual Assessment ('TVA', February 2021, Bridges Associates Architects and visualisers Cityscape).

Regent's Canal CA

- 4.16. GUH and the whole Sainsbury site fall within the Regent's Canal Conservation Area (designated in 1974 and extended in 1981, 1983, 1984 and 1985); no 16 Kentish Town Road

remains within the Camden Town Conservation Area.

- 4.17. The character of Regent's Canal changes dramatically along its course, ranging from enclosed spaces to wider open spaces; hard industrial townscapes to semi-rural sections; buildings butt up against the Canal edge while others are set back with landscaping adjacent to the Canal. The site falls within 'Sub-Area 2' ('Kentish Town Bridge to Gray's Inn Bridge') as outlined in the Regent's Canal CA Assessment:
- 4.18. 'Between Kentish Town Bridge and the Gray's Inn Bridge the route of the canal is quite serpentine and it takes on a quieter and more introspective character. The uses which bound the canal are either residential or commercial. The towpath itself tends to be bounded by sheer enclosing walls and steep tree lined embankments with few openings. Access points onto this part of the canal are limited. Unlike Camden Lock there are no distinctive uses which are focal points of activity or colour, providing a surprisingly quiet oasis from the noise of the surrounding city (LB Camden 2008, 12).'
- 4.19. Between Kentish Town Bridge and Camden Bridge, the canal is flanked on one side by the Grade II Grimshaw's canal-side terrace. On the north bank is Jestico and Whiles' housing scheme, equally contemporary but in a more restrained idiom, and with less of an impact on the canal itself as it is set behind a retaining wall. The rear gardens of these buildings with their trees and vegetation provide a feeling of greater spaciousness (LB Camden 2008, 12).

Camden Town CA

- 4.20. 16 Kentish Town Road remains within the Camden Road Conservation Area (designated in 1986, extended in 1997 to include the triangle behind Camden Town underground station). The area closest to the site is commercial in character and consists of a traditional wide shopping street linking the busy junction at Mornington Crescent to the eclectic and lively town centre at the heart of Camden Town. The focus of Camden Town is Britannia Junction which acts as a hub and an important interchange, with busy, noisy, dynamic and diverse characteristics. This retail and commercial area is powerfully urban in character with few openings between the continuous building lines and an

absence of public open spaces and soft landscaping.

- 4.21. The buildings in this area reflect the diverse and changing architectural styles over the last two hundred years. Terraces of flat-fronted early to mid-C19 houses, many now fronted by shops; mid Victorian stucco terraces, Victorian Gothic buildings, late Victorian and Edwardian red brick parades four and five storeys high with decorative gables, imposing banks, places of entertainment and public houses occupying key focal sites, and C20 buildings: all contribute to the wide-ranging variety of architectural styles. However, there is an overall C19 architectural and historic character and appearance throughout (LB Camden 2008).

Jeffreys Conservation Area

- 4.22. The Jeffrey's Street CA is approximately 120m north-east of the Site. The CA consists of early 19th Century residential developments, largely unchanged, although cut through at their southern end by the North London Railway in the mid-19th Century. It is located to the north and east of the site and was designated in 2005.
- 4.23. The CA's core was part of the initial phase of development in the 1820's along Camden Road. Most of the area was built by 1832 providing a certain architectural unity. The imposition of the railway viaduct and train station on Bonny Street both changed the social status of the area as a whole and created two distinct sub areas, the area to the north retaining its quiet 18th and 19th century residential character, while the area to the south was cut off from it and brought into a relationship with the more industrial uses closer to the canal edge. Thus, the houses to the south of the railway viaduct are related historically to the residential development to the north but today are a distinct enclave with a separate character related to their juxtaposition with the Regent's Canal Conservation Area.
- 4.24. The proximity of the railway is recognised by Camden as being part of the character of this part of the conservation area, with industrial workshops set behind high brick walls and interwoven into the streetscape.



- (1) View from the western end of Buck Street toward the Site.
- (2) View from in front of the entrance to the locally listed Hawley Infant School on Buck Street
- (3) View east from the junction of Hawley Crescent and Camden High Street
- (4) Southern end of Camden Road looking toward Britannia junction
- (5) View north along Camden Road at the Grade II* church and Grade II listed Sainsbury's store.
- (6) View of the Grade II listed Sainsbury's store on Camden Road
- (7) Grade II listed Elephant House on the corner of Kentish Town Road and Hawley Crescent
- (8) Recently completed residential and mixed use development between Kentish Town Road bridge and Camden High Street

All images by Bridges Associates

5. SIGNIFICANCE OF HERITAGE ASSETS

5.1. There are 46 listed buildings within 250m radius of the Site. These have not all been individually assessed. This section summarises the significance (and aspects of setting that contribute toward the significance) of the following heritage assets. These have been mapped in **Figure 30**.

- Grade II Nos 1-12 Grand Union Walk (HE ref. 1464061)
- Grade II Sainsbury's supermarket (HE ref. 1463938)
- Grade II* St Michael's Church (HE ref. 1244156)
- Grade II The Elephant House (including former Coopers' building, boundary walls and gate piers)
- Regent's Canal Conservation Area
- Camden Town Conservation Area
- Jeffrey's Conservation Area
- Locally listed Hawley Infant School Buck Street (NDHA)

Assessment methodology

5.2. The methodology for assessment of significance has been informed by Historic England's Advice Note 12 'Statements of Significance: Analysing Significance in Heritage Assets' (October 2019). This advice note forms part of the staged approach to decision-making in which assessing significance precedes designing the proposal(s).

5.3. The NPPF defines significance as 'the value of a heritage asset to this and future generations because of its heritage interest'. Such interest may be archaeological, architectural, artistic or historic' and it may derive 'not only from a heritage asset's physical presence, but also from its setting' (PPG Glossary).

5.4. Setting is defined as 'the surroundings in which an asset is experienced, and may therefore be more extensive than its curtilage. All heritage assets have a setting, irrespective of the form in which they survive and whether they are designated or not' (HE GPA 3: Setting of Heritage Assets, 2017).



Figure 30. Heritage assets in the vicinity of the Site (February 2021)

5.5. It is important to note that the NPPF (specifically paragraphs 195 and 196, February 2019) is only concerned with harm to an asset's significance and not to aspects of setting which do not contribute to that significance. Therefore, establishing attributes of the setting (if any) which contribute toward the significance of the identified heritage assets is the first step in assessing effects of the Proposed Development on the significance of the two newly listed buildings. Archaeological value of the heritage assets has not been assessed. The Site does not lie within an archaeological priority area.

(1) Grade II 1-12 Grand Union Walk

5.6. **Significance:** While the form of the canal-side housing was largely dictated by the numerous constraints of the site and the focus of redeveloping the site was on the supermarket development, the housing is nevertheless an example of an innovative re-interpretation of a traditional terraced house during a time when the building type had regained its popularity. It draws inspiration from London's terraces of Georgian and Victorian houses, stripping away the ornament and being distinctively contemporary whilst paying homage to the past.

5.7. The houses are of simple cross-wall construction with concrete floors and clad in metal front and back. The cladding, together with the motorised glass walls on the northern elevation. The main external feature of the canal-side housing is the external aluminium cladding. The architecture of the terrace (as is the design of the supermarket and the office block) stands out in the surrounding traditional, late C19 townscape and is visibly moated /isolated from the surroundings and the canal is the physical barrier between the surrounding townscape.

5.8. The aluminium cladding further enforces this slightly defensive impression of the terrace. Nevertheless, the canal-side has always historically been industrial in character and the Grimshaw's High-Tech reinterpretation of it is considered to sit well in the existing setting and character of the canal-side. It is an example of an innovative re-interpretation of a traditional terraced house by a renowned High-Tech architect and retains significant architectural and historic value.

(2) Grade II Sainsbury's supermarket

5.9. **Significance:** Sainsbury's supermarket on Camden Road by Nicholas Grimshaw is an early example of a shift in supermarket design paradigm that challenged the vernacular 'Essex barn' supermarket typology by seeking new, innovative forms to apply to these superstores. Although the Camden Road store is not the only example of such a shift in the design paradigm of supermarkets, it forms part of the programme of high-profile architectural design superstores commissioned by Sainsbury's in the last two decades of the C20 and within this context, the store retains significant architectural value.

5.10. The supermarket is the centrepiece of the entire redevelopment of the former ABC factory and is designed as a single storey space with an arched roof, referencing the traditional C19 market halls. The curved roof, the key design feature of the structure (though not visible externally nor internally), is supported by cantilevers that are steadied by 'columns' of clustered tie rods anchored into steel shoes set in concrete plinths. The cladding of the building adheres to the slightly defensive factory-aesthetic adopted in various other High-Tech buildings.

5.11. However, Sainsbury's on Camden Road is a single-aspect building and the aesthetic merits of its external envelope and High-Tech imagery are largely confined only to the Camden Road side. On balance, it is assessed that the store retains significant architectural and historical value as an example of a late C20 supermarket that broke away from the conventional undistinguished box-aesthetic of the earlier examples of this building type.

Aspects of the setting that contribute to the special interest of Sainsbury's supermarket and 1-12 Grand Union Walk

5.12. The setting of Sainsbury's supermarket is formed of two aspects. Firstly, it comprises the historic urban grain to which Grimshaw's modern and futuristic design responds directly (i.e. the late 19th century terraces on the opposite side of Camden Road and the Grade II* Church of St Michael immediately to the south of the supermarket).

5.13. The supermarket on Camden Road is designed as a single

storey space with an arched roof, resembling a traditional market hall. The curved roof is extruded southwards towards the boundary with the church. Here it forms a single storey glazed open sided atrium which provides the maintenance, exit and waiting space for the store. The bays of the principal elevation of the store to Camden Road are designed to mirror the width of the listed Georgian houses opposite. The height of the store, with staff accommodation and storage at first floor, also ties in with the cornice line of the terraces of Georgian buildings opposite. This aspect of the setting contributes toward the significance of the heritage asset as it formed an integral part for Grimshaw's contextual architectural response to the site.

5.14. The setting of 1-12 Grand Union Walk primarily derives from its relationship to the Regent's Canal. The modern and futuristic architecture of the housing stands out among the traditional, late 19th century townscape and the mediocre 20th century development across the Canal. Although the housing is somewhat isolated and moated from the surrounding townscape, the canal-side has always historically been industrial in character and the Grimshaw's High-Tech reinterpretation of the terraced housing typology sits well in the existing setting and character of this stretch of the canal. This aspect of the setting contributes to the significance of listed Grand Union Walk housing.

5.15. The second aspect of the setting of both the supermarket and the terrace comprises other elements within the Grand Union Complex (i.e. Grand Union House, the courtyard loading bay, drop off and car park entrance). The visual and architectural connections are reflected in Grimshaw's design of each building comprising a visible kit-of-parts, where the varying forms of each element respond to their individual contexts but share a common palette of colours and materials. Therefore, GUH's design could be considered to make some positive contribution toward the listed buildings as it is a visible component of the whole Complex.

5.16. However, these aspects relating to the visual attributes of the buildings are assessed to make a very limited contribution to the significance of both the listed terrace and the supermarket as both buildings incorporate solutions with differing levels of innovation and strong visual languages when looked at in isolation. With regard to Grand Union

- House, the levels of architectural and technological interest lie significantly below that of the listed supermarket. Namely, the modular appearance of the Kentish Town Road elevation of the GUH building is misleading. Perforated rails and profiled panels were employed on parts of the Kentish Road elevation of GUH similar to Grimshaw's earlier (unlisted) Herman Miller warehouse at Chippenham (1982),
- 5.17. However, the absence of innovation in the cladding system used at Camden stems partly from the fact it wraps simple industrial/office and retail enclosures which did not require a complex range of openings or panel types or easy modification to suit changes of use. The inner, service yard-facing cladding, formed from huge generic sheets of profiled metal is not an innovative cladding system.
- 5.18. Therefore, the overall group aspect of the Complex, limited to the High-Tech architectural character, colour palette and materiality, has little weight in the overall special interest of both recently designated assets.
- 5.19. A final aspect of the setting relates to the land use and patterns and movement through the whole complex. The requirements of the original brief by Camden (1983, amended in 1984) included the provision for both, housing and light industrial uses on the site. The pedestrian access from the Kentish Town Road was originally designed to be marked by two small retail units which were proposed to be complimentary to Sainsbury's activities (i.e. a dry cleaner and a newsagent were initially proposed).
- 5.20. Regrettably, this did not happen and at ground level one is presented with a view through parking between the columns of the building and into the service yard of the supermarket. Whilst the vehicle entrance to the service yard and the car park breaks up the elevation to an extent, the façade still appears featureless when seen from Kentish Town Road and Britannia Junction further south.
- 5.21. The first floor of GUH was raised 5m above ground level on square-section concrete columns, with the ground floor occupied by surface car parking. This proved inherently inefficient for the workshop users who would have had to use the single small lift to bring goods in and out of the large, long building.
- 5.22. Therefore, coupled with the tight constraints of the site and the fact that vehicular circulation dictated the design of the whole site (i.e. store deliveries, staff and disabled car-parking and pick-ups for 'dial-a-rides'), the combined public realm solution of this group of buildings is of very poor quality. Instead, priority was placed on implementing an obvious and familiar workable retail solution as opposed to achieving the best quality architecture and townscape that would help to connect and improve pedestrian movement and access to Kentish Town Road and Camden Road.
- 5.23. Although the Grand Union complex was Grimshaw's first piece of major urban design, the aspects of setting relating to land use and movement patterns form a weak element in the context of the whole site and whilst originally envisioned by Grimshaw to become part of an integrated pedestrian network, the scheme (as implemented) demonstrates the opposite is true.
- 5.24. Therefore, there is potential to significantly enhance this aspect of the setting. Indeed, Grimshaw Architects themselves noted in their 2007 pre-application presentation for the redevelopment of GUH that 'The current massing is not contiguous with the streetscape scale and character to the south of the crèche ... the upper mass of the building is presented as a blank and closed face to the street'.
- Contribution of GUH toward the setting of the Grade II supermarket and 1-12 Grand Union Walk**
- 5.25. Whilst Historic England assesses GUH as being the least successful of the three main buildings (HE's Advice Report from 19th July 2019, page 4), it is assessed to make a limited contribution toward the special interest of the two heritage assets by forming part of Grimshaw's inner-city High-Tech mixed-use scheme. However, this contribution is assessed to be very limited and somewhat reduced by its weak aesthetic and spatial language which starkly contrasts with the contextual and futuristic architectural language of the two listed buildings and the CA context of Kentish Town Road.
- 5.26. Therefore, BA assesses that, in isolation, GUH and the small creche building adjacent do not make a meaningful contribution toward the significance of the supermarket nor the canal-side housing.
- (3) Grade II* St Mary's Church**
- 5.27. **Significance:** The main significance of the Church lies in its architectural and historical value, notably with its interiors. The church was designed in 1878 by G. F. Bodley and Thomas Garner (the vestries were added in 1908 and further extended in 2006-2007). Bodley, though not one of his era's most prolific architects, was one of its most influential having designed numerous ecclesiastical buildings. St Michael's in Camden Town was Bodley's first building in London, although by that date he had completed works elsewhere. It is an outstanding late Gothic Revival building by one of the most important Victorian and Edwardian church architects of the time.
- 5.28. The vestry at the liturgical southern side of the Church does not retain the same level of significance. This is due to its currently mediocre interior quality which since its construction has been remodelled and refurbished. Although it is part of the listing of the church, its architectural and historical significance remains between low and medium.
- 5.29. Similarly, the boundary wall surrounding the church is of lower architectural and historical value. While its southern side seems to be largely intact and original, the sections of the wall between the church and Sainsbury's have been rebuilt several times in the past, most recently in relation to the extension of the vestries and prior to that the construction of Sainsbury's next door. Earlier alterations included changes to the boundary wall to accommodate various changes to the ABC site.
- 5.30. **Contribution of setting toward the significance:** St. Michael's is not in any CA as the Regent's Canal CA skirts the church to the north and east, and includes part of the Sainsbury supermarket and all of its offices on Kentish town Road. The immediate setting of St. Michael's is compromised by the shop, as well as its car park and offices to the north.
- 5.31. St. Michael's has an urban siting and setting. It sits tightly among its neighbours with the southern end of the nave directly on the Camden Road frontage and is encircled by the contrasting modern character of Sainsbury's supermarket to the east and north, and local shops with flats over them on the west, with a busy bus stop right on its doorstep. At present, the east elevation of GUH turns its back to the

Church with the majority of the east elevation comprising blank metal sheets with no reference to the character or setting of the Church directly to its east.

- 5.32. **Contribution of Site toward the significance:** At present, GUH has a negative effect on the character and setting of the Church.

(4) Grade II The Elephant House (including former Coopers' building, boundary walls and gate piers)

- 5.33. **Significance:** This is former bottle store, coopers' building and boundary walls. 1900-1 by William Bradford for the Camden Brewery. The bottle store, now called the (Elephant House) is the most prominent building on the site, a two storey plus basement building with two parallel ranges under a double pitched roof running east-west along the curve of Hawley Crescent. The building is constructed of red brick on an engineering brick plinth with sandstone and rubbed brick detailing and renewed slate roofs. The elevations to Hawley Crescent and to Kentish Town Road are the most decorative, as befitting their position overlooking public thoroughfares, and are well-detailed and well-crafted. The Cooper's building is a smaller building, facing the canalside, is a former coopers workshop where beer barrels were made and has the same detailing to its yard-elevation as the bottle store. The canalside frontage is the most decorative and has an oculus in the gable with, like the other windows, gauged brickwork and stone keystones.

- 5.34. The Elephant House retains special architectural interest deriving from its rhythmic curved elevations with giant order pilasters, good quality brickwork, and cheerful details including decorative panels of brick and terracotta. Even the elevation to the yard and the cooper's building, which lack the exuberance of the public frontages, are well-crafted and detailed. Both buildings were designed by the pre-eminent architect of ornamental breweries, William Bradford, who often included features which served as an advert for the brewery's products, in this case Elephant's Head Pale Ale; It is also an increasingly rare surviving industrial complex in the inner-city and alongside London's early-C19 Regent's Canal.

- 5.35. **Contribution of setting toward the significance:** The main contributor toward the significance of the heritage asset is the Regent's Canal. It illustrates the surviving functional

relationship between the former bottle store and the canal. The Site does not contribute toward the significance of the asset. Instead, its featureless, plain street elevation offers little variety and is distinctly inward-looking and isolated from the surrounding townscape context.

- 5.36. **Contribution of Site toward the significance:** The Site does not contribute toward the significance of the heritage asset.

(5) Regent's Canal CA

- 5.37. **Significance:** The character and appearance of the relevant section of the CA is described in Section 4. The character of Regent's Canal changes dramatically along its course, ranging from enclosed spaces to wider open spaces; hard industrial townscapes to semi-rural sections; buildings against the Canal edge to those that are set back with landscaping adjacent to the Canal.

- 5.38. Its significance lies in the presence of the canal and its relationship with the surrounding Victorian urban grain combined with later developments (including the 1980s Grand Union Complex).

- 5.39. **Contribution of setting toward the significance:** The buildings on the canal edge largely turn their back on it creating a tranquil and relatively private space. Many of the canal's industrial buildings and structures are fine examples of industrial brickwork, illustrating engineering construction characteristic of the 19th and early 20th centuries. They also add to the sense of enclosure of the canal.

- 5.40. **Contribution of Site toward the significance:** Grand Union House on Kentish Town Road has the weakest design quality of the three structures and has little to contribute toward the special interest of the CA. Its unarticulated, plain street elevation offers little variety and is distinctly inward-looking and isolated from the surrounding townscape context. Although its effect on the CA is not as direct compared to the housing, on balance it is still considered as a 'negative' contribution to its character and appearance.

(6) Camden Town CA

- 5.41. **Significance:** The character and appearance of the relevant section of the CA is described in Section 4. The buildings in

this area reflect the diverse and changing architectural styles over the last two hundred years. Terraces of flat-fronted early to mid-C19 houses, many now fronted by shops; mid Victorian stucco terraces, Victorian Gothic buildings, late Victorian and Edwardian red brick parades four and five storeys high with decorative gables, imposing banks, places of entertainment and public houses occupying key focal sites, and C20 buildings: all contribute to the wide-ranging variety of architectural styles.

- 5.42. The Britannia Junction is an example where several buildings contribute to the overall character of a space. The corner buildings are almost all of note: Bank of Scotland, Britannia pub, Nat West Bank and World's End pub all have but different strong characters from the conviction of their architecture. The domestic style of the Halfway House and streamlined HSBC Bank have distinctly different materials and lines, but combine to join a diverse mix.

- 5.43. **Contribution of setting toward the significance:** The Regent's Canal CA to the north contributes toward the significance of the Camden Town CA and illustrates the area's relationship with the canal. The relationship with the canal is an important aspect of the historical development of the area. Today the early mercantile role of the Canal is superseded, but the environmental quality of the waterfront still plays a determinant part on the character of the area. The surrounding townscape to the east and west of the CA also contributes toward the significance of the CA, largely comprising residential areas and enforces the location of Camden Town as a major centre. Further away, larger landscaped areas in the vicinity are Regent's Park, Primrose Hill and Hampstead Heath contribute toward the significance of the CA. There are glimpses to Regent's Park from Parkway.

- 5.44. **Contribution of Site toward the significance:** Only the southern extent of the site (i.e. no 16 Kentish Town Road) remains within the Camden Town Conservation Area. It makes no contribution toward the setting of the CA as in views along Kentish Town Road it presents a long, inactive frontage and façade with unremitting horizontal emphasis, and car parking visible behind an unattractive security fence. The Site does not contribute toward the significance of the CA.

(7) Jeffrey's Conservation Area

- 5.45. **Significance:** Jeffrey's Street Conservation Area holds high evidential value since Jeffrey's Street is one of the oldest complete streets in Camden, laid out circa 1800. The Conservation Area consists of early 19th century residential development, largely unchanged save for the construction of the North London Railway in 1850 which cut through residential developments. The aesthetic value lies in the high level of preservation of original features throughout the conservation area, which largely retains its Georgian character. The historical value of the CA is closely associated to its evidential value since Jeffrey's Street and the nearby terraces Nos. 55 and 57-63 Kentish Town Road (built around 1800) remain largely intact and as such are a significant example of their historic period.
- 5.46. **Contribution of setting toward the significance:** The Regent's Canal CA somewhat contributes toward the significance of the asset. However, surrounding the CA to the north, east and west are modern C20 and later housing developments that do not contribute toward its significance.
- 5.47. **Contribution of Site toward the significance:** The Site does not contribute toward the significance of the CA.

(8) Locally listed Hawley Infant School Buck Street

- 5.48. **Description:** Late 19th century school. The existing building is the remaining part of a formerly larger complex of buildings stretching between Buck Street and Hawley Crescent and fronting on to Kentish Town Road. The site is relatively well hidden from the street behind brick walls, but the tall gables, clay tiled roofs, brick chimney and tops of the upper level windows with their red brick surrounds give a good indication of the character of the site.
- 5.49. Views through the gate of the side elevation with tall timber windows and dormers also allow the diminutive nature and attractive detailing of the building to be appreciated from the street. The Infant school only served an interim age group of primary school students and was not a viable school given its shape and historic layout. In October 2016, the school moved into a new purpose-built facility in the Hawley Wharf redevelopment.

- 5.50. **Significance:** The School retains limited historic associative value as a typical product of the London School Board, but is only a remnant of the original collection of buildings, having lost its parent to the north in WWII bomb damage.
- 5.51. **Contribution of setting toward the significance:** Hawley Infants' School and the yard in front of 5-7 Buck Street are either very low buildings or voids which neither provide a built character or space with any architectural quality. The high solid brick wall enclosing the playground of the former is a bleak presence on the pavement edge, hiding the elaborate elevation of the school behind. The truncation of the terrace on the west side of Kentish Town Road for the playground a hundred years ago has left nos. 25-27 looking somewhat bereft. The lack of contribution is especially noticeable where movement and activities are concentrated at the centre of Camden Town.
- 5.52. **Contribution of Site toward the significance:** The Site does not contribute toward the significance of the CA.

6. ASSESSMENT OF THE PROPOSED DEVELOPMENT

Brief description of the proposals

- 6.1. The proposed scheme by 6a Architects consists of two buildings.
- 6.2. Firstly, the new office building comprises three new stories plus roof above ground floor. It utilises the existing concrete frame as far as possible while increasing the number of stories with lightweight construction to provide Class E office and commercial floorspace. A new mezzanine floor is introduced at ground floor in the north part of the office building. It will provide additional office space and the two wings on the north and south of the building are for plant and auxiliary use.
- 6.3. The top storey is set back with zig-zag east and west elevations creating individual triangular external roof terrace pods. External terrace patio gardens are created at Level 04 by the set back roof along the east and west elevations. The main elevations (east and west) will be fully glazed stick system curtain wall assemblies of varying transparency and reflectivity.
- 6.4. The existing basement under no 20 Kentish Town Road (used as a car park for Sainsbury's) is outside the applicant's lease and accordingly must be retained and kept operational with minimal disruption during the construction of the proposed scheme. The 12 car parking spaces at ground floor level which belong to the residents of Grand Union Walk will be moved to the existing underground car park.
- 6.5. Secondly, a three storey residential building is proposed at the southern end of the site and will replace the single storey creche in this location. The building will house residential apartments at Levels 01, 02 and 03 and retail and utility space at ground floor. The flat roof will support an integrated blue roof and PV panels. The roof is maintenance access only. The front and rear elevations of the residential element at the southern end of the site will be clad in a rain screen façade. It will comprise six residential units (Class C3).

Assessment of the proposed scheme and effects on heritage assets

Massing and scale

- 6.6. The section of Kentish Town Road directly south of the Kentish Town Bridge is modern in character with Grimshaw's Grand Union House occupying the street frontage on the eastern side of the Road. A modern 5 storey residential building is opposite. Hawley Wharf development is nearing completion on the northern bank of the canal adding a new built form to the immediate townscape surrounding the site (the Kentish Town Road side building comprises 5 storeys above ground floor).
- 6.7. With regard to emerging future development, TfL is currently consulting on the Camden Town underground capacity upgrade with a new station entrance proposed on Buck Street together with a residential led mixed-use development above. It is within this context of increasing height and densification around the centre of Camden Town that the various aspects of the proposed development have been assessed.
- 6.8. The proposed scale and massing of the scheme relates well to the immediate and wider townscape. It will become a new element in many of the views and will appropriately mark the Site's location as part of a new emerging movement corridor between Camden High Street and Camden Road. The taller element of the proposal (i.e. the commercial building of 4-storeys above the ground floor) comprises a long, straight elevation which responds to the existing structure but also to the character of this part of the townscape.
- 6.9. The set back top floor will add visual interest and mark the site's location in an appropriate way. It will also contrast with the simplicity of the long Kentish Town Road elevation without becoming overbearing. Overall, with regard to the urban structure and urban grain, the proposed development is consistent with the established pattern around the Site

Architectural expression and materials

- 6.10. The Kentish Town Road elevation of the proposed development seeks to activate the currently impermeable and blank frontage of the existing Grand Union House through the provision of commercial uses at ground floor level which open onto the street. This will not only help to significantly enhance this section of Kentish Town Road but also keep to the essential character of Camden and build on its sense place through providing spaces for small and medium sized enterprises (SMEs) and emerging businesses which contribute to the innovative economy of Camden Town.
- 6.11. The east and west elevations of the proposed commercial building will be clad with a curtain walling system. This will create a lightweight appearance of the building and also enliven the facade providing both reflections of adjacent buildings on the elevations but also offering glimpsed views into the internal spaces.
- 6.12. The main façade will be highly transparent and permeable, with slender transoms and mullions dividing the glazing into fixed and openable panels. Large openings to the street at ground floor level will include a 4.8-meter-wide sliding door and four other main entrances, as well as doors to the retail units.
- 6.13. The horizontality of the proposed development is balanced through the quick rhythm of the main elevations. The active uses at ground floor coupled with the widened pedestrian underpass at the southern end of the building will further help to add a variety of colour and detailed interest to the elevation.
- 6.14. The glazed bridge over the *porte cochere* references Grimshaw's initial intention for this area of the scheme, which was fully-glazed in early designs and clearly expressed a different architectural order. The glazed bridge link will incorporate a glasshouse garden of exotic plant species.
- 6.15. The front and rear elevations of the residential element at

the southern end of the site will be clad in a rain screen façade. It broadly adapts the architectural language and materiality of GUH and the Grimshaw buildings beyond.

- 6.16. The facade of the residential element steps forward from GUH thereby clearly separating its volume from the office building. The residential element also echoes the grid expression of the office element whilst distinguishing it through the use of corrugated anodised aluminium and punched windows. At ground floor level, the proposed glazed retail facade, the slightly set back residential entrance and the corrugated servicing door add visual interest.

Public realm

- 6.17. Whilst the scale and massing of the existing building vaguely relates to the surrounding townscape, the long elevation along Kentish Town Road appears featureless and allows views into the Sainsbury's service yard and parking area without engaging to solve the urbanistic concerns of the area (i.e. pedestrian access through site being limited and priority is given to vehicles and service/delivery functions).
- 6.18. The proposal seeks to address these concerns through the provision of a clear route from Kentish Town Road to Camden Road. The increased activity on the street frontage from the active ground floor units will support this and draw activity to the currently otherwise unused space at the eastern side of Kentish Town Road.
- 6.19. Kentish Town Road is to be planted along the length of the building, with trees at intervals to line the pavement with greenery. Directly in front of the building, deep planters will run along the façade with meadow-like planting. The pedestrian pavement under the underpass of the commercial building will be widened to provide more generous and inviting space for pedestrians.
- 6.20. The route from Camden High Street to Camden Road will be enhanced through the provision of a new crossing aligned to the underpass of the proposed development which in turn will provide a link to Camden Road. A new cycle stand and bin shelter covered by a raised planter will improve the surroundings for both existing and new residents of the surrounding blocks.

- 6.21. As part of the vision masterplan including Sainsbury's yard, the landscaping proposals also aim to transform the functional service yard into an attractive, accessible, safe and green piece of public realm, connecting Kentish Town Road and Camden Road.

Effect on the historic urban grain

- 6.22. The Proposed Development respects the scale of the historic urban grain and will complement the appearance, character and setting of existing buildings and the canal. Whilst the proposed redevelopment will improve the setting of the heritage assets, it would not materially change the significance or the ability to appreciate the significance of the listed buildings. Therefore, there will not be any harm to the significance of the heritage assets (i.e. paragraph 196 of the NPPF is not engaged).

Effects on heritage assets

Grade II Sainsbury's and Grade II 1-12 Grand Union Canal Walk

- 6.23. Given the existing detailing of GUH is poor and overall the building is considered to be the weakest element of the whole complex, the proposed material palette and architectural language will echo the appearance of the Grade II listed terrace and supermarket. The core significance of the nearby listed structures will be preserved. Where they are inter-visible across the internal courtyard, there is no significance or positive architectural relationship with the blank cladding of the back of the Canal Walk terrace nor the jumble of high security walls around the truck loading dock. Instead, the setting of the listed buildings will be enhanced through a much higher quality elevation and a more varied elevational typology which distinguishes the building from the rest of the GUH complex whilst retaining some of its DNA.
- 6.24. By way of scale, massing and materiality, the proposed residential element at the southern end of the site it will not affect the significance (or aspects of settings that contribute towards it) of the supermarket nor 1-12 Grand Union Walk.
- 6.25. The aspect of setting deriving from the use of the space will be significantly enhanced. The increased activity on

the street frontage from the active ground floor units will support this and draw activity to the currently otherwise unused space on the eastern side of Kentish Town Road. The pedestrian pavement under the underpass of the commercial building will be widened to provide more generous and inviting space for pedestrians. This proposed change directly relates back to Grimshaw's original vision for Grand Union House and the whole site. This is assessed to enhance these aspects of the setting which contribute toward the significance of the assets, in particular that of the supermarket.

- 6.26. On balance, the redevelopment will enhance the setting of the Grade II Sainsbury supermarket and Grand Union Walk. The proposed elevation will have a much higher quality of design detailing and materials than currently exists. The movement patterns will be significantly enhanced as the Proposed Development will improve the public realm, in particular the street frontage to Kentish Town Road. This follows the aspirations set out in the original brief by LB Camden.
- 6.27. Overall, there will not be any harm to the significance of the heritage assets (i.e. para 196 of the NPPF is not engaged). Instead the immediate setting of the heritage assets will be enhanced. Although the vehicular circulation and delivery area is not within the Applicant's ownership or control, the Proposed Development has been designed to facilitate future improvements to the pedestrian connections between Kentish Town and Camden Roads.

Grade II* St Mary's Church

- 6.28. The scale and height of the proposal has also taken into consideration the presence of the Church immediately to the East of the Site. Albeit higher than the existing building, the pitched roof of the Church will remain a prominent element in both mid-distance and close views of the Church (refer to the TVA for further detail). In close views looking at the East elevation of the Church from Camden Road, the appearance of the elevation will appear lightweight and as an appropriate backdrop merging into the leafage of the mature trees in the churchyard immediately south of the Church.

6.29. Whilst the Proposed Development will continue to form a backdrop to the rear of the heritage asset, it will not affect the ability to appreciate the heritage significance of the listed building. There will not be any harm to the significance or aspects of the setting that contribute toward the significance.

Grade II The Elephant House (including former Coopers' building, boundary walls and gate piers)

6.30. The significance and contribution of setting toward the significance of the CA has been identified in **Section 5** above.

6.31. The main contributor toward the significance of the heritage asset is the Regent's Canal. It illustrates the surviving functional relationship between the former bottle store and the canal. The Site does not contribute toward the significance of the asset.

6.32. The Proposed Development respects the scale of the historic urban grain and will complement the appearance, character and setting of the heritage asset. Whilst the proposed redevelopment will improve the setting of the Elephant House to the south-east, it would not materially change the significance or the ability to appreciate the significance of the listed buildings.

Regent's Canal CA

6.33. The majority of the site is within the Regent's Canal Conservation Area and the southern extent of the site (i.e. no 16 Kentish Town Road) remains within the Camden Town Conservation Area. The significance and contribution of setting toward the significance of the CA has been identified in **Section 5** above.

6.34. Through the provision of a new building of appropriate scale, massing and materiality, the proposed development will greatly enhance the character of this section of the Regent's Canal CA.

6.35. The proposed scale and massing of the scheme relates well to the immediate and wider townscape which comprises a mix of building types and dates (including the recently completed Hawley Wharf development across Kentish

Town Road bridge). The horizontality of the proposed development is balanced through the quick rhythm of the curtain walling on the main elevations. This adds a layer of verticality to the elevational typology which help to break up the elevation.

6.36. The proposal also seeks to enhance the currently underwhelming route from Kentish Town Road to Camden Road. The currently defensive and inward-looking building will be turned 'inside out' through the provision of active frontage comprising small retail, restaurant and/or leisure uses along Kentish Town Road. This will draw activity to the currently unused space at the eastern side of Kentish Town Road and will also help to better mark the route through the site.

Camden Town Conservation Area

6.37. The significance and contribution of setting toward the significance of the CA has been identified in Section 5 above. The setting and character of Camden Town Conservation Area will be significantly improved through the provision of appropriate new housing which relates well to the established scale, massing, height and materiality of the northern section of the CA.

Jeffreys Street Conservation Area

6.38. The significance and contribution of setting toward the significance of the CA has been identified in **Section 5** above. The Proposed Development will not affect the significance nor aspects of the setting that contribute toward that significance.

Locally listed Hawley Infant School Buck Street

6.39. The Proposed Development respects the scale of the surrounding historic urban grain and will complement the appearance, character and setting of the NDHA. Whilst the proposed redevelopment will improve the setting of the School on Buck Street to the east, it would not materially change the significance or the ability to appreciate the significance of the NDHA.

7. CONCLUSIONS

7.1. This Heritage Statement is submitted in support of a detailed planning application ('the Application') made on behalf of Camden Mixed Developments Limited ('the Applicant') for the partial demolition and redevelopment ('the Proposed Development') of Grand Union House at 16-20 Kentish Town Road, London ('the Site'). This report has been prepared by Bridges Associates Architects ('BA').

Proposed Development

Massing, scale and height

7.2. The iterative design process has been careful to include reference to human scale. Height was studied using AVRs at an early stage so that the height relationship between the building and its existing surroundings will be beneficial and harmonious.

7.3. The overall massing of the Proposed Development will result in a well-articulated composition, respond positively to the shape of the site and its existing context. Clear attempts have been made to break up the massing by providing variations in the heights of the blocks as well as distinguishing the top, middle and base elements of the building.

Design quality

7.4. The proposed design is of high quality that responds well to the character of the surrounding context. The architectural language is primarily inspired by the surrounding High-Tech buildings on the triangular block between Camden Road and Kentish Town Road. The proposed articulation ensures comfortable proportions and a clear identity for the mix of proposed uses.

Effect on the heritage assets

7.5. On balance, the assessment above has illustrated that the redevelopment of GUH will enhance the setting of the Grade II Sainsbury supermarket and Grand Union Walk. The proposed elevation will have a much higher quality of design detailing and materials than currently exists. The movement patterns will be significantly enhanced as the Proposed Development will improve the public realm, in particular

the street frontage to Kentish Town Road. This follows the aspirations set out in the original brief by LB Camden.

7.6. Other aspects of the setting (outlined above) will not be materially changed by the Proposed Development. Overall, there will not be any harm to the significance of the heritage assets (i.e. para 196 of the NPPF is not engaged). Although the vehicular circulation and delivery area is not within the Applicant's ownership, the Proposed Development has been designed to facilitate improvements to the pedestrian connections between Kentish Town and Camden Roads.

7.7. Secondly, the proposal will greatly enhance the character of this section of the Regent's Canal CA and Camden Town CA through the provision of an office-led, mixed use development that relates well to the established scale, massing, height and materiality of the northern section of the CA.

7.8. In summary, the scheme will deliver the following key benefits:

- Preserve and enhance the Regent's Canal and Camden Town Conservation Areas
- Enhance the setting of the Grade II Sainsbury's Supermarket, nos 1-12 Grand Union Walk and Grade II* St Michael's Church
- Regenerate and transform the existing area;
- Sustainably reuse and regenerate an underutilised building;
- Activate 99m of street frontage (versus 18m existing);
- Provide a high quality and attractive design, embracing the principles of sustainable design and construction;
- Take advantage of better building energy use through installation of modern and efficient facilities and systems;
- Improve the surrounding public realm, widen the route through the Site and provide new street trees

- Create a safe and secure environment for existing and future residents, employees and visitors

Concluding remarks

7.9. The proposed development has been designed to respond positively, in scale and mass, to the existing historic townscape, including local conservation areas, listed buildings and non-designated heritage assets close to the Site. The Proposed Development will satisfy National, Regional and Local Plan policy and relevant guidance.

Bridges Associates Architects

February 2021

SELECTED SOURCES:**PRIMARY SOURCES:**

National Archives
 London Metropolitan Archives
 Camden Local Studies
 Greater London HER
 LB Camden Planning Department
 V&A Drawing Collection
 Museum of London (MoLa): Sainsbury's Archive

POLICIES AND GUIDANCE:

DCLG's National Planning Policy Framework (2019)
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 DCMS: Principles for Selection of Listed Buildings (March 2010)
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 Historic England (2015) Managing Significance in Decision-Taking in the Historic Environment, Good Practice Advice in Planning 2
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 Historic England (2020) Statements of Heritage Significance: Analysing Significance in Heritage Assets, Historic England Advice Note 12
 Historic England (2008) (then English Heritage) Conservation Principles, Policies and Guidance for the Sustainable Management of the Historic Environment
 GLA (2021) Publication London Plan
 LB Camden (2017) Local Plan
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APPENDIX A: Historic England listing descriptions of Grade II Sainsbury's supermarket and Grade II 1-12 Grand Union Walk

7/23/2019

Sainsbury's supermarket, Non Civil Parish - 1463938 | Historic England



Sainsbury's supermarket

Overview

Heritage Category:
Listed Building

Grade:
II

List Entry Number:
1463938

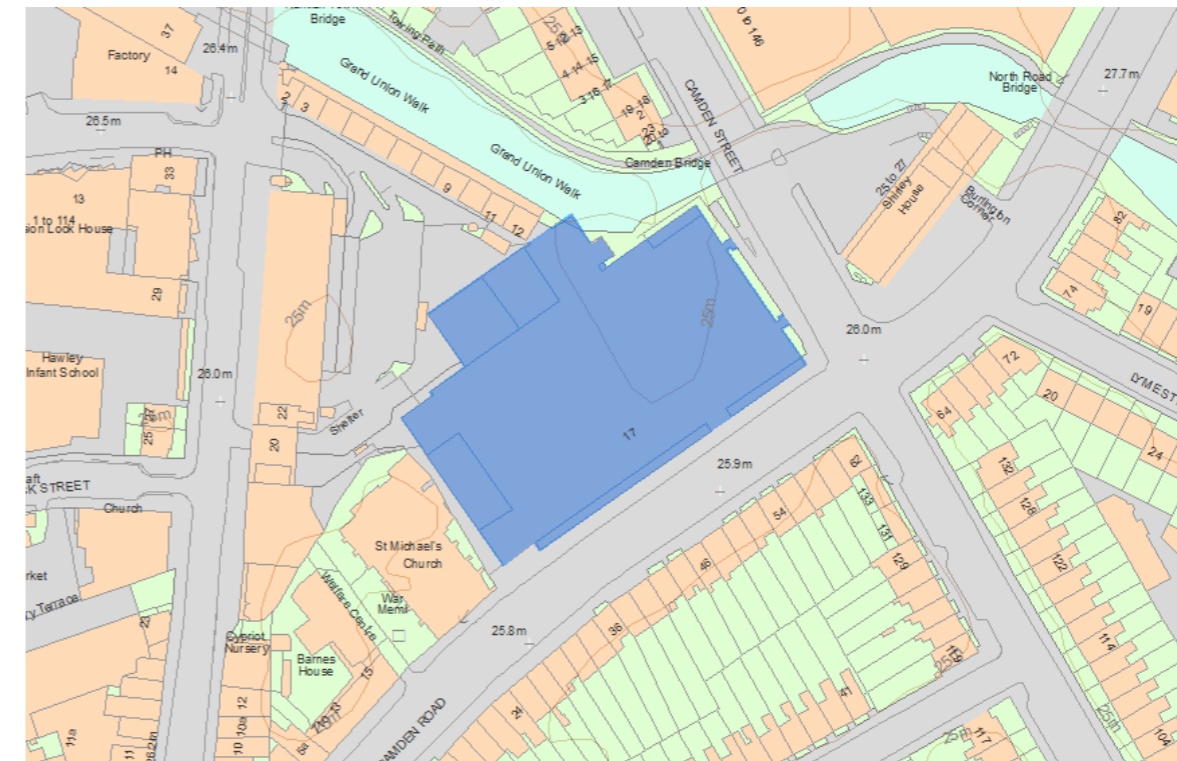
Date first listed:
19-Jul-2019

Statutory Address:
Sainsbury's Supermarkets Ltd, 17-21 Camden Road, London, NW1 9LJ

7/23/2019

Sainsbury's supermarket, Non Civil Parish - 1463938 | Historic England

Map



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(http://mapservices.HistoricEngland.org.uk/printwebservicehle/StatutoryPrint.svc/534147/HLE_A4L_Grade/HLE_A3L_Grade.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 23-Jul-2019 at 09:46:51.

Location

Statutory Address:

Sainsbury's Supermarkets Ltd, 17-21 Camden Road, London, NW1 9LJ

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

County:

Greater London Authority

District:

Camden (London Borough)

<https://historicengland.org.uk/listing/the-list/list-entry/1463938>

1/7

<https://historicengland.org.uk/listing/the-list/list-entry/1463938>

2/7

7/23/2019

Sainsbury's supermarket, Non Civil Parish - 1463938 | Historic England

Parish:
Non Civil Parish

National Grid Reference:
TQ2903084038

Summary

Supermarket, 1986-88, to designs by Nicholas Grimshaw and Partners, architect in charge, Neven Sidor; structural engineers, Kenchington, Little and Partners.

Reasons for Designation

Sainsbury's supermarket, 17-21 Camden Road, London, is listed at Grade II for the following principal reasons:

Architectural interest:

* as a powerful piece of contextual inner-city High-Tech, integrating an overtly modern aesthetic into Camden's historic urban grain; * in the creative use of structure to meet a challenging brief, boldly and exaggeratedly expressed to striking effect; * in the technological innovation of its intumescent coating, allowing the frame to be left exposed in a densely developed environment; * as a resourceful piece of retail planning which successfully meets the complex, space-hungry demands of a supermarket on a tight urban site; * as the centrepiece of a successful mixed-use scheme which marked a turning point in the career of Nicholas Grimshaw, one of the country's leading proponents of High-Tech architecture.

Historic interest:

* as a rare example of the important but typically mundane post-war building type, the supermarket, being designed as a highly original, bespoke piece of architecture; a project made possible by the ambition of the architects, the client and the local authority.

History

In the early 1980s J Sainsbury took ownership of a former industrial site in the heart of Camden with a view to developing an urban superstore. The scope of the project reached beyond just the store and between 1986 and 1988 a mixed-use scheme comprising a supermarket, a terrace of houses (1-12 Grand Union Walk, listed Grade II), a commercial building (known as Grand Union House) and a small crèche building were constructed to designs by Nicholas Grimshaw and Partners.

Situated to the south of the Grand Union Canal (originally Regent's Canal), the site was in mixed industrial and residential use in the C19. During the C20 an increasingly large part was occupied by the Aerated Bread Company (ABC), which ceased production in 1982 leaving a roughly triangular site bounded on two sides by busy roads and on the third by the Grand Union Canal. In April 1985 Sainsbury's obtained outline planning permission for a scheme by Scott Brownrigg and Turner. This, however, was rejected by Sainsbury's newly-established vetting committee, chaired by the architecture critic Colin Amery. Amery was formerly assistant editor to the Architectural Review and architectural critic for the Financial Times; in his new role he reported directly to supermarket chairman, Sir John Sainsbury. Amery described the approved scheme as 'not quite good enough' for the site and in November 1985 the architects were replaced by Nicholas Grimshaw and Partners on his recommendation. Sainsbury's also owned a plot north of the canal which was designated for a housing association development under a section 52 agreement in the outline planning permission of 1985. Although it formed part of the planning permission, it was not included in Grimshaw's site.

Though opposed by the Regent's Canal Conservation Advisory Group, the scheme Grimshaw devised for Sainsbury's enthused Camden's planners, who, as he recalled it, wanted a sophisticated modern building rather than a pastiche. Detailed planning

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permission was granted in May 1986, having been commended by the Royal Fine Art Commission as an 'example of bold and enlightened patronage'. Construction commenced in August 1986, with Wimpey as main contractor.

Each of the elements had very different planning and servicing requirements, lifespans and tenure and all needed to be fitted together on the compact, inner-city site. Grimshaw's scheme permitted each element to take its own form with the architectural design establishing continuity through a common palette of colours and materials. The location of the principal elements were dictated by the constraints and opportunities of the site: the supermarket occupies the main street frontage, the amenity of the canal is given over to the housing, and the vehicular entrances and first-floor commercial units assigned to the non-retail Kentish Town Road. A subterranean car park runs under most of the site.

Sainsbury's brief focussed on the retail space and associated servicing needs. In terms of the building, the scope of the architect was limited to the structure, services and external envelope. Such a situation was compatible with the relatively indeterministic, flexible approach to interiors that Grimshaw's earlier, industrial work demonstrates. The concept for the store was based on traditional market halls, expressed in the curved ceiling, use of natural light and exposed structure. On its completion the building received a warm critical reception for its demonstration that a supermarket can successfully be both a large, flexible retail space and a piece of high quality architecture. As an example of High-Tech it represents a maturation of the idiom, being both uncompromisingly modern and contextual.

Nicholas Grimshaw was born in 1939 in Hove. He studied architecture at the Edinburgh College of Art between 1959 and 62, and in 1962-65 at the Architectural Association. After graduating he established a practice with Terry Farrell, forming his own practice in 1980. Prior to the Camden scheme his portfolio was made up of light-weight, small or medium-scale projects on dispersed sites for industrial or leisure clients. Along with the Financial Times Printing Works (1987-8, Grade II*) and the Waterloo Eurostar terminus (commissioned 1988, built 1990-3), the Camden project therefore occupies a pivotal position in Grimshaw's oeuvre. From the early 1990s Grimshaw came to popular attention with flagship projects such as the British Pavilion for the Seville Expo of 1992 for which he was awarded a CBE and the Grandstand to Lord's Cricket Ground (1998). Grimshaw's inclusion in the 'British Architecture Today: Six Protagonists' exhibition at the 1991 Venice Biennale heralded an international dimension to the practice which included the Berlin Stock Exchange (1997) and Bilbao Bus Station (1999). Grimshaw received a knighthood for services to architecture in 2002 and is the 2019 recipient of the RIBA Royal Gold Medal. He is considered one of the pioneers of High-Tech architecture, a movement strongly identified with Britain in the late C20.

Details

Supermarket, 1986-88, to designs by Nicholas Grimshaw and Partners, architect in charge, Neven Sidor; structural engineers, Kenchington, Little and Partners.

Pursuant to s1 (5A) of the Planning (Listed Buildings and Conservation Areas) Act 1990 ('the Act') it is declared that the car park and, with the exception of the curved ceiling over the shop floor, the interior fittings, fixtures and non-structural partitions within the shop and in all back-of-house areas are not of special architectural or historic interest, however any works which have the potential to affect the character of the listed building as a building of special architectural or historic interest may still require LBC and this is a matter for the LPA to determine.

MATERIALS: the building has a steel frame clad in glass and several types of pre-fabricated aluminium panel. Exposed elements of the frame are fireproofed in epoxy-based thick film intumescent coatings; this was said to be the first large-scale architectural application of this product developed for offshore and military applications.

PLAN: the building is roughly rectangular in plan with its street frontage facing south-east onto Camden Road. The tight urban site precluded the dispersed layout of ancillary accommodation afforded to typical 'out-of-town' supermarkets, hence Grimshaw's solution of stacking some of these functions into first-floor strips running along the long edges of the structure. This gives a two-storey elevation to the street, and to the rear. Staff accommodation and plant rooms are in the Camden Road frontage, reached via a roof-top link from the back of the building. Beneath and between these two storey elements is the main shopping hall which is a single-height space; for this Sainsbury's required a 43.2m clear span, about twice that of Grimshaw's early sheds. To the rear of the building is an ancillary service block within an enclosed yard; goods lorries enter and exit the yard via two separate points of Kentish Town Road.

The store is entered via a single-storey vestibule to the west, with an open-sided, curved-roof top-lit court or atrium behind. The

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latter forms a through route from Camden Road to Kentish Town Road and to the rear is an enclosure which shelters a pair of travelators descending to a basement car park. Trolleys are fitted with a locking device so they can be used on the travelators, a widely adopted technology now but innovative at the time (AR, 10.1989, p.36). The lower height of the entrance and atrium are in deference to the neighbouring Church of St Michael (listed Grade II*).

EXTERIOR: the exteriors are based on three elements: displayed structure, a glazed shopfront revealing the retail activity within, and the use of 'present day materials' (AJ, 6.8.1986, p.33), primarily glass, steel and aluminium. Reacting against the blandness of the typical retail store, Grimshaw gave the store an assertive and characteristically urban presence whilst also managing to match the cornice line of the early C19 terrace opposite.

The need for tight planning and a large, deep-plan shop floor suggested the elaborate structure with outer cantilevers which Grimshaw devised. It can be most easily understood from the east side elevation which reveals the structure in section: arched roof trusses over the central shopping hall are bolted at each end to the underside of pairs of opposing cantilever girders. In turn the girders are anchored by vertical clusters of four tension rods which run down to steel shoes mounted on tall concrete plinths. Secondary cantilever girders above provide the roof trusses for the strips of first floor accommodation to the front and rear and these are anchored to the lower girder by a single tension rod.

The exposed structure breaks the long principal elevation onto Camden Road down into 11 boldly expressed bays (bay four, read left to right, is occupied by an external escape stair). The clusters of tension rods create an arcade-like effect, standing proud of the recessed shopfront which is glazed with deep, fin-like glazing bars. A pierced sheet steel balustrade runs between the concrete plinths of the tension rods, enclosing a basement area (bringing light and air into the car park). The first floor accommodation rises from the back edge of the girder, jutting out over the shopfront; this is clad in louvred panels (for the plant rooms) and ribbed aluminium panels with horizontal strips of glazing. The ribbed cladding panels are a development of those devised by Grimshaw for the Herman Miller factory at Chippenham. Between the top of shopfront and the underside of the first floor is a glazed void, spot-lit from within, allowing a view from Camden Road through to the curved shopping hall roof and exposing the length and depth of each of the girders.

The entrance vestibule and enclosure to the travelators have opposing mono-pitched roofs and are clad in aluminium panels. The atrium roof which spans between them in a shallow arc is a more intricate structure, formed a series of translucent barrel vaults supported on gently tapering steel columns.

Between the exposed structural members the north and east elevations are clad in aluminium panels.

INTERIOR: Grimshaw's only notable contribution to the interior is the gentle curve of the ceiling, echoing the curve of the roof trusses. This simple intervention, inspired by traditional market halls, adds height and spatial interest to an otherwise standardised retail interior where the structure is not internally exposed.

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Pawley, M, 'Best of British' in The Guardian, (11 July 1989), pp 38
 Pawley, M, 'The Chain Store Massacre' in The Guardian, (12 December 1988), pp 34

Legal

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

The listed building is shown coloured blue on the attached map. Pursuant to s1 (5A) of the Planning (Listed Buildings and Conservation Areas) Act 1990 ('the Act') structures attached to or within the curtilage of the listed building but not coloured blue on the map, are not to be treated as part of the listed building for the purposes of the Act. However, any works to these structures which have the potential to affect the character of the listed building as a building of special architectural or historic interest may still require Listed Building Consent (LBC) and this is a matter for the Local Planning Authority (LPA) to determine.

End of official listing

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1-12 Grand Union Walk

Overview

Heritage Category:
Listed Building

Grade:
II

List Entry Number:
1464061

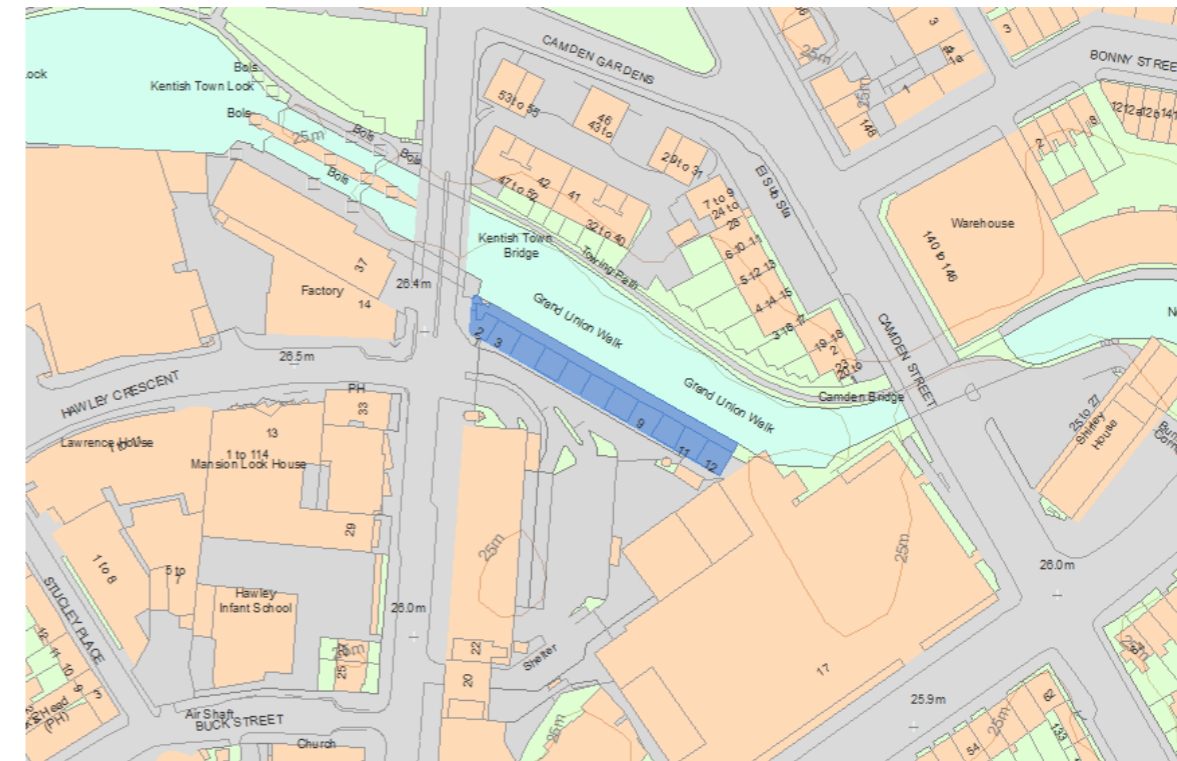
Date first listed:
19-Jul-2019

Statutory Address:
1-12 Grand Union Walk, Kentish Town Road, London, NW1 9LP

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1-12 Grand Union Walk, Non Civil Parish - 1464061 | Historic England

Map



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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 - **1464061.pdf**

(http://mapservices.HistoricEngland.org.uk/printwebservicehle/StatutoryPrint.svc/534323/HLE_A4L_Grade|HLE_A3L_Grade.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 23-Jul-2019 at 09:46:54.

Location

Statutory Address:
1-12 Grand Union Walk, Kentish Town Road, London, NW1 9LP

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

County:
Greater London Authority

District:
Camden (London Borough)

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1-12 Grand Union Walk, Non Civil Parish - 1464061 | Historic England

Parish:
Non Civil Parish

National Grid Reference:
TQ2898384094

Summary

Terrace of 10 houses and 2 flats, 1986-88, built as part of a wider development by J Sainsbury's to designs by Nicholas Grimshaw and Partners, architect in charge, Neven Sidor; structural engineers, Kenchington, Little and Partners.

Reasons for Designation

1-12 Grand Union Walk, London, is listed at Grade II for the following principal reasons:

Architectural interest: * in its bold styling, resourceful planning and creative use of materials and detail, it is a scheme which exploits the canal-side setting with humour and panache; * as one of few examples of High-Tech style applied to housing; * as part of an ambitious and successful mixed-use scheme which marked a turning point in the career of Nicholas Grimshaw, one of the country's leading proponents of High-Tech architecture.

History

In the early 1980s J Sainsbury took ownership of a former industrial site in the heart of Camden with a view to developing an urban superstore. The scope of the project reached beyond just the store and between 1986 and 1988 a mixed-use scheme comprising a supermarket (listed Grade II), a terrace of houses (1-12 Grand Union Walk), a commercial building (known as Grand Union House) and a small crèche building were constructed to designs by Nicholas Grimshaw and Partners.

Situated to the south of the Grand Union Canal (originally Regent's Canal), the site was in mixed industrial and residential use in the C19. During the C20 an increasingly large part was occupied by the Aerated Bread Company (ABC), which ceased production in 1982 leaving a roughly triangular site bounded on two sides by busy roads and on the third by the Grand Union Canal. In April 1985 Sainsbury's obtained outline planning permission for a scheme by Scott Brownrigg and Turner. This, however, was rejected by Sainsbury's newly-established vetting committee, chaired by the architecture critic Colin Amery. Amery was formerly assistant editor to the Architectural Review and architectural critic for the Financial Times; in his new role he reported directly to supermarket chairman, Sir John Sainsbury. Amery described the approved scheme as 'not quite good enough' for the site and in November 1985 the architects were replaced by Nicholas Grimshaw and Partners on his recommendation. Sainsbury's also owned a plot north of the canal which was designated for a housing association development under a section 52 agreement in the outline planning permission of 1985. Although it formed part of the planning permission, it was not included in Grimshaw's site.

Though opposed by the Regent's Canal Conservation Advisory Group, the scheme Grimshaw devised for Sainsbury's enthused Camden's planners, who, as he recalled it, wanted a sophisticated modern building rather than a pastiche. Detailed planning permission was granted in May 1986, having been commended by the Royal Fine Art Commission as an 'example of bold and enlightened patronage'. Construction commenced in August 1986, with Wimpey as main contractor.

Each of the elements had very different planning and servicing requirements, lifespans and tenure and all needed to be fitted together on the compact, inner-city site. Grimshaw's scheme permitted each element to take its own form with the architectural design establishing continuity through a common palette of colours and materials. The location of the principal elements were dictated by the constraints and opportunities of the site: the supermarket occupies the main street frontage, the amenity of the canal is given over to the housing, and the vehicular entrances and first-floor commercial units assigned to the non-retail Kentish Town Road. A subterranean car park runs under most of the site.

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It was Camden which stipulated the provision of housing, workshops and a crèche on the site. The original outline permission for the housing was for flats but at Grimshaw's suggestion this became a terrace of freehold houses (actually 10 houses and two flats), which are listed at Grade II. The housing offered Grimshaw his first opportunity to fit out a complete and relatively fixed interior; most of his previous commissions being single volume, open-plan spaces capable of flexible subdivision by occupants. When each house was sold the new owner received an 'owners manual', complete with specifications, details of services and suppliers. The commercial units, more familiar ground for Grimshaw, were housed in a single building. These were originally intended as workshops, at Camden's request, but by the time the building was completed the use had changed to B1 (general business use).

Nicholas Grimshaw was born in 1939 in Hove. He studied architecture at the Edinburgh College of Art between 1959 and 62, and in 1962-65 at the Architectural Association. After graduating he established a practice with Terry Farrell, forming his own practice in 1980. Prior to the Camden scheme his portfolio was made up of light-weight, small or medium-scale projects on dispersed sites for industrial or leisure clients. Along with the Financial Times Printing Works (1987-8, Grade II*) and the Waterloo Eurostar terminus (commissioned 1988, built 1990-3), the Camden project therefore occupies a pivotal position in Grimshaw's oeuvre. From the early 1990s Grimshaw came to popular attention with flagship projects such as the British Pavilion for the Seville Expo of 1992 for which he was awarded a CBE and the Grandstand to Lord's Cricket Ground (1998). Grimshaw's inclusion in the 'British Architecture Today: Six Protagonists' exhibition at the 1991 Venice Biennale heralded an international dimension to the practice which included the Berlin Stock Exchange (1997) and Bilbao Bus Station (1999). Grimshaw received a knighthood for services to architecture in 2002 and is the 2019 recipient of the RIBA Royal Gold Medal. He is considered one of the pioneers of High-Tech architecture, a movement strongly identified with Britain in the late C20.

Details

Terrace of 10 houses and 2 flats, 1986-88, built as part of a wider development by J Sainsbury's to designs by Nicholas Grimshaw and Partners, architect in charge, Neven Sidor; structural engineers, Kenchington, Little and Partners

MATERIALS: concrete block cross walls with concrete floors and an asphalt-clad timber roof. The front walls are part-glazed, part-clad in smooth-skinned aluminium panels. Back walls are clad in pressed aluminium panels with horizontal ribs to match the rear of Sainsbury's and Grand Union House.

PLAN: the houses face north, directly onto the Grand Union Canal, their front doors opening off a private walkway along the water's edge, accessed from Kentish Town Road. The upper floors are cantilevered out over the walkway, giving a larger floor plate on the first and second floors. Each house is two bays wide and the roofs are flat; a roof garden was added to each house in about 2006 when a steel structure which spanned the terrace was placed on top of the existing roofs.

A dog-leg stair against the east party wall connects each level. The ground floor has an entrance hall, en-suite bedroom and plant room. The plant room is to the rear and has direct access to the car park. A service core against the back wall runs through the house from the plant room, passing through a utility room on the first floor and a bathroom on the second floor. At first floor the principal rooms form an 'L' around the stair – a living room to the front, overlooking the canal, leading through to an open-plan kitchen and dining area. The dining area also overlooks the canal and is a top-lit double-height space, the kitchen is towards the rear. The second floor comprises a bedroom to the front and a mezzanine room overlooking the dining area to the rear (in many cases this is now an enclosed room), and the bathroom at the back of the plan.

The two flats in the terrace are situated by the entrance off Kentish Town Road. One is a ground and first-floor maisonette, entered directly off the canal-side walkway and the other is a studio flat entered via a radiused stair tower which punctuates the end of the terrace.

EXTERIOR: the terrace uses an industrial imagery, chosen to reflect a canal-side setting. It is defined by the alternating in-and-out of the jettied upper-floor bays. The east bay of each house curves outward from top to bottom, and is skinned in smooth aluminium panels. It has a vertical row of three horizontally-orientated windows with radiused corners, sealed into the cladding panels with black rubber gaskets. The bay's lobe-like section projects forward of the west bay which is fully glazed, flat, but canting inward from bottom to top. The lower part can be raised by a motorised mechanism, opening the interior to a small balcony. The balcony front cants outwards and is formed of slatted timber held on vertical steels which extend down and form part of the balustrade enclosing the walkway beneath.

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At ground floor each bay is demarked by tapered concrete brackets supporting the jettied upper floors. The bays alternate between smooth white render with clerestory windows and fully glazed, the latter set back from the walkway up three steps and providing the entrance into each house. The balustrade of the walkway is made up of alternating slatted timber with bench seats and steel bars, now with an extra steel grid.

On the top of the terrace the steel mesh balustrades of the later roof gardens are visible.

INTERIOR: the most striking space within each house is the double-height dining area, lit by the full-height, openable glazed wall and from above by three radiused skylights. This space is overlooked on the second floor by the mezzanine room at the rear and by the front bedroom through a large circular window in the side wall. The stair has open string, beechwood treads and risers with tubular steel newels. The newels carry a glass partition up through the house between each flight of stairs, and a tubular steel handrail. Joinery comprises flush panel beech doors and square-section door frames without architraves, set flush with the wall face. Door furniture includes steel L-shaped lever handles from D Line.

The houses now all have a steep flight of stairs at the very top of the house to give access to the roof terrace and while these are not all identical, they have been carefully integrated into the original balustrades. Otherwise, the interiors of the houses have been altered ad hoc over time, with some fittings and finishes being altered or replaced. Only two houses were inspected internally but it is understood that all retain their distinctive double-height dining area, albeit in many the mezzanine room has been enclosed to give privacy. The flats were not inspected internally, they are understood to have been altered but their original plans were much more conventional to begin with.

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Legal

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End of official listing

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