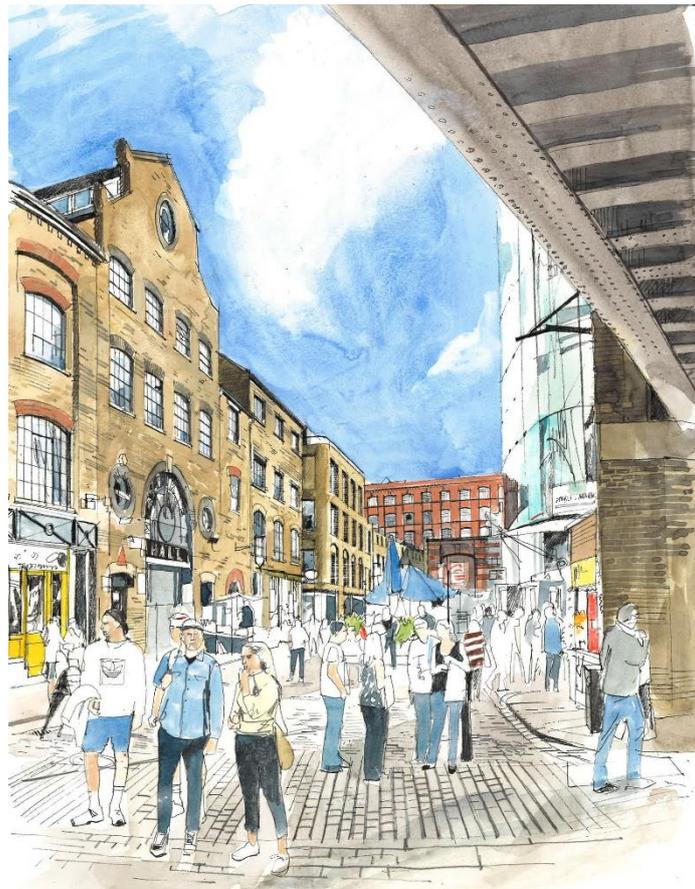


Camden Lock Market

Planning Application

Heritage, Townscape and Visual Impact Assessment



Prepared by Stephen Levrant Heritage Architecture Ltd
On Behalf of Castlehaven Row Ltd

August 2015
PART 1



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Issued August 2015

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1 INTRODUCTION

1.1 Executive Summary

This Heritage Statement has been prepared to support the planning application for Camden Lock Market.

This report sets out:

- A brief history of the site and the area around the site
- An assessment of the site/historic context
- A summary of the significance of the buildings on site and their setting;
- A short description of the proposed development
- An assessment of the impact of the proposed development
- And a justification statement

1.2 Reference to other documentation

This report is to be read in conjunction with the Design and Access Statement prepared by Piercy & Company.

1.3 Planning Policy Guidance and Legislation

The assessment of the heritage assets in this report has been prepared taking into account the information contained in:

- NPPF National Planning Policy Framework, 27 March 2012.
- Planning practice guidance for the National Planning Policy Framework and the planning system, as at 12 June 2014.
- Conservation principles, policies and guidance for the sustainable management of the historic environment, EH, April 2008.
- Good Practice Advice in Planning Note 3 document, "The Setting of Heritage Assets", March 2015, HE
- BS 7913:1998 Guide to the Principles of the Conservation of Historic Buildings.
- Understanding Place: Historic Area Assessments in a Planning and Development Context, EH, June 2010.
- Camden Development Policies 2010 – 2025, Local Development Framework
- Local Development Framework - Camden Core Strategy 2010 – 2025

1.4 Authorship

This report has been prepared by Stephen Levrant: Heritage Architecture, utilising and including material provided by Alan Baxter Associates, Malcolm Tucker and Piercy & Co which is acknowledged with thanks.

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2 CONTEXT

2.1 Location:

Camden Lock Market is located adjacent to the Regent's Canal and Chalk Farm Road in the London Borough of Camden, and it is comprised of three parts: West Yard, Middle Yard and East Yard. These contain buildings ranging from the mid-nineteenth century to the 1990s. Adjacent to them, lies the Interchange Building, a warehouse built in 1905.

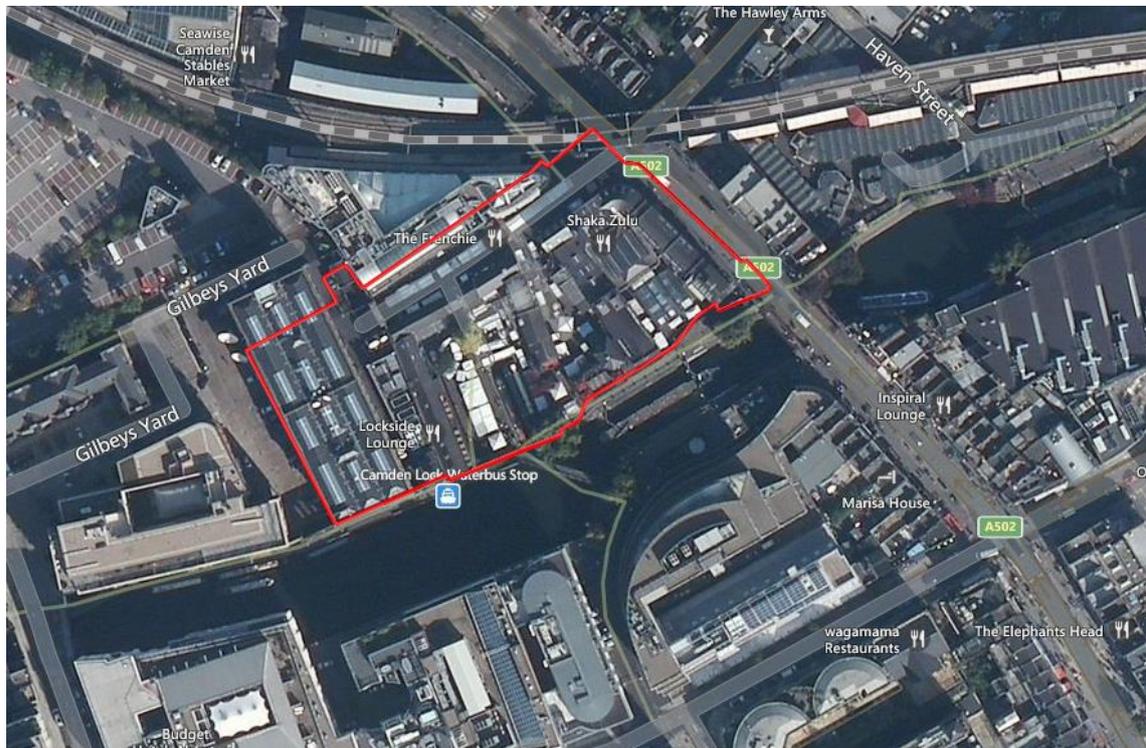


Figure 1 Location map. Subject site marked in red (© Bing maps)

2.2 Statutory sites

The site falls within Regent's Canal Conservation Area and Sub-area 1. As well as the Conservation Area, there are seven designated heritage assets in the immediate surroundings of the subject site and one – the Interchange building – located within the subject site. The Regents Canal Conservation Area Appraisal identifies the buildings of the Western Yard, as well as a part of the western range of East Yard as making a positive contribution to the Conservation Area.

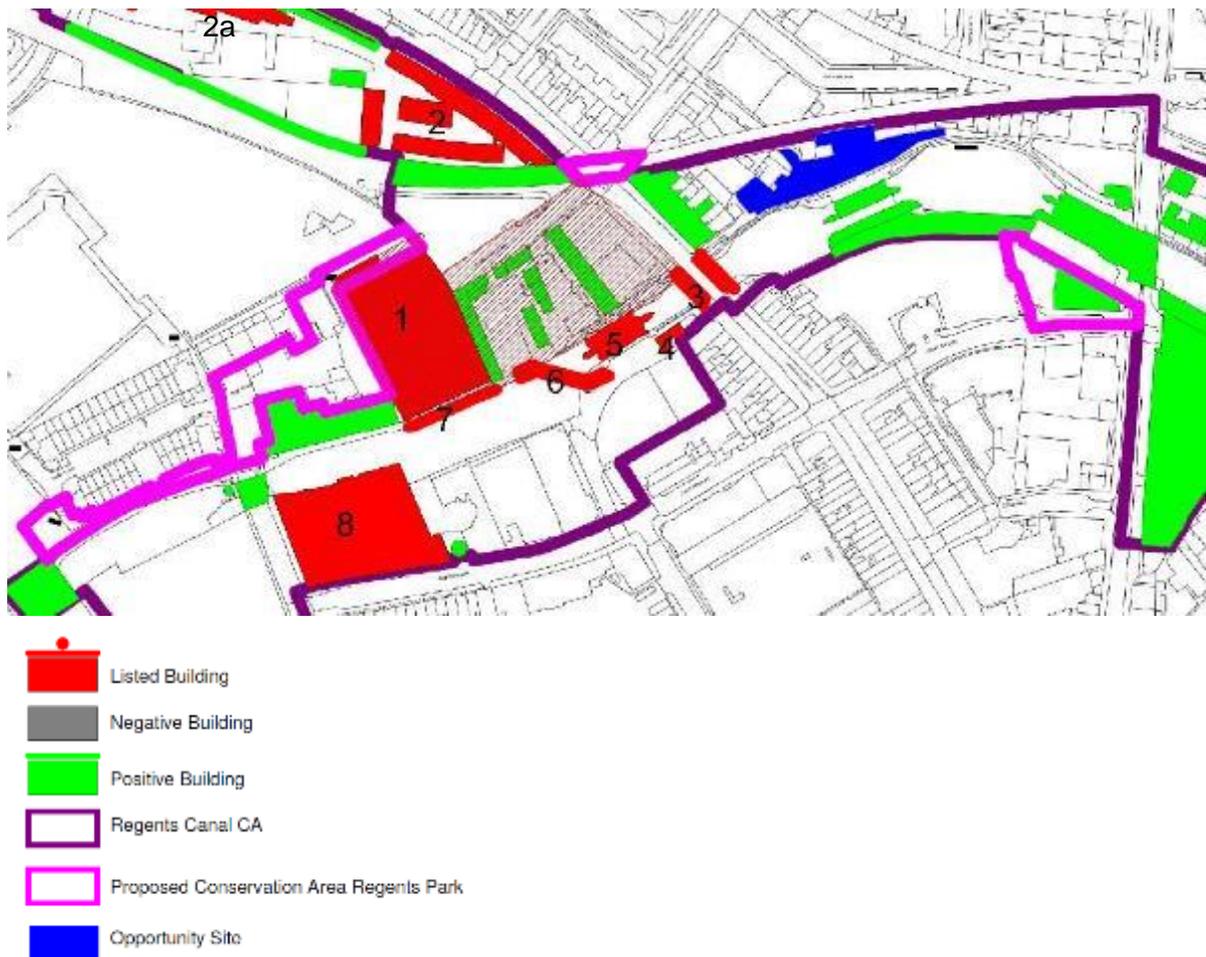


Figure 2 Heritage assets on and around the site (©London Borough of Camden). The subject site is marked by a red hatch.

List of the Heritage Assets outlined in Fig. 2

1. The Interchange building, including the associated vaults, dock basin and horse tunnel and stairs, Grade II
2. Stanley Sidings Stables to east of bonded warehouse, Grade II
- 2a. Horse Hospital. Grade II*
3. Hampstead Road Bridge over Grand Union Canal, Grade II
4. Regents Canal Information Centre, 289 Camden High Street, Grade II (former lock keeper's cottage)
5. Hampstead Road Lock on the Grand Union Canal, Grade II
6. Roving Bridge over Grand Union Canal, Grade II
7. The Interchange canal towpath bridge over private canal entrance, Grade II
8. 24, 26, 28, Oval Road and 38-46, Jamestown Road, Grade II

3 CHARACTERISATION APPRAISAL

3.1 The origins and development of the area

Originally, the districts of Camden Town and Kentish Town were in the parish of St. Pancras and developed, from mid-18th century onwards, along the two main roads that led North from central London to the villages of Hampstead and Highgate.

The earliest known settlement was on the high lands of Hampstead Heath and dates back to the Mesolithic age around 7000 BC. For many centuries, the area remained heavily forested, with fertile land drained by the Fleet, Tyburn, and Westbourne Rivers, and other streams.

Before the late 18th century the area consisted mainly of open fields, separated from London by open countryside. Only a few scattered dwellings and wayside taverns could be found. The most important tavern was the Mother Red Cap, which from the late 1600's stood next to the village pound for stray animals. The pound was situated at the junction between the medieval road to Hampstead from Tottenham Court (now named successively, from South to North, as Hampstead Road, Camden High Street and Chalk Farm Road) and Kentish Town Road, where today's Camden Tube Station stands.

As the century progressed, the growth of London's population was prompting owners of large estates on the city's outskirts to lease their land for new housing, inns and cottages. These were built along Camden High Street the main thoroughfare of Camden Town

At the beginning of the 19th century, only terrace houses on both sides of the Camden High Street had been built, while the modest network of lanes to the East of the High Street were not yet developed. A modest development is also shown on the triangular site, at the junction between Kentish Town and Camden High Street. It appears to be occupied by the St. Pancras Workhouse and by the village pound. The River Fleet is still exposed, descending from Hampstead and Highgate in two tributaries, which met just North of Camden Town (near today's Hawley Road).

For a short while Camden Town was a middle-class suburb. As the century progressed, both Camden Town and Kentish Town enlarged into the surrounding land which started to lose its rural appearance due to an increasing number of terraced houses, semi-detached villas and public houses being built along the main roads of Pancras Vale (today's Chalk Farm Road) and Kentish Town Road. In 1821 an Act of Parliament authorised the construction of Camden Road.

The major event during this time which contributed to Camden Town's configuration was the construction of the Regent's Canal, built to link the Grand Junction Canal at Paddington with the River Thames at Limehouse, and traversing the Regent's Park along its northern edge.

From its early years, the Regent's Canal influenced its surroundings. Camden Town developed as one of the new towns being created around London and connected to the canal. Even though by the late 1820's, Camden Town has already developed as an mixed industrial, agricultural and residential area, when the railway arrived and Camden Town became the natural exchange point for canal and rail, its industrial character accentuated. It was this synergy between the canal and the railway which contributed to Camden Town's expansion as a major centre.

The 1849 Parish Map (see map regression in pg.27) shows Camden Town in the mid-19th century, after the building of the London & Birmingham Railway and before the construction of the North London Railway. The completion of the urbanisation of this part of Camden Town was achieved during the 1840's by the Buck and Hawley families. The South part of today's Crowndale Road, and land to the East of Hampstead Road, was not completed until the 1850's. A more detailed history of the London & Birmingham

Railway and its influence on the Camden area can be found in Peter Darley's book 'Camden Goods Station Through Time'.

Along the Regent's canal, wharves and warehouses had been constructed since new industries, such as the Imperial Gas Light & Coke Company were attracted to its banks by water transport.

By mid-19th century, rural Camden had been enveloped by the expanding metropolis. The canal and railways defined the urban morphology of this area and thereafter little change took place until the early years of the 20th century.

Due to the terminus of the London & Birmingham Railway being transferred to Euston, the land at Chalk Farm and the Goods Yard were opened up for train maintenance and goods' handling.

In 1846, a continuous wall was built to enclose the area in Camden. It originally stretched along Chalk Farm Road from the railway bridge to the Roundhouse. Today half of it has been demolished to create a petrol station and the new access road to a supermarket.

The Roundhouse was designed by Robert Benson Dockray and was built by Branson & Gwyther in 1846-7. This is probably the most important building of the railway construction age remaining in Camden Town, and was one of a number of structures situated in the goods yard. It was originally intended to service freight train engines as there was a separate engine house of rectangular form to service the passenger train engines.

The extension of the railway to Euston and the building of the North London Railway line affected the redesign of the Camden Goods Yard. The site, (now occupied by the Stables Market) was in fact redeveloped between 1854 and 1856. The four blocks replaced an original complex of stables destroyed by a fire in 1853. The horse hospital, the North-West building standing today on the site, was a later addition built in three phases between 1883 and c.1895.

The 1873 OS map [see map regression] shows Camden Town fully built up after the major transportation changes had occurred. The original Camden Road station was built in 1868 by the Midland Railway, and was situated immediately after the 205 yard Camden Tunnels (on the corner of Sandall Road and Camden Road). It closed in 1916, and a garage stands on this site today. The present Camden Road station (located at the corner of Royal College Street and Camden Road), originally called Camden Town station, was built close by on the North London Railway. It opened in December 1870 and was renamed in 1950.

The improvements to transport provided employment for the local population, and brought the first Irish settlers to Camden, a process accelerated after 1840 following a terrible famine in Ireland. Industry and commerce were attracted to the district by the good transport facilities.

However, towards the end of the 19th century, Camden Town became poorer and the population steadily increased. By the early years of the 20th century the situation had deteriorated. In the public's imagination, Camden Town became an underworld of decaying dwellings.

In the Edwardian era, Camden High Street had quickly developed into the main shopping street [Fig.02 in Appendix]. During the "depression" era of the inter-war period, Camden Town continued its social decline. Even more houses were being converted to multiple occupation, often with inadequate cooking and washing facilities. The deterioration into slums initiated St. Pancras Borough Council to build new blocks to replace houses that had become unfit for habitation.

During the Second World War the railway terminals became important targets, with the

result that traffic increased on the canal system. In the event of the canal being breached by German bombs, stop gates were installed near King's Cross to limit flooding of the railway tunnel below. The area around Mornington Crescent was badly damaged by bombing and Camden Town tube station itself was also bombed in 1940.

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. It came under the Docks and Inland Waterways Executive, a part of the British Transport Commission, which traded under the name "British Waterways". The British Transport Commission was split up in 1963 and the British Waterways Board (now Canal & River Trust) took over.

In the 1960's, encouraged by Government initiatives to relocate outside London, many industries began to drift away from Camden Town. The area fell into decline and was further blighted by the Motorway Box scheme; a plan to encircle inner London. At Camden Town there would have been an enormous three level interchange and a roundabout linked to a Camden Town bypass, if the plan had materialised. Due to many objections, especially from the Westway Road scheme in Paddington, there were delays, resulting in the plan being abandoned. However, the uncertainty about the future of Camden was a deterrent for business. In the mid-1970's, small businesses collapsed, shops lost most of their trade, and public grants were not available for public works or housing repairs. In the meantime, as the rent in the early years of the 1970's went down, many artists and craftsmen moved to Camden Town an area long known for its bohemian character.

In 1971, some of the old industrial buildings and land standing on Camden Goods Yard, including T.E.Dingwall's timber yard were leased from British Waterways Board by three young men, 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. The market's accent was on traditional crafts, but then broadened to include a wide variety of goods including antiques, and clothing with a scattering of food stalls.

By 1985 the area became so popular that three other markets had opened on or near Chalk Farm Road. Most of the businesses between Camden Town and Chalk Farm Underground stations had changed hands and became shops and restaurants catering mainly for visitors, rather than for locals.

The building of new studios, with its famous giant egg cups on the roofs of Britain's first Breakfast TV station (TV-am) (and now the London home of MTV), set the pattern for an influx of increasing numbers of international media companies which have changed the business face of Camden Town over the past 10 years.

The conversion of wharves and warehouses around Camden Lock on the Regent's Canal to craft markets in the 1970's 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. A regular boat trip service runs between Camden and picturesque Little Venice in West London, where the canal meets the Grand Junction near Paddington.

In April 1965, the London Borough of Camden was established, incorporating the former Metropolitan Boroughs of Hampstead, Holborn, and St. Pancras.

3.2 Character of the Regents Canal Conservation Area and vicinity of the Camden lock Market

Regent's Canal Conservation Area was originally designated in 1974 and subsequently extended in 1981 to include the Stanley Sidings and the Stable Buildings. The conservation area was designated due to its unique character. *"It is an important feature of historic and visual interest in the wider townscape and, following the decline of*

traditional canal-related commercial activities, has been increasingly recognized as a valuable resource for water-based leisure activities, for its tranquil seclusion, for its ecological value and its potential for transportation and informal recreation". (Regent's Canal Conservation Area Appraisal and Management Strategy, adopted 11 September 2008, pp.5).

The character of the environs developed over the years and today, largely derives from the presence of four distinct but interrelated elements: the Regent's Canal, Chalk Farm Road, the Railway viaduct and the market activities.

The street pattern is almost unaltered from those established in the 1840's when the Hawley Estate was laid and Camden Town expanded following the opening of the Regent's Canal.

The arrangement of the buildings, the size of plots and links between spaces underwent changes in the second half 19th century, after the railway viaduct, depots and goods yards were introduced. In recent years, as for many other areas in London, large footprint buildings have replaced those of a small footprint.

In the vicinity of the subject site, the frontages along Chalk Farm Road and Regent's Canal present a different scale of buildings, from large-scale commercial-warehouse to terrace houses.

Also buildings of mixed height and massing with diverse modern built form are situated in the vicinity of the subject site **[Fig.4 and 5]**.

The establishment of the Camden Market, initiated in 1970's, brought economic and physical regeneration to the area. The conversion of wharves for the craft markets also contributes greatly to the present character of the area.



Figure 3 View taken below the railway bridge. The Camden Lock building on the right



Figure 4 1990s extension to Gilbey House facing the Regents Canal, on the opposite side of the listed Interchange Building.

The Regents Canal

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.

Following the decline of traditional related commercial activities, the Regent's Canal has been increasingly recognized as a valuable resource in terms of water-based tourism and leisure activities, informal recreation, bio-diversity and transportation potential. Leisure boat trips are regularly available and the towpath is a well-used and appreciated amenity

for residents and visitors **[Fig.6 and 7]**.

The relationship with the canal is an important aspect of the historical development of the area. Today the early mercantile role of the Canal has been superseded, but the environmental quality of the waterfront still plays a key part on the character of the area.

The passage way below Hampstead Bridge is a feature that was added with the construction of the new bridge in 1877.

The redevelopment of the underused Camden Lock site after the decline of canal-related activities for the craft markets started in the 1970s.



Figure 5 View of the canal from the Hampstead Bridge, on the South-West side of Chalk Farm Road. The subject site is on the right.



Figure 6 View of the canal from Hampstead Bridge looking North-East, towards Kentish Town Road.

Chalk Farm Road

Chalk Farm Road is the principal thoroughfare of the area. The built environment is defined on the East side by 19th century terraced buildings which have shops, café, and restaurants at ground floor level; and on the West side by prominent structures, such as the Roundhouse, the 'Camden Wall' and the railway bridge, which come into view travelling northwards **[Fig.8]**.

The railway bridge **[Fig.9]**, crossing diagonally across Chalk Farm Road, is not just a simple barrier. It creates a visual break, emphasised by the traffic island and one-way traffic system. It also frames with its portal structure, the views behind that change again in character. In fact, the buildings aligned on this stretch of the street have a narrow pavement establishing a different relationship with the street.

The coexistence of different elements, plus the synergy between the railway bridge and the 'Camden Wall', makes this junction one of the most interesting features of the area.



Figure 7 View of Chalk Farm Road, the stables market on the right.



Figure 8 The railway bridge, crossing diagonally Chalk Farm Road.

The railway viaduct

The railway viaduct crosses Camden and passes over several streets. It is a visual barrier but contributes at the same time to the enclosed and compact character of the area.

The arches supporting the railway viaduct and the bridges over the street have a strong and imposing identity which contributes to the legibility and the intrinsic image of the area **[Fig.10]**. They impose an industrial rhythm and monumental scale to the street scene.

An example is visible across the street of the subject site, where three terraced houses on Chalk Farm Road (adjacent to the junction with Castlehaven Road) were demolished to make space for the railway. The infilling of the gap between the railway and the remaining terraces was carried out without establishing a strong relationship with the railway so the junction between the two structures is less obvious. These group of buildings are considered “buildings which make a positive contribution” to the character of the Conservation Area, according to the Conservation Area Statement, Regent’s Canal (2001) and form an important setting to Camden Lock Market.

Unfortunately, the whole group was severely affected by a fire in 2008. Both buildings located closest to the railway viaduct, Nos. 7-8 and 9 Chalk Farm Road, were demolished on the 12th February 2008 due to irreparable damage.

The remaining buildings, No.1-6 Chalk Farm Road, suffered complete loss of roofs and rear elevation extension at ground floor plus severe loss of internal floors and partitions as well as façade features, particularly to the rear elevation **[Fig.11]**.



Figure 9 View of the viaduct on the junction between Leybourne Road and Torbay Street. The arches are generally used as garages and light industrial premises.



Figure 10 View of the junction between Chalk Farm Road and Castlehaven Road, 2011

A master plan for a development that includes the whole area bounded by Chalk Farm Road, Castlehaven Road, Hawley Road, Kentish Town Road and Regents Canal London was approved in January 2013 [Fig.12]. The development proposes new residential buildings, including affordable housing and associated amenity. A new primary school and nursery will also be provided as part of the mixed use development.

No's. 1-6 Chalk Farm Road are retained and enhanced, with widened pavements improving the public realm and easing pedestrian movement along this busy road. A new building at 7-8 Chalk Farm Road completes the existing terrace and creates a public gateway space, enhanced by generous public rooftop gardens and restaurants [Fig.13, 14, 15].



Figure 11 Aerial view of masterplan proposal, Allford Hall Monaghan Morris Architects, 2012. Camden Lock Market is located in the bottom left corner.

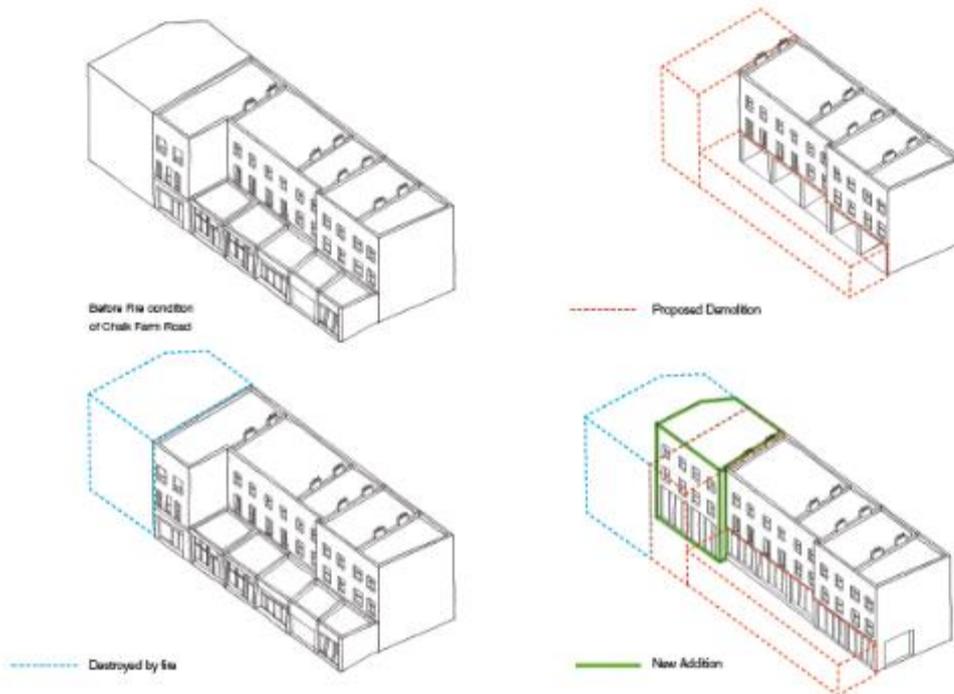


Figure 12 Approved changes to the Chalk Farm Road buildings, Allford Hall Monaghan Morris Architects, 2015



Figure 13 Roof garden above Chalk Farm buildings, Allford Hall Monaghan Morris Architects, 2015



Figure 14 Proposed Chalk Farm elevation, Allford Hall Monaghan Morris Architects, 2015

The market and leisure activities

The area immediately to the North of the canal forms what is now the heart of the Camden Market. It was previously the Camden Town Goods Yard and most of it was occupied for much of its life by warehousing for the Gilbey's wines and spirits business. This complex comprises the industrial horse stables (known as the Stanley Sidings) and tightly enclosed courts leading off one another; their plan form being influenced by the horse towpath and stabling serving the vast railway goods yard and interchange traffic.



Figure 15 Entrance at the Camden Stables Market from Chalk Farm Road.



Figure 16 View from Camden lock Place

3.3 Prevailing uses in the area

The plan form of the site reflects the mixed, light industrial and residential use that occurred during the last century. The street pattern was established in the 1840s when the Hawley Estate was laid out and Camden Town expanded following the opening of the Regent's Canal.

The arrangement of the buildings, the size of the plots and linkages between spaces underwent changes in the second half of the 19th century when the railway viaducts were constructed.

The uses within the Camden Lock Market site are shown in the map regression. Initially the site hosted shipment facilities for goods, including warehousing and storage, also with stabling for the horses needed to move goods. Later, sawmilling and packing case manufacturing, with the ancillary uses were prevailing. Wharfage continued through the early c20th, with other industrial uses. The present market uses commenced some 40 years ago and now have an established character.

3.4 Key Heritage Assets within the Immediate Area of the site

The combination of the statutorily designated buildings, the traditional domestic architecture of the terraced houses which line Chalk Farm Road, and the assorted typology of structures facing the Regent's Canal, creates a rich and diverse architectural character. For details about the listed buildings and structures in the area refer to the Appendix 1. Designated heritage assets include the canal structures and the Interchange Building, as well as the Conservation Area. The site is also within the setting of other assets which form elements of character.

The frontages along Chalk Farm Road and Regent's Canal present different scales of buildings, reflecting the diverse typology and usage.

3.5 The Contribution Made By Open Spaces and Other Natural Elements to the Immediate Area

Within the Conservation Area, the green spaces are limited to strips of vegetation between the towpath and the surrounding wall and sometimes between the towpath and the water [Fig. 18]; small areas of vegetation next to bridge abutments in the triangular space formed between the wall, the bridge and the towpath.

There are a number of trees planted recently along Chalk Farm Road but their stature does not yet contribute to the character of the Conservation Area.

Outside the Conservation Area, but within short distance, there are two main green spaces that contribute to the character of the environs, however they are not visually or physically connected to the canal.

One of the spaces is Camden Gardens, a triangular green patch between Kentish Town Road and Camden Street, which was originally laid out as ornamental gardens for neighbouring households, and an attractive little park with the railway viaduct crossing it.

The other green area is a small park located between Castlehaven Road and Hawley Street. It was formed in the late 1960's after the demolition of a court of terraced houses of the Hawley Estate [Fig. 19].

The industrial origins and nature of the site and immediate environments precluded natural elements, which are recent interventions.



Figure 17 Strips of vegetation between the towpath and the canal section between the Hampstead Bridge and the Kentish Town Bridge



Figure 18 Green space at Castlehaven Road

3.6 Views

The location of the site, bounded by Chalk Farm Road and Regent's Canal, provides a number of important views within the Conservation Area, of and across Regent's Canal, along Chalk Farm Road and along Camden High Street.

The South-East approach towards the site [Fig.20] is marked by the compact street frontage of the terraced houses on Camden High Street and the 'trompe-l'oeil' of the railway bridge. The colourful appearance of the buildings, shop frontages and exposed goods together with the proliferation of unique and characteristic massive signage dominate the street scene. In the background the railway bridge forms a landmark for the area. The terraces located on the east side of Camden High Street are identified as making a positive contribution to the area.

The essential elements of the character emerge from the street frontages: small footprint

buildings 3-4 storey, plain and basic architecture has now been enlivened with applied colours and embellishments. The vibrant shop fronts and displays present cosmopolitan ambience almost unique in London. The Avant Garde retailing and design has transformed the utilitarianism of the old industrial buildings and slum dwellings. The market ethos has been continued with the small scale terraced houses and more recent large footprint buildings.

Moving North-West [Fig.21] and away from the site, the focal point becomes the railway bridge and the Camden Lock building, constructed in the late 1980's in late Victorian warehouse style. The sequence of terraced houses on the West side of Camden Lock is interrupted, along with the row of shop fronts. The view therefore changes dramatically and opens up each side.

From Hampstead Road Bridge the views towards Camden Lock Wharf and Hawley Wharf are dominated by the lock and the taller elements, both historic and modern, behind it. This view has exceptionally high receptor sensitivity. The Camden Lock Market buildings are an essential contributor to the view, which is dominated by the Interchange building beyond. The Roving Bridge and the locks are also focal points in the view, and highly animated. The Camden Lock Market is as well highly visible from the Roving Bridge and the south towpath where the entire form and massing can be appreciated, with Gilgamesh forming a backdrop.



Figure 19 View of Chalk Farm Road from Commercial Place, August 2014.



Figure 20 . Camden High Street, towards the Camden Lock Market. The Camden Lock market and the railway bridge in the background, 2014

3.7 Local Details and Materials

The prevalent building materials vary considerably both along the canal and Chalk Farm Road, reflecting the different type, construction and age of the buildings.

Along Chalk Farm Road, the predominant building materials are brick walls of various characteristics and bonding as used in the terraced houses and the industrial buildings in the Goods Yard. The majority of the terraces are rendered and the shop fronts are late 20th century replacements.

Generally slate is used to roof the buildings, though many are concealed by parapets. Windows are predominantly of the vertical sliding-sash type of different periods and materials. Entrances to the upper floors are located between shop windows and are almost unnoticeable.

Along the canal between Southampton Bridge and Hampstead Road Bridge, the buildings have very different materials that range from white rendered finish to yellow

stock bricks and pink brickwork.

The section of the canal between Hampstead Road Bridge and Kentish Town Bridge is mainly dominated by the light rendered former TV-AM building and its glass fibre egg-cup finials on the saw-toothed factory roof line.

The towpath and lock sides have different hard material surfaces: the ramps of the cast iron bridges are made of granite, while the side of the locks as well as its central island are paved with brick which contributes positively to the industrial character of the area.

Within the site, the surfaces of granite setts are an important contributor to its character and a legacy of the horse traffic.

4 DESCRIPTION OF THE SITE

4.1 Camden Lock Market

Camden Lock Market represents the first arts and crafts market open in Camden in 1972, and is, to this day, one of the most vibrant sites of the area. It is divided into three parts: West Yard, Middle Yard, East Yard. Adjacent to these, to the west, lies the Interchange building, also part of the subject site. The site comprises several structures ranging from the mid-19th century to the 1990s, including the eastern vaults and canal dock (Dead Dog Basin) beneath the adjacent listed Grade II Interchange building.

East yard [Fig.23, 24], previously Bridge Wharf. The present block is built on the site of an earlier basin, which was filled sometime between 1948 and 1963. It was constructed in 1991 Built on four levels, in brick, and with cast iron windows, it has an interior inspired of Victorian Architecture, with cast iron columns and a roof light for its central area [Fig.20]. The interior of the ground and partially first floor is divided into small retail units of distinct character. The building is not noted as a positive contributor to Regent's Canal Conservation Area.

The Middle Yard, previously Purfleet Wharf, then Pax Wharf, is bounded by brick buildings mixed with wooden structures. The west range was built during 1990s but is denoted as a positive contributor in the Conservation Area statement. The range on the east has earlier origins as stables and still retaining significant historic fabric.

The West Yard [Fig.26], originally Semple's Wharf, then Chalk Farm Wharf, still contains one of the original docks of the Regents Canal built in the 1820s. It was partially covered by decking in 1990s, which, despite mutilating its plan form is denoted as a positive contributor to the character of the Conservation Area. Its western range has two levels and a modern walkway that slightly extends on the western range. Its northern range [Fig.25] extends to the middle yard and has three levels. The lower two are rendered, while the rest is brick. These buildings have early origins.

The Middle and Western Yards areas, as well as Camden Lock Place retain extensive areas of historic granite sets of different age and type/shape, with areas dated as early as 1830s-1850's.

The subject site also includes the East Vaults and "Dead Dog Basin" beneath the Interchange building. It has a steel frame and brick walls, and a jack-arched ceiling.

The market stalls and shops present in the market tend to divert the eye from the existing structures, but the industrial character and scale still predominate. The Interchange building is the most dominant structure due its bulk and mass, but it has a compatible scale in its elemental treatment. The other buildings in the "yards" are 2-4 storeys with pitched roofs; largely brick, with stone dressings and visual interest provided by timber and ironwork. The scale is all important as a value element of character. The alignment of the built form at right angles to the canal, terminated by the buildings in Camden Lock Place, provide important topographical characteristics. They are aligned on earlier built forms around the canal docks and so their form and massing, rather than their architecture have great historic relevance. The massing of built form that 'steps-down' to the canal is also an important contributing factor to character.



Figure 21 General view of the Camden Lock market; Interchange building with its accumulator tower on the left, 1990's market buildings on the right



Figure 22 Front elevation of Nos. 200-212 Camden High Street, constructed in 1990's



Figure 23 Interior, East Yard



Figure 24 View of the Camden Lock Place



Figure 25 West Yard

4.2 Development of the site

The following section uses information provided by Alan Baxter and Malcolm Tucker.

The development of the Camden Lock Market site is tightly linked to the Regents Canal and the London & North Western Railway. The completion of the canal in 1820 transformed the site, from open fields to an industrial site. Wharf buildings were built around the three docks; and a towpath, which was to become Camden Lock Place, was laid out.

In 1841, the decision of the London & Birmingham Railway to build a depot at Camden stimulated further the growth of the area and more warehouses and stables were built on and around the site. Five years later, the London & Birmingham Railway merged with other companies to become the London & North Western Railway. The company purchased one of the original canal docks, Semple's Wharf, located on the western side of the subject site. The wharf was rebuilt as a larger 'interchange' dock and two years later, several timber sheds were constructed over this dock. These changes meant that in order to avoid traffic using the rail tracks, the towpath, which ran behind the dock and along Commercial Place (now Camden Lock Place), had to be reconfigured and was therefore shortened and aligned to run parallel to the canal. More changes included a new bridge across the mouth of the dock and a roving bridge diagonally across the canal.

By 1854, the railway's facilities needed to be expanded further. Railway sidings were built around Semple's Wharf and the wharf was rebuilt with open sides to allow tracks to run through the shed. Vaults covered by an iron roof were also constructed to the west of the dock. In 1890 a loading platform was built above the dock with trapdoors to the water below. This was the last major change before the interchange sheds were demolished, around 1900.

Changes occurred on the rest of the site as well. A boundary wall between the towpath and the southern part of the western yard was built mid-to-late C19. Following this, a number of buildings around the western yard were also erected. Even though largely altered in the following years, especially in the early 1970s and 1990s, the northern and western range still retain some early elements.

Reconfiguration of the buildings of the middle and western yard also occurred during this time. While the western yard buildings were later demolished, some elements of the early buildings on the middle yard still remain. The middle dock was enlarged between 1856-1870.

Between 1901 and 1905 a new brick building, named the New Warehouse (now the Interchange Building), was built on the site of Semple's Wharf. The existing dock remained beneath the new building and the embankment to the east was replaced with new vaults.

Historic photos show that the site (known as Purfleet Wharf, or Middle Yard now) started being used after the World War II by T.E. Dingwall, a timber packing case firm. Maps indicate extensive timber sheds and a sawmill. Another company which operated from the site was J. Walker, a sand and ballast merchant and contractor.

In the late 1960s a new ring road was proposed to be built next to the site but opposition on economic grounds meant that only small sections of the Ringway scheme were implemented.

The end of the 1960s brought a decline in industrial activities in the area. T.E. Dingwall closed in 1971 and the Waterways Board leased the site to Northside Developments for ten years. It was stipulated that the site should be used for arts and crafts.

During 1972-3, Northside undertook major work to the buildings in the yards especially

to the western yard, which had its western and northern range largely refurbished (see figure 20 Appendix), with new glazed doors in the ground floor openings, enlarged openings and a metal stair that replaced the former horse creep

A market opened in 1973 in East Yard and in the first year there were around 50 tenants. These included cabinet makers, furniture repairers and folk artists. The following year, a canal-side restaurant and snack bar opened (Lock, Stock and Barrel). In the same year, 1974, the Regent's Canal Conservation Area was designated, the Interchange Building was statutorily listed and Northside was awarded the Times/Royal Institute of Chartered Surveyors Conservation Award.

Northside had plans to develop the market further but encountered great opposition from the local people and Camden Council. Despite this, the 1980s coincided with a peak in the activity and the attraction exercised by the market. From East Yard, the market spread out to Commercial Place (Camden Lock Place), Chalk Farm Road and Hawley Street amongst others. Of these, only East Yard was authorised on a temporary (three year limited period) planning permission, so in 1981, the Council undertook enforcement against the illegal pitches.

In 1986, the interchange warehouse was bought by Eric Reynolds, who altered the building in order to host offices and light industrial use. The conversion works included removal of the glazed canopies on three sides of the building leaving just the screen walls along the canal. A new brick arched entrance was created at the end of Camden Lock Place. The works were completed in 1991 and the building was renamed The Interchange.

In the early 1990s the eastern yard was largely reconfigured. A new Market Hall designed in a Victorian style was constructed. The Market Hall opened in August 1991 and is occupied by arts and crafts stalls today. In 2003, a canopy over East Yard was constructed to provide covered trading area.

The 1991 development also included the replacement of one- and two-storey buildings along Camden Lock Place and on the corner with Middle Yard. The architecture was similar to that of the Market Hall, the first two storeys being retail units with offices above.

The one-storey timber building along the towpath (adjacent to Dingwalls) was replaced by a first floor deck reached by a ramp from Chalk Farm Road. The dock in West Yard was partially decked over to provide more space for stalls. In 2004/5 the Interchange Building freehold was acquired by British Waterways. Since its conversion it has been leased to television companies and is currently the home of Associated Press (AP). In 2007/8, the company installed a plant room at the north end of the basement. AP is one of several media companies in the area. The Interchange freehold was purchased by Market Tech Holdings in 2015.

The Interchange Building

The following section uses information provided by Malcolm Tucker, 'Features of Significance in the Interchange Basement'¹, July, 2010.

The development of the Interchange Building is, as previously stated, closely connected with the development of the Regent's Canal and the London & Birmingham Railway (L&BR). The site was chosen as a goods terminus for its first line, which started operating

¹ For the purpose of this report, the basement level of the Interchange Building is referred to as the Ground Floor

in 1837. Previously agricultural land, the land was developed in several stages and had initially no direct interchange with the canal.

Although it was completed in 1820, a section of Regent's Canal, which ran from Paddington to Camden Town, was opened in 1816. Three docks were built at that time at Camden Town to provide wharfage. Two of the docks became later part of the Camden Lock Market (the eastern and middle ones).

The dock built on the western dock was named Semple's Wharf and was located under the present Interchange building. It was acquired by the railway company in the 1840's which, between 1847 and 1848 extended it and constructed a railway that ran to the edge with the water. Because the wharf was over 3 meters lower than the embanked goods yard, a reversing spur was used. Later in 1848, the dock was roofed over.

After 1846, the London and Birmingham Railway had merged with other companies to become the London and North Western Railway. This brought many changes to the site in 1848, and later in 1854 (see map regression below). The changes that occurred between 1854-56 involved the rebuilding of the dock on an altered alignment, the extension of the railways and a new L shaped transit shed replacing Semple's Wharf. The shed was one of several goods handling facilities in the goods yard. The changes also involved the removal of the ramped roadway used for connecting the main yard to the eastern edge of the site, where the stables used to be. Instead, a horse tunnel that passed under the railway tracks and connected the interchange shed with the stables area, was built. At the western end of the shed there were two 2 storey pavilions used for offices.

Around 1890, new loading platforms were built over the canal basin. The 1856 shed, where not used by offices, together with some of the platforms, were removed and replaced by a new building, finished in 1905 (refer to Appendix 3).

The ground floor level of the Interchange building uses structural steelwork characteristic of the early 1900s and has brick jack arches covering the space, as well as raised ceilings under the former platforms and railway tracks, ventilation openings and mountings for cranes. Other features include a hydraulic crane slewing gear. Control rods, trucking bridges and wagon stops were also present in the basement, and are proof of the industrial use of the space. Some of these features still survive today (for a more detailed description of the space refer to *Malcom Tucker, 'Features of Significance in the Interchange Basement, July, 2010*).

The New Warehouse as it was called then, is the building that still stands today. The building was listed in 1974.

After Eric Reynolds acquired the building in 1986, the ground and upper floors were converted into offices. A new path was opened for pedestrians from Camden Lock Place, through a new archway on the eastern boundary. This also involved opening up of part the basement. The railways were removed and new paving and surface draining were provided on the eastern side and also internally. The conversion was completed in 1991, the building was renamed The Interchange and was subsequently leased to Associated Press Television News. British Waterways bought the freehold in 2004-2005, but the building continued to be used by Associated Press. The freehold was purchased by Market Tech Holdings in 2015.

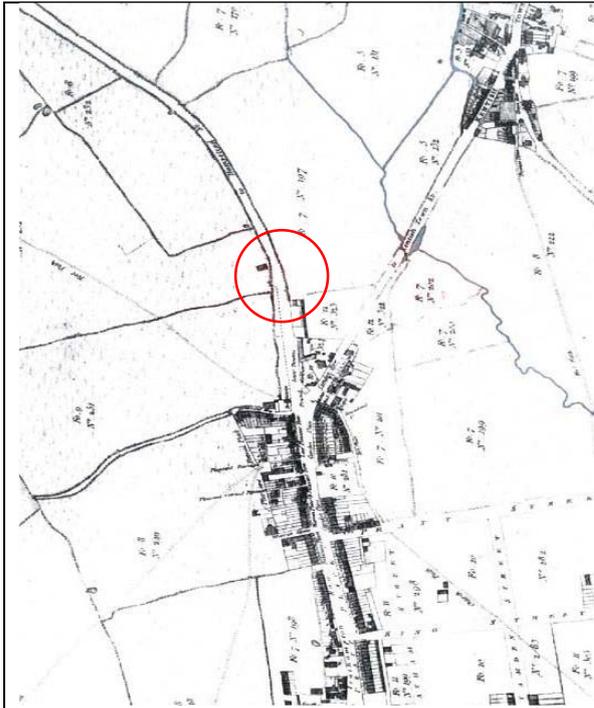
Map regression

Further to the historic development outlined above, the following historic maps illustrate the changing context of the site and immediate area. The subject site is marked in red and the outline of Regents Canal Conservation Area in purple.



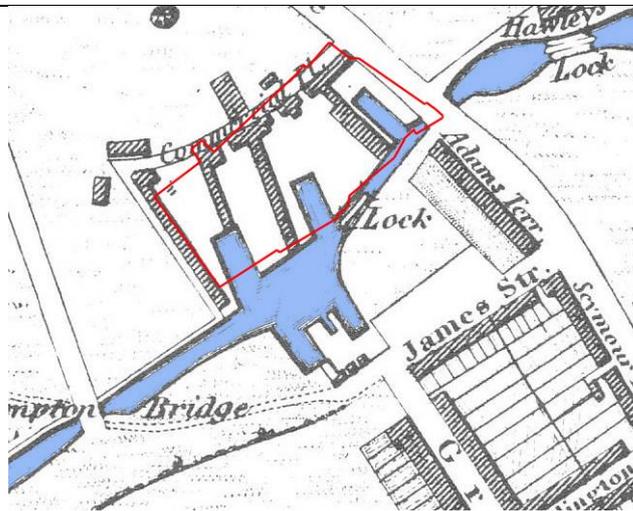
John Roque's map of London and its environs, published in 1746, the red circle indicated the site of Camden Town.

Before the late 18th century the area around the subject site consisted mainly of open fields, separated from London by open countryside.



Parish Map of St Pancras, 1804. Approximate location of the subject site marked by a red circle

At the beginning of the 19th century, as the 1804 Parish Map of St. Pancras shows, only terraced houses on both sides of the Camden High Street had been built, while the modest network of lanes to the East of the High Street were not yet developed. A modest development is also shown on the triangular site, at the junction between Kentish Town and Camden High Street.



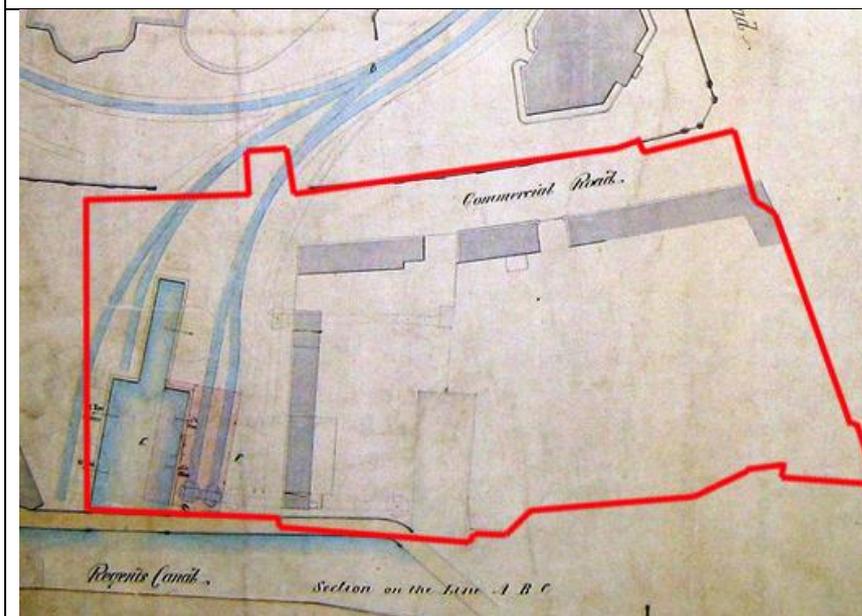
C & J Greenwood's map ('from an actual survey' 1824-6)

By 1824, Camden has already developed into a residential area, with rows of terraced houses having been built along Camden High Street. The area north of the Regents Canal has as yet remained undeveloped. The subject site is shown partly occupied by wharf buildings served by three docks. The alley that is now Camden Lock Place was already formed: it was used as a towpath and was called Commercial Place. The tripartite nature of the site has become established. The proximity of the locks probably promulgated the construction of wharves and basins here, as there would be the need for a holding pond for the boats queuing to pass through.



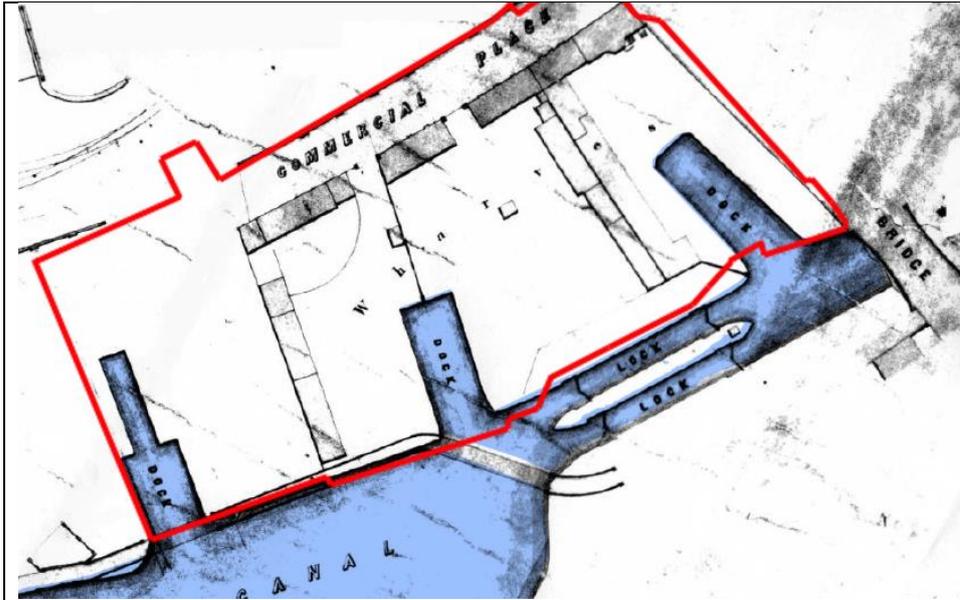
Britton, Bartlett & Davis' map of the Borough of St. Marylebone, 1834.

The changes occurred on the site by 1834 are insignificant. The wharf buildings and docks have remained the same since 1824. The land to the north is now in the railway company ownership and the buildings previously on the north side of Commercial Place have been removed.



L&NWR site plan 1848

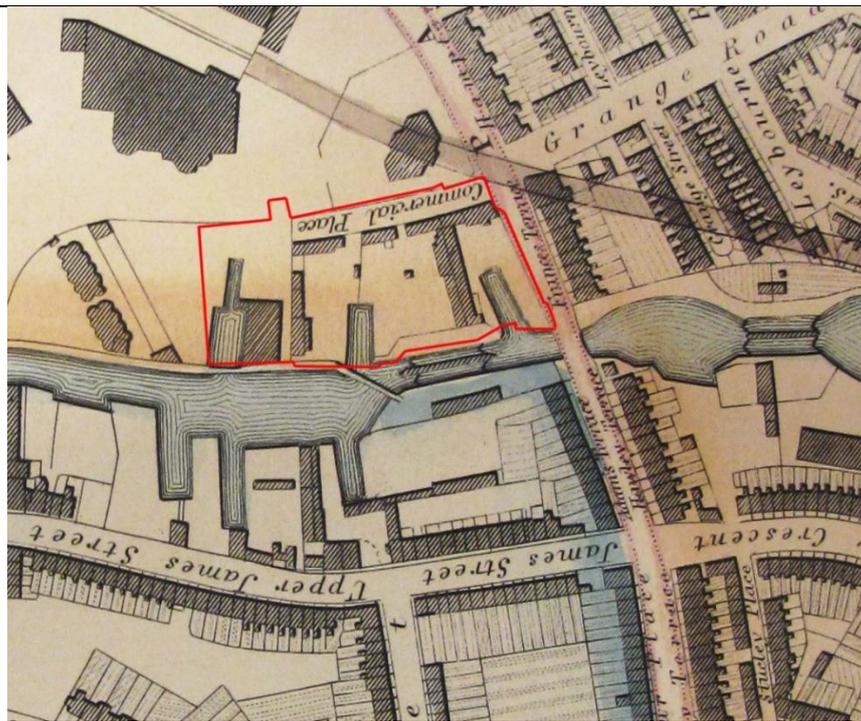
In 1845 the freehold of land that now forms the western part of the subject site and some land at the rear was acquired by L&NWR. A new bridge over the entrance to the basin, was completed in 1846 and the towpath, which formerly was diverted behind the docks into Commercial Road, now ran parallel to the canal to avoid horse traffic crossing the tracks. The roving or diagonal bridge was constructed at the same time. The western dock was enlarged and extended and the earlier buildings adjoining north were demolished to accommodate the tracks. It is unclear what other alterations took place to the rest of the buildings on site as the docks are only faintly indicated, but it appears that there have been changes to those on Commercial Place creating three blocks. The transit shed block to the east of the Interchange building appears.



1840s, from LNW Railways goods yard plan '1853' (in TNA RAIL 410/2072)

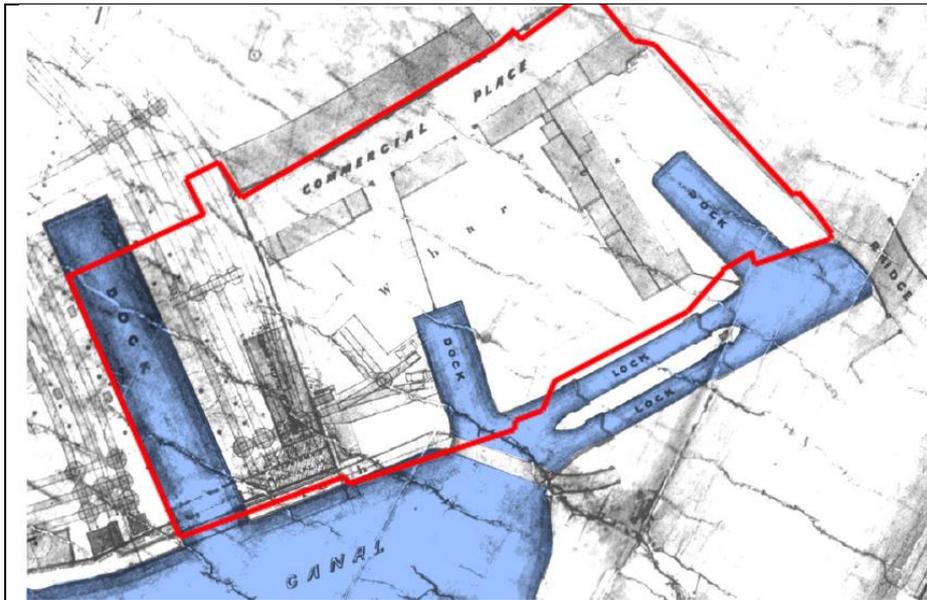
The plan shows the three docks with 'Wharves' noted naming the middle and eastern docks.

The configuration of buildings follows that of earlier plans in respect of Commercial Place and those adjacent to the easternmost dock. The latter is shown as what appears to be a narrow range of substantial buildings with a possibly open shed or lean-to adjoining on the east.



1849 St Pancras Parish map

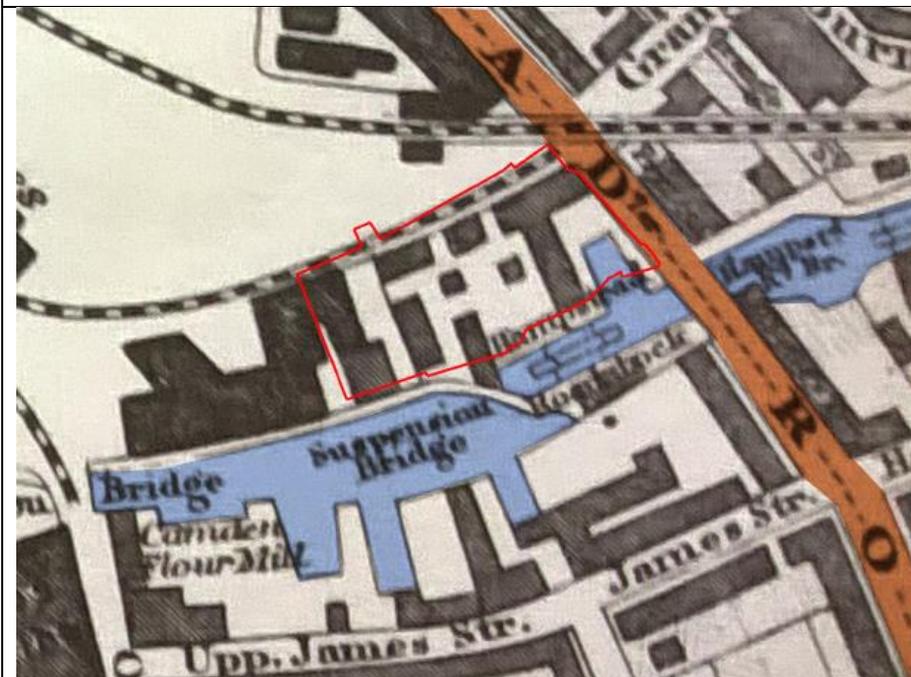
This should be read in conjunction with the previous map. The Commercial Place buildings are shown as three blocks, and a substantial structure is shown adjoining the Western dock. A passage exists between this and the adjacent long range to the east, possibly to link the towpath to Commercial Place. The working area immediately north of the locks is shown, and the eastern block is also shown. It is unclear if this is the same as that shown on earlier maps.



L&NWR site plan 1856 revision TNA RAIL 410/2072

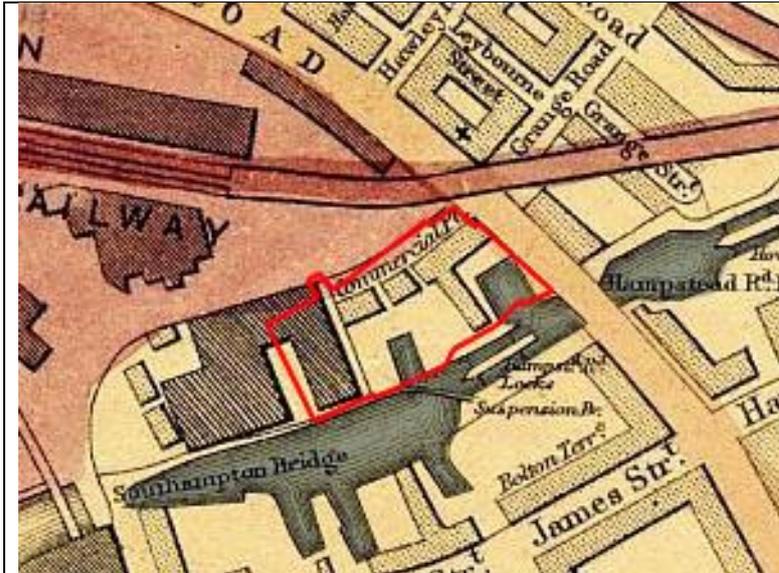
The plan above shows the western dock substantially enlarged, realigned for railway to canal interchange and flanked on both sides by rail tracks. It was during this redevelopment that the tracks were raised to a higher level on an embankment and vaults and covered overall by a goods shed. The range of buildings previously along the west side of the western wharf is also shown demolished. A retaining wall to the higher-level railway tracks had been built along the site boundary here and this remains today.

The long range of buildings between the west and middle docks shown on earlier plans appears to have been demolished to accommodate the rail tracks. Some tracks lead to the edge of the middle dock, but must be at a high level.



Stanford's Library Map Of London And Its Suburbs 1862

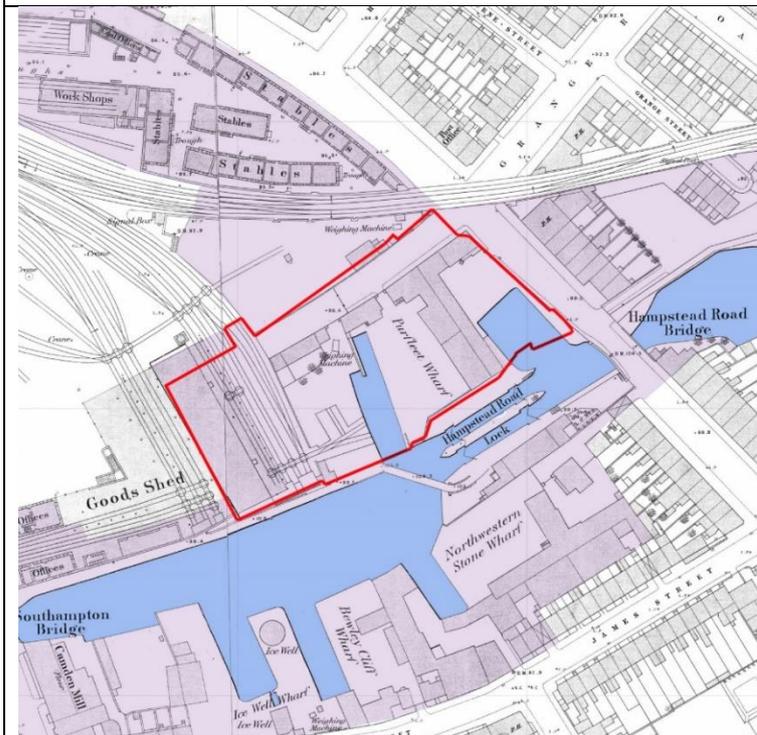
The above map does not show the railway extending down to the wharves, but indicates a line running along the top of the retaining wall. It also shows the Roving Bridge denoted as "Suspension Bridge" and substantial buildings surrounding the western dock and similar built form as that on the previous maps, on the rest of the site. Only the eastern dock is shown here.



Map Of London 1868, By Edward Weller, F.R.G.S.

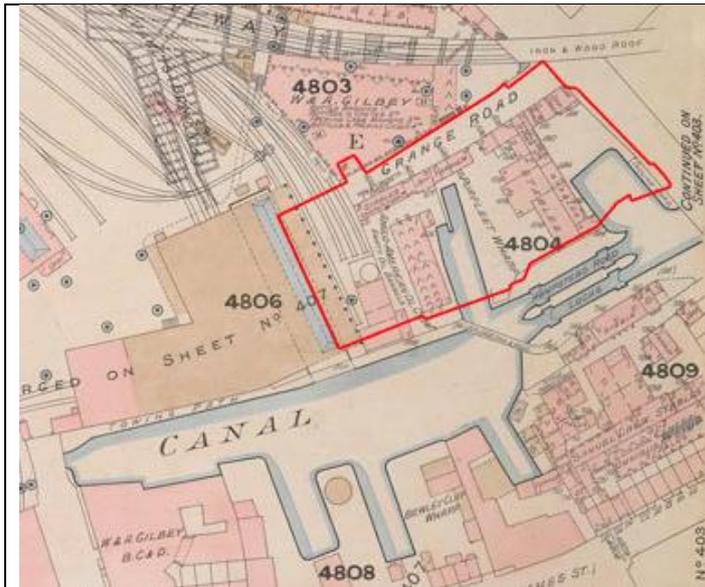
The 1868 map by Edward Weller shows a similar configuration of the buildings on the subject site. The buildings surrounding the western yard do not appear, but the western dock is being shown.

The map also shows the retaining wall on the north side of Commercial Place (now Camden Lock Place) which curves round to the road bridge. The ranges of buildings forming the Wharves are clearly shown with what appears to be access ways.



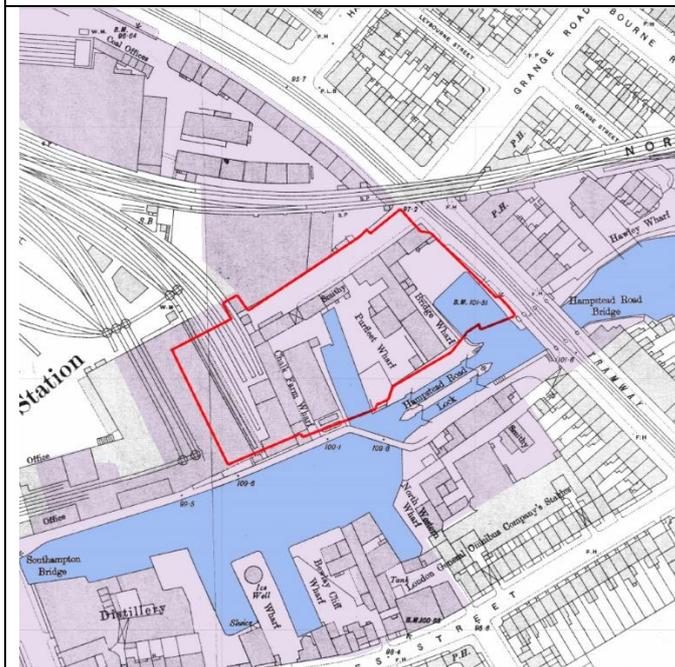
OS 1873

The 1870 OS map shows the site reconfigured: the eastern part of the Purfleet Wharf (now middle yard) has possibly been rebuilt, Middle dock has been extended and Eastern dock has been enlarged with a basin. This represents a considerable intensification of commercial and industrial activity, and some further analysis and interpretation of the delineation would be useful. There may be archaeological implications. The wall dividing the two blocks between Purfleet Wharf and the Eastern Basin is probably that shown in the earlier map.



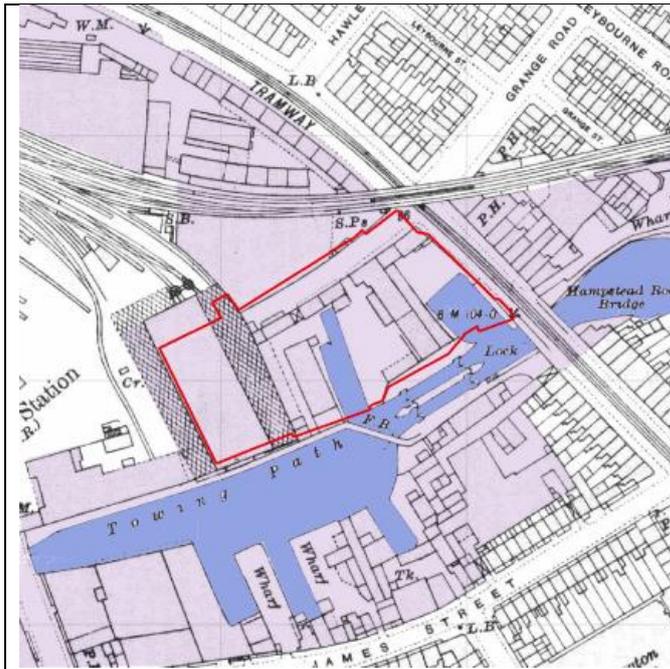
Goad Insurance plan XII-406, 1891

The 1891 Goad insurance plan shows the interchange sheds as timber (yellow) with a glazed roof (blue). The western wharf is now a store for empty oil barrels. Its northern range on Grange Road (Now Camden Lock Place) has been rebuilt on three floors as stables, with an iron and concrete 'creep' and concrete floors, and an office east of the relocated entranceway. The rest of the buildings on the site are brick (pink) and are used for stables or farriers. Commercial Place is renamed "Grange Road" but this is the only reference to this name, and may be an error. The stables adjacent to Eastern basin have been enlarged.



OS London 1896

By 1896 a range of buildings has been erected along the western side of the western wharf. The buildings of the middle wharf remain unchanged apart of some extensions on its eastern range. A horse creep has been added to the southern building of the middle range. This implied that the upper floor will have been rebuilt with a solid floor and taller, with a roof lantern for ventilation. The three wharves are named for the first time. Chalk Farm Wharf is shown with an open-sided long transit shed parallel to the rail sidings and the concealed Interchange dock. The buildings between Purfleet Wharf and Bridge Wharf are as shown in the Goad map.

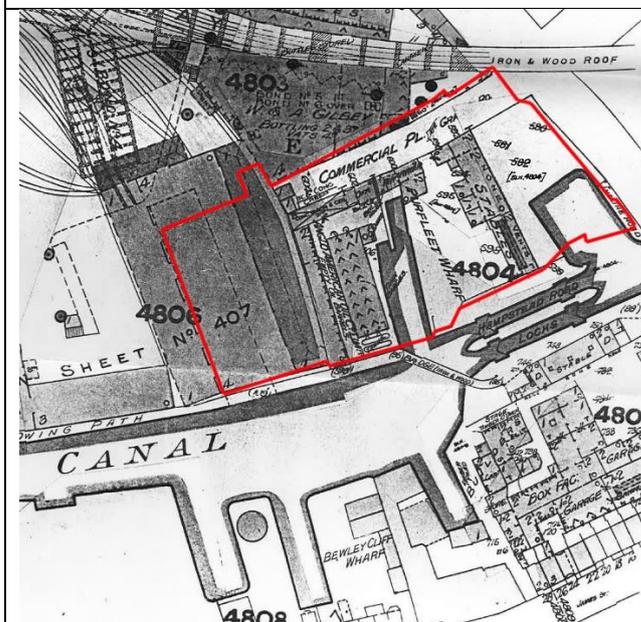


OS 1916

The interchange sheds have been replaced with the present Interchange Building (1901-5). This is shown as having glazed canopies over the sidings. No changes are shown on the western wharf; the open sided transit-shed appears to have remained.

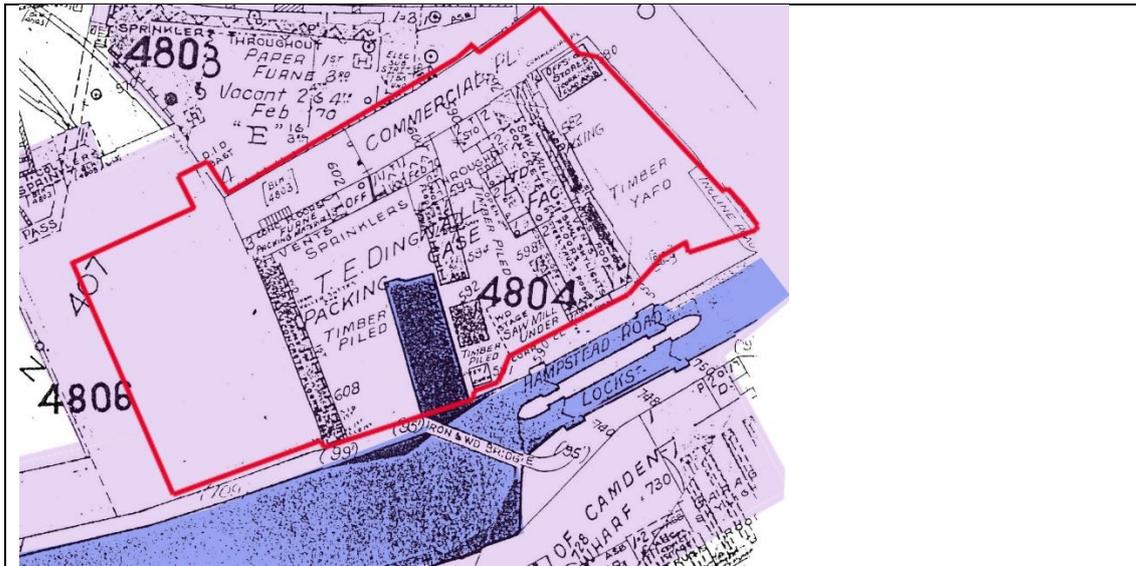
The differences in the eastern range may be due to graphics, apart from an open side shed in the south.

The middle wharf also shows the beginnings of a second range next to the dock, in the form of a small 2-storey building, seen in the photo (see Appendix).



Goad 1921 XII-406, over-pasted with revisions to January 1921

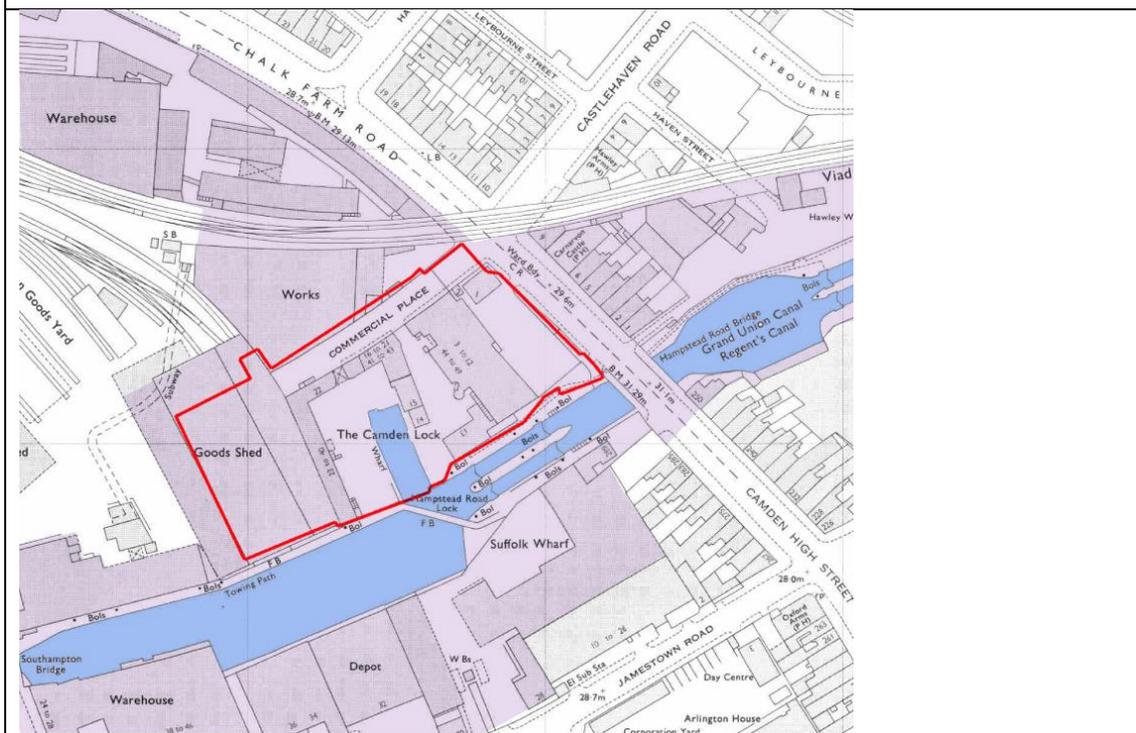
The Interchange Building is shown as brick with glazed canopy. Anglo-American Oil Co's empty barrels store is still present. The open-sided transit building adjacent to the glazed canopy is clearly shown at this time. Also, all buildings on the eastern yard appear to have been demolished, as has the open shed to the south. The range of stables dividing Middle Yard (Purfleet Wharf) and East Yard appear largely unchanged.



1970 Goad insurance plan XII-406

1970 Goad shows the buildings largely unaltered, with the entire site given over to Dingwall's packing case factory.

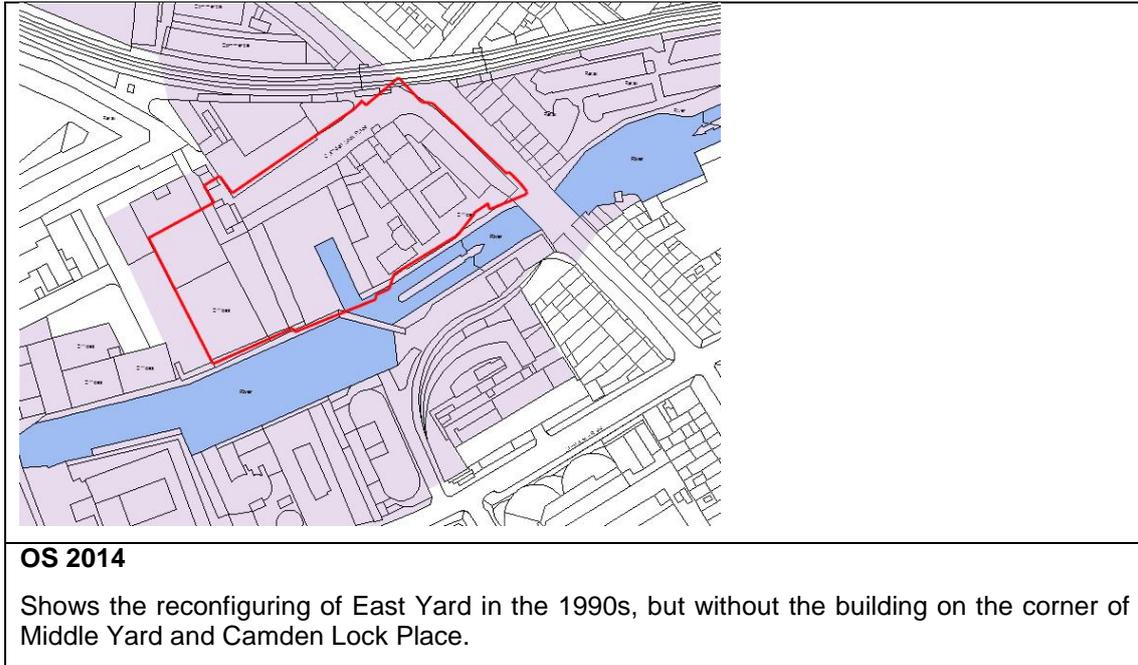
As by the 1960s, a big part of the commercial traffic was transferred from the canals to railways, the activity on the canal dropped dramatically and its original industrial character started to change.



OS 1975

An extension has been built onto the end of unit 43-44 (eastern range of Western Yard). Camden Lock Market began to function 2 years before and small changes can be noticed to the buildings on site. The most noticeable is a new extension built on the north eastern side of the middle wharf.

The foot path under the road bridge is shown allowing access to the market yards from that point. The range of building separating middle yard and east yard is shown as a single block. The original use of both the canal and the site has been superseded by this time.



4.3 Site morphology

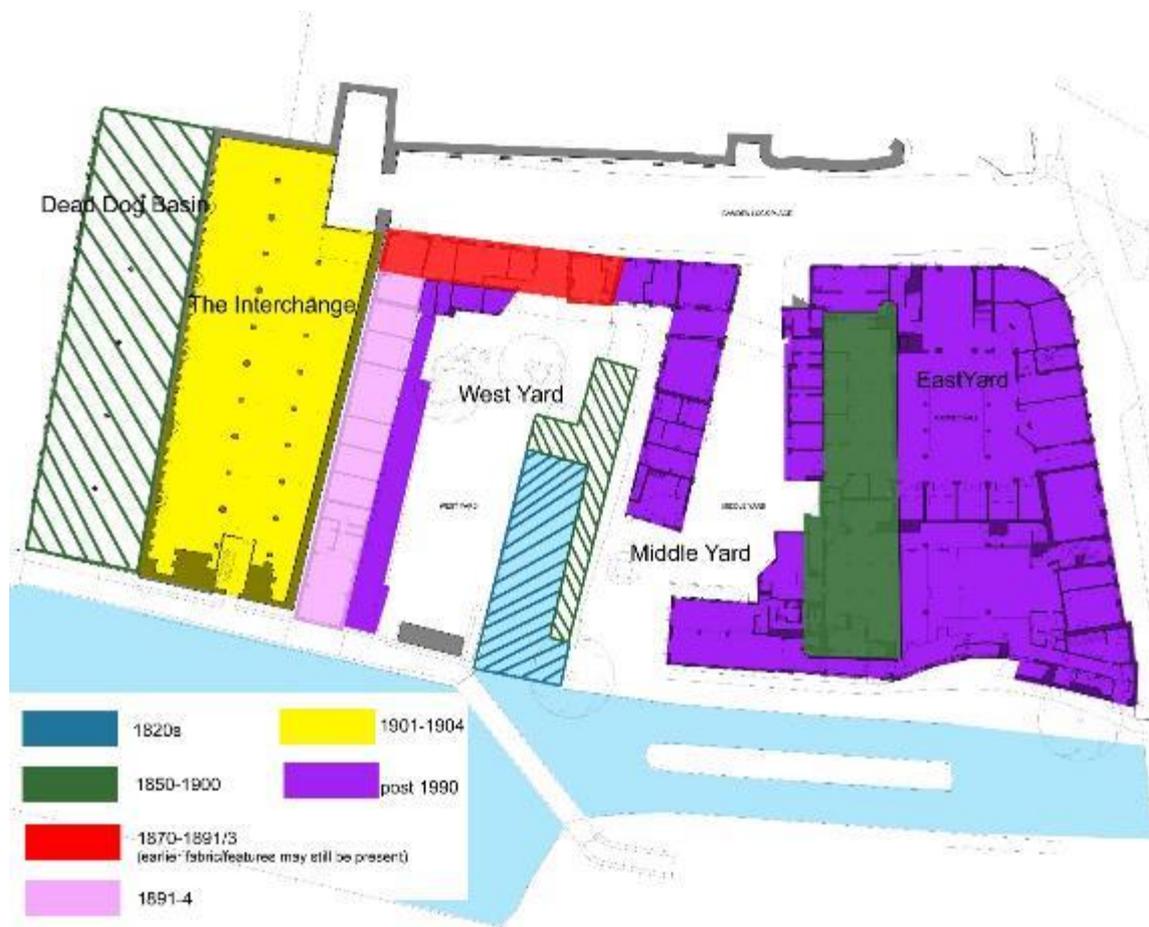


Figure 26 Site morphology

5 ASSESSMENT OF SIGNIFICANCE

5.1 Introduction

As recommended by NPPF (March 2012) proposals for the alteration or redevelopment of listed buildings or buildings within a Conservation Area should be informed by an understanding of the site's significance.

Paragraph 128 of NPPF states that '*In determining applications local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should also be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on that significance*'.

The criteria for the assessment of significance according to English Heritage's 'Conservation Principles' consists primarily of:

- Evidential Value – relating to the potential of a place to yield primary evidence about past human activity;
- Historical Value – relating to ways in which the present can be connected through a place to past people, events and aspects of life;
- Aesthetic Value – relating to the ways in which people derive sensory and intellectual stimulation from a place;
- Communal Value – relating to the meanings of place for the people who relate to it, and whose collective experience or memory it holds.

The key criteria for listing are special historic or architectural interest. Consequently, in order to determine the significance of a certain component of a heritage asset the sum of its architectural, historic, artistic or archaeological value needs to be disaggregated and determined.

We have analysed the significance and condition of the fabric at the subject site. This has been used to inform and justify their capacity for change. Our assessment has been carried out in accordance with the following significance scale:

High significance relates to those parts or elements of the building/structure deemed to be of particularly special interest. These components are fundamental to the understanding of the architectural design concept, and play a major role in reflecting their evidential, historic, aesthetic or communal values. The loss of such elements (through demolition, removals, or alterations) could potentially cause a highly adverse impact on the special interest of the building and has been largely been avoided in the proposed development.

Medium significance relates to those components of the building/structure deemed to be of special interest. They are important to the understanding of the architectural design concept, and play a considerable role in reflecting the buildings' evidential, historic, aesthetic or communal values. The loss of such elements (through demolition, removals, and/or alterations) could potentially cause a moderate adverse impact on the special interest of the building/structure.

Low significance relates to those components of the building/structure deemed to be of more modest interest. They provide a minor contribution to the understanding of the architectural design concept and a modest role in revealing the buildings' evidential,

historic, aesthetic or communal values. The loss of such elements (through demolition, removal, or alteration) may cause a minor adverse or neutral impact on the special interest of the building/structure.

No significance: features and elements that do not contain any special interest.

Detrimental elements. These can detract from the significance of the building/structure and may be evidence of poor craftsmanship or ad-hoc refurbishments. The loss of such elements (through demolition, removal or alteration) could potentially have a beneficial impact on the special interest of the building/structure.

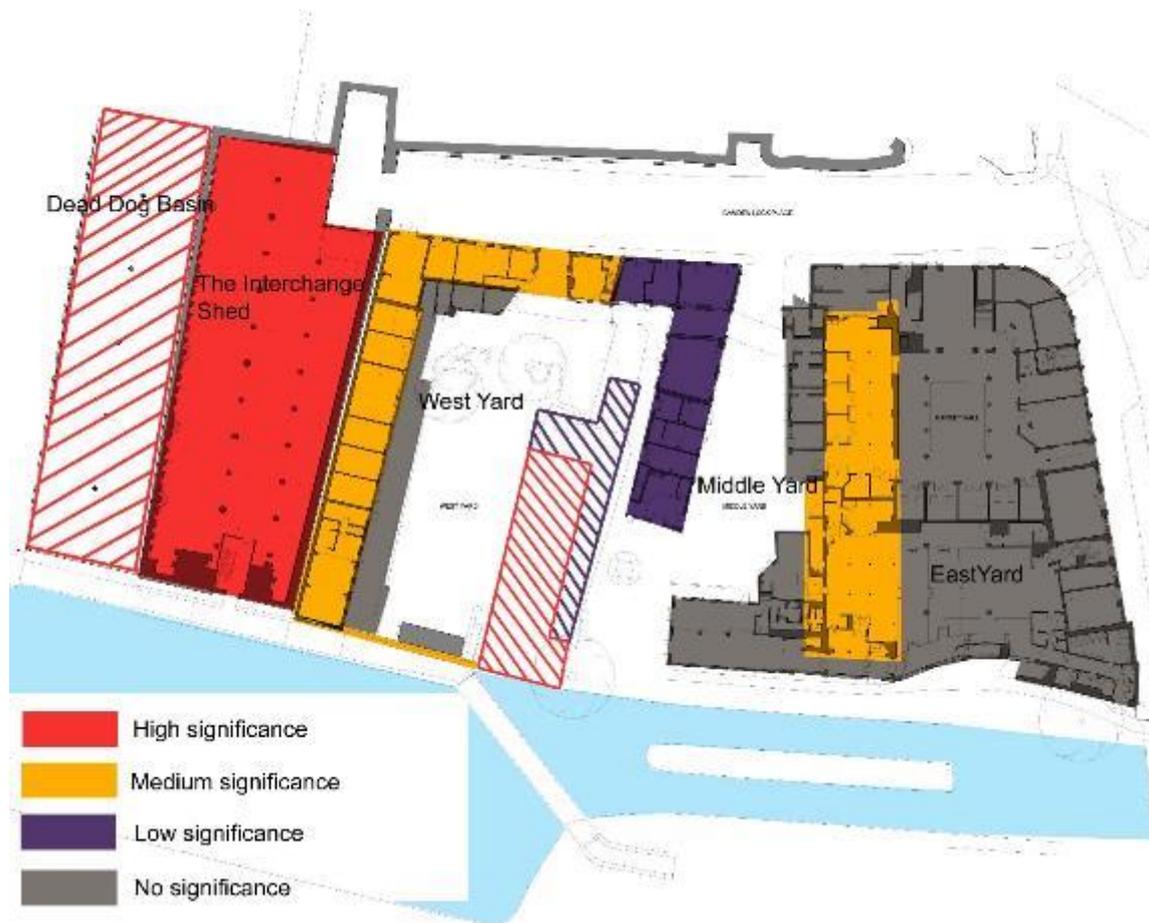


Figure 27 Significance of the subject site



East Yard building
(Formally Bridge Wharf),
1990s - view from
Camden High Road

No significance



East Yard building,
1990s, view from
Camden Lock Place,

No significance

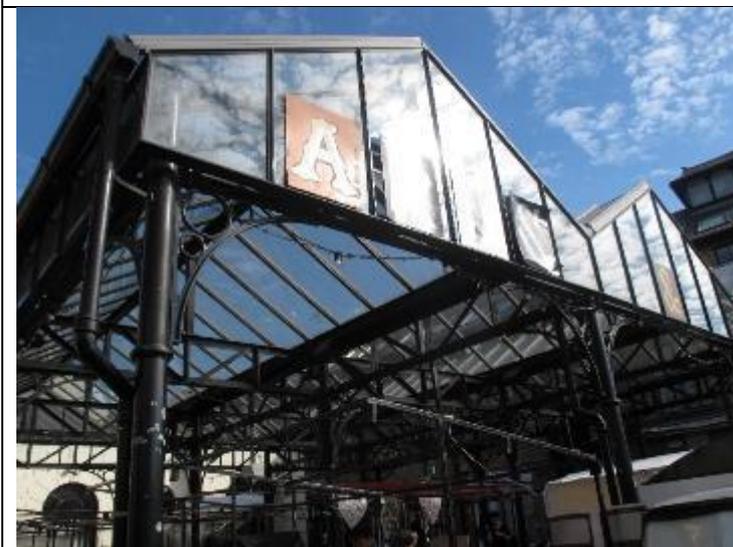


Market Hall interior,
1990s

No significance



East Yard building and canopy over former Bridge Wharf, 1990s - view from Regent's Canal
No significance



Glass Canopy, East Yard, 2003
No significance



Restaurant and bar, Middle Yard, 1990s
No significance
Paving of granite setts is of **Medium significance**



East range of Middle Yard, retaining significant C19th fabric (**Medium significance**)

Later extensions of No significance



Western range of Middle Yard, 1990s

Low significance



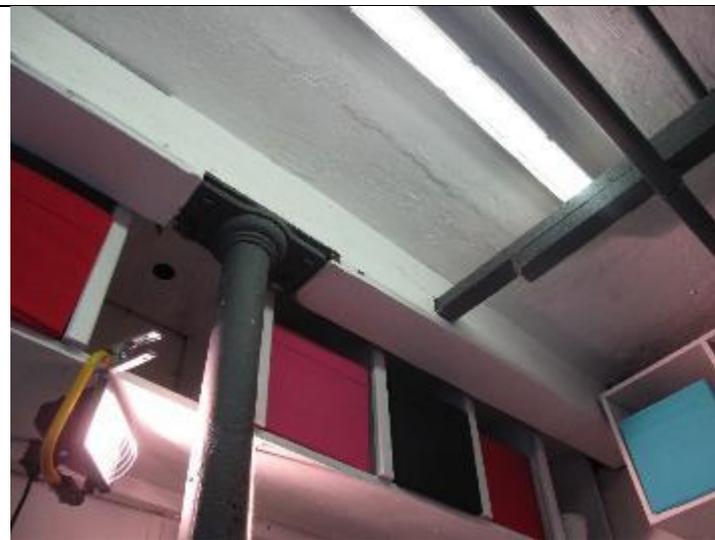
East part of Northern range in West Yard, 1990's

Low significance



Northern range of West Yard, view from Camden lock Place, second half of C19, altered in 1970s

Medium significance



Metallic structure, ground floor, Northern range of West Yard, second half of C19

Medium significance



Northern range of West Yard, king post roof trusses, second half of C19, altered in 1970s

Medium significance



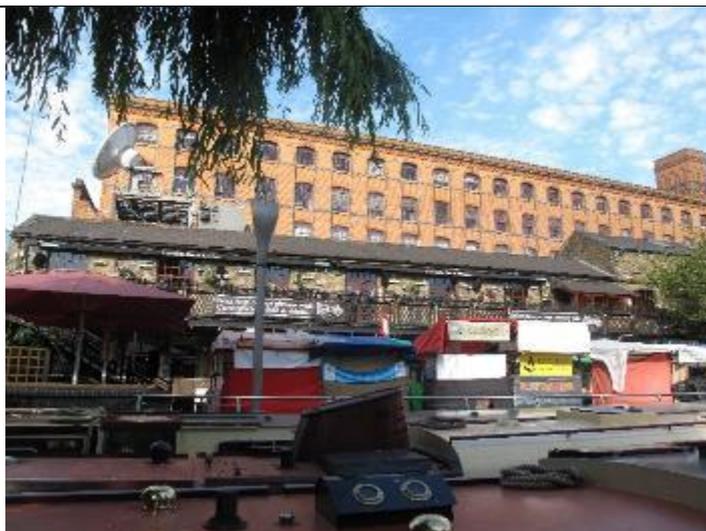
Western range of West Yard, mutilated roof trusses, second half of C19, altered in 1970s

Low significance



Northern range of West Yard, view from west yard, second half of C19 largely altered in 1970s and 1990s

Medium significance



Western range of West Yard, view from west yard, second half of C19 largely altered in 1970s and 1990s

Medium significance

Modern walkway of no significance



Balcony to the western range of West Yard

No significance

The shop fronts infilling the earlier open sided transit shed, much altered, have low significance



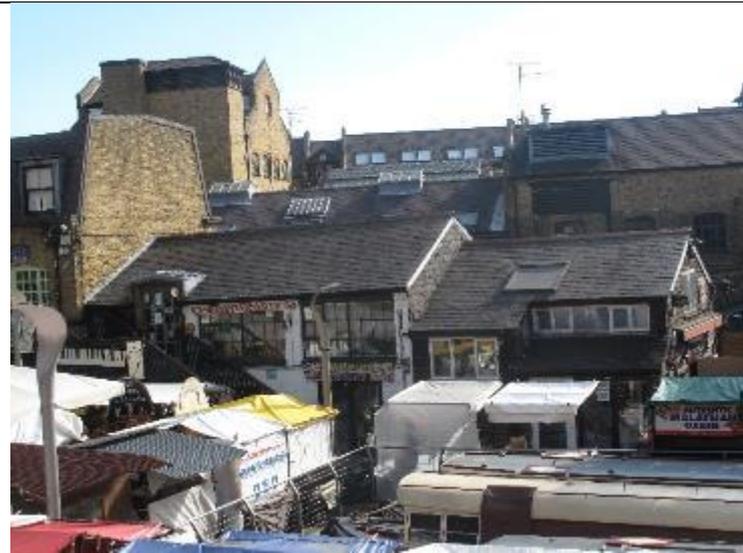
Metallic structure to the western range of West Yard, former transit-shed, second half of C19 cast in concrete probably in 1970s

Medium significance



King post roof trusses at western range of West Yard second half of C19 largely altered in 1970s

Medium significance



Western range of West Yard, view from west yard, C19 largely altered in 1990s

Low significance



South end of Western range in Middle Yard, view, 1990s

No significance



Dock, West Yard, c1820

High significance

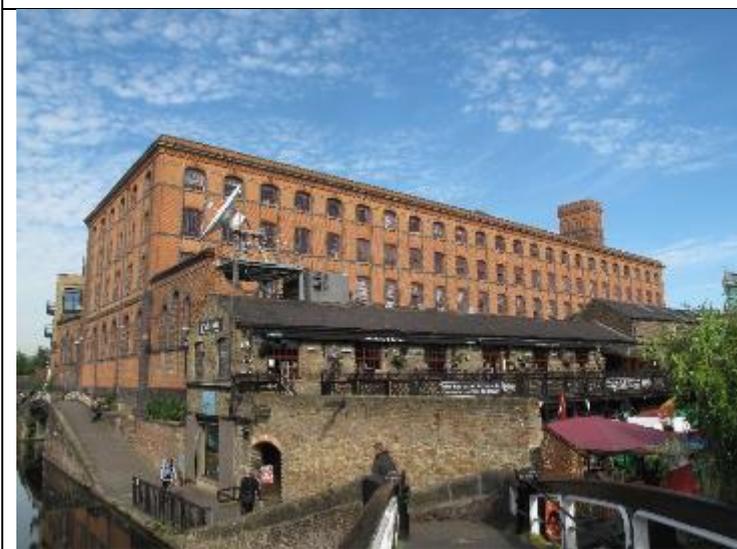


Boundary wall, West Yard, second half of C19

Low significance

Roving Bridge abutment in the foreground, Grade II listed

High significance



The Interchange building, 1901-1905, Grade II

High significance



Ground floor of the Interchange building, 1901-1905, Grade II

High significance



"Dead Dog Basin", 1854-1856, Grade II

High significance

Aesthetic value

The buildings that now comprise Camden Lock Market represent a group of utilitarian buildings. The early buildings have limited 'design ethos'; Purpose-designed buildings are economical: there are no added embellishments, wasted space, nor selection of materials but those easily sourced. Its **aesthetic value** is therefore **low**. **The later 1990's buildings** have been designed in a deliberate pastiche industrial style and have become part of the market character. Their **aesthetic value** is **medium** due to their now established contribution to the High Street, but they have not been denoted as 'positive contributors' in the Conservation Area Appraisal.

Lower Ground floor of the Interchange and Dead Dog Basin.

The high architectural interest of the Interchange Building is recognised by its grade II listed status and derives largely from its functional utilitarian design and special features for the trans-shipment process. The dock is earlier than the building above and has been altered several times but is well preserved. It also has special architectural features, such as trap doors above and remaining operational elements, which demonstrate how it would have been used. Its **aesthetic value** is **medium**.

Historical value

The site has high historic interest for its association with local industry and links to both the canal and rail networks. The market is also a well-established and a highly significant historic use within the site and a key part of the identity of the area. Its **historical value** is therefore **high**.

Lower Ground floor of the Interchange and Dead Dog Basin.

The historic value is closely associated to the evidential value, providing a significant example of industrial building beyond the numerous alterations suffered through the years. Its **high historic value** derives from its role in the transfer of goods between the different forms of transportation. It is also a rare example of its typology.

Evidential value

Even though all buildings on site have been largely altered or rebuilt, the site still retains

elements that echo the industrial character of the site. The scale and arrangement of the buildings on site, as well as some stable windows still present on the eastern range of the Middle Yard are such elements. **Evidential value** is therefore **medium**.

Lower Ground floor of the Interchange and Dead Dog Basin.

There are numerous surviving features providing evidence of the original function of the building, although disturbed by many alterations. The legibility of the former use is however clear. The extent of historic fabric and features preserved contributes greatly to the special interest and character of the site. Its **evidential value** is therefore **high**.

Communal value

The Camden Lock Market has a **high communal value** as there is a strong sense of identity with the place, nurtured by the historical industrial use.

The original purpose of the site has been superseded. There are no possible horse-related or industrial activities that may be carried out within the site, and there have not been since the 1950's/60's. The market use, established since the late 1970's/80's, is the reason why this area of Camden achieved worldwide recognition and attracts over 100,000 visitors per week. Furthermore, a poll carried out by NOP World in late 2003, shows that 95% of visitors agreed that the Camden markets are a valuable tourist attraction and 89% agreed the markets are a valuable amenity to the local community as well as visitors (London Borough of Camden, the role the markets play in the vitality & viability of Camden Town, 2006.). The communal values of the site can be associated to the later but firmly established market function, and as proved by the studies and polls carried out since its inception. The fact that the building are still in use brings together past and present common uses by the community, reaffirming the communal value as high.

Evidence of former uses, expressed in the paving setts and surviving stabling, still remain.

Lower Ground floor of the Interchange and Dead Dog Basin.

The building has less prominent cultural associations than the market largely because it has always been closed to the public. Since the 1990s it has been used by television companies and part of a wider media 'village' within Camden. Overall it is of **low communal value**.