



Figure 5.35: Gospel Oak Historic Plan 1862

Historical development

Gospel Oak derives its name from a tree under which parishioners gathered to hear the gospel. The oak tree was indicated on early plans of the area but disappeared around 1800. The area began to be developed in the mid 18th Century with grand plans to deliver elegant homes emanating from Lismore Circus.



Figure 5.36: Gospel Oak Historic Plan 1890

The coming of the railways led to a downgrading of the ambitions with the mainline route cutting through the heart of the area. Modest two and three storey terraced properties were delivered instead. Many of these were considered sub-standard. The area was heavily bombed in the war and significant areas cleared and rebuilt in the years that followed.

Public transport accessibility

Gospel Oak has a PTAL of 2 to 4 with access to Gospel Oak and Kentish Town West station.

Socio-economic issues

Gospel Oak ranks as:

- Within the 10% (part) and 10-20% most deprived areas in respect of Index of Multiple Deprivation;
- Within the 10% (part) and 10-20% most deprived in respect of income deprivation and health and disability deprivation; and
- Within the 10% (part) and 10-20% most deprived in respect of employment deprivation.

Existing character

Gospel Oak is an area that saw considerable change in the post-war years with bomb damage and post-war housing policy seeing significant estate development in the area. These take a range of forms but are generally inward looking and create an environment that is hard to navigate through and that lacks a clear structure. The isolation of the area is compounded by the railway line that restricts easterly movement towards Kentish Town.

Significant areas of the historic Victorian fabric are however intact including the connected streets in the Mansfield Conservation Area to the north, along Queens Crescent to the west and Malden Road to the south. The main local centre is predominantly Victorian but suffers from its lack of accessibility from a wider area.

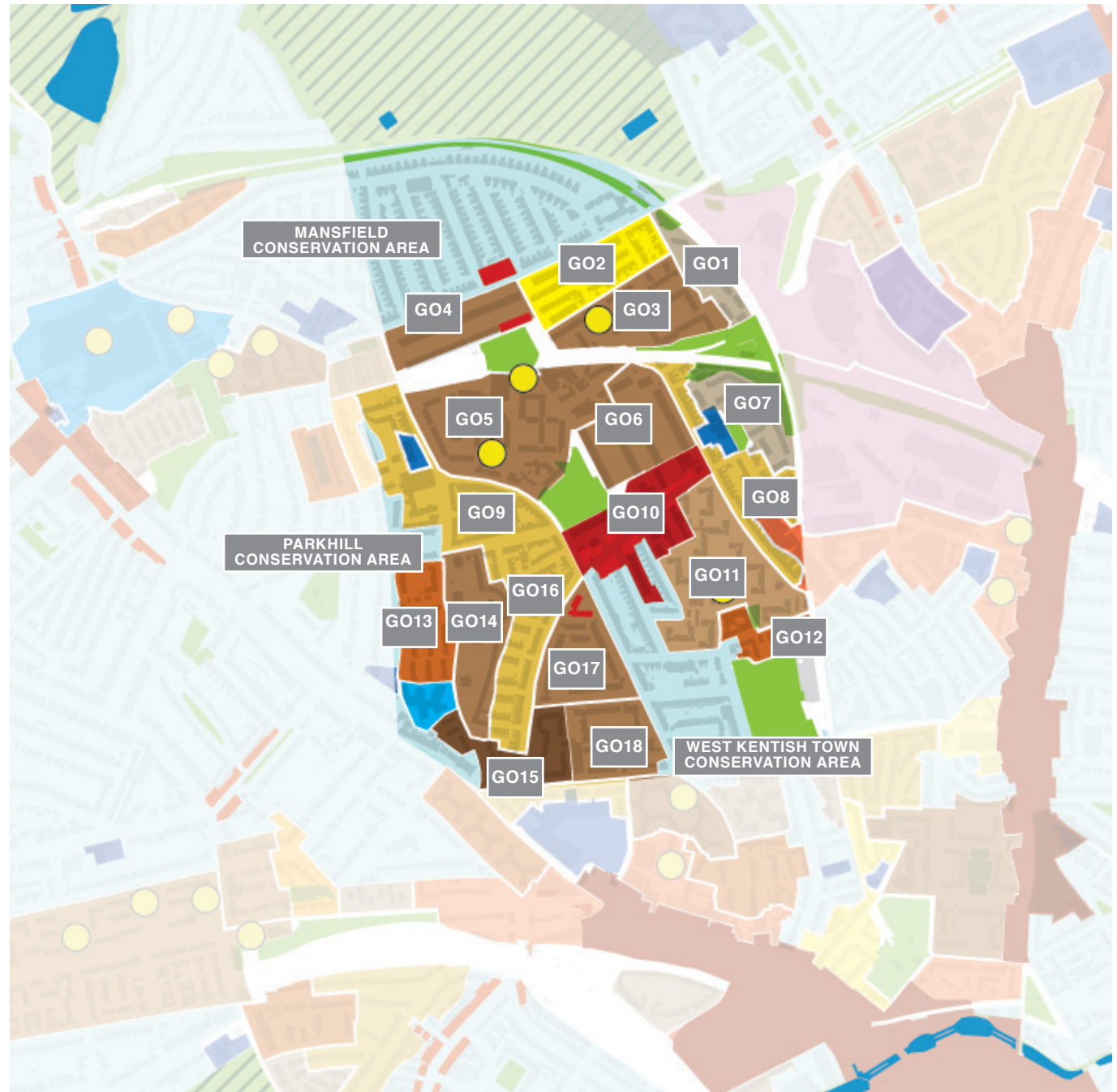


Figure 5.37: Gospel Oak Character Areas

Identity

There are a number of distinctive streets within the area including Queens Crescent with its fine Victorian buildings and painted facades and Mansfield Road and Prince of Wales Road which define the area to the north and south.

Waxham House has an imposing presence on Mansfield Road (it extends as one single building for over 200m) and there are a number of other taller residential buildings in the area including Bacton House (21 storey) and Barrington Court (11 storey).

Retaining character

The Victorian fabric provides a robust structure with properties fronting onto the residential streets. The character of these streets can be slowly eroded through paving over front gardens and changes to boundary conditions and this should be resisted.

The post-war estates provide a variety of models some of which function better than others. Estate regeneration is taking place in some areas and this seeks to remodel areas that work least well, replacing poorer homes and enhancing connections and animation of these connections. Where buildings are retained the simplicity of forms and the design aspiration that this embodies should be retained.

Opportunities for change

Many of the estates are laid out in a dysfunctional manner creating environments that are intimidating to walk through and reduce security of properties. In combination they create a confusing and illegible environment in places. Some change is already happening within estates to the north-west of Queens Crescent but further change could improve the functioning of the neighbourhood.



From top left, clockwise:

Bacton House viewed from the west; Queens Crescent centre and market; Barrington Court viewed from the east, shops on Malden Road and homes on Queens Crescent

GO1 - Hemingway Close

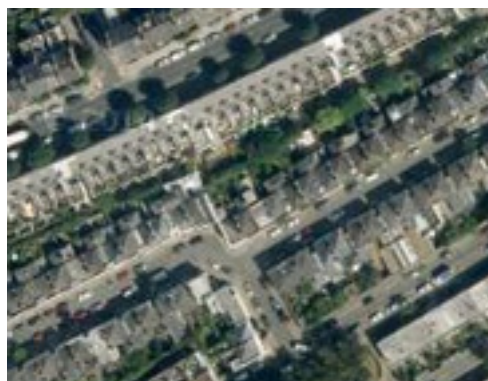
Typology: LATE 20TH CENTURY ESTATES



Building type / age	Late 20th Century houses and apartments
Scale and massing	2-4 storey
Street character / building interface	Cul de sacs with homes fronting onto street and car parking areas
Interface with surrounding area	Single point of access to development and railway line is barrier to eastward movement
Public realm character	The public realm is functional and provides access and car parking but limited amenity
Opportunity for improvements	LOW: Public areas could be enhanced through street tree planting and more planting

GO2 - Oak Village

Typology: VICTORIAN TERRACES (SMALL)



Building type / age	Mix of small Victorian terraced homes and post-war housing that replicates the terraced form
Scale and massing	2 storey terraces. Victorian properties are built as pairs although these pairs are linked to create terraces
Street character / building interface	Properties front onto streets
Interface with surrounding area	Connected with wider street network but few north south connections
Public realm character	Streets are narrow and front gardens are very small. In places streets are dominated by car parking which straddles footways
Opportunity for improvements	LOW: Resist loss of front gardens and introduce street tree planting



GO3 - Barrington Close / Kiln Place

Typology: POST-WAR ESTATES - MEDIUM/HIGH RISE



Building type / age	A mix of post-war residential blocks
Scale and massing	Typically 2-4 storey with 12 storey tower
Street character / building interface	Internalised layout with poor definition of street spaces and front and back conflicts mean a lack of overlooking
Interface with surrounding area	Movement network confused and railway line is a barrier to movement
Public realm character	Blocks wrap around courtyard spaces in Kiln Place Estate but is less well defined to the west and offers limited amenity
Opportunity for improvements	MEDIUM: Investment required in public realm and there may be potential to address urban design weaknesses or for infill development

GO4 - Waxham / Ludham

Typology: POST-WAR ESTATES - MEDIUM/HIGH RISE



Building type / age	Post-war residential blocks
Scale and massing	6 storey linear blocks aligned east-west
Street character / building interface	Poor interface with Mansfield Road with garages at ground floor level. To south frontage to Lismore Circus
Interface with surrounding area	Blocks contrast with fine grain pattern of Victorian streets to the north and area a barrier to movement
Public realm character	Dominated by car parking on hard standing to the north, open grassed areas between blocks and to the south. Mature trees are a major asset for the area
Opportunity for improvements	MEDIUM: Investment required in public realm and may be potential to remodel to create active uses at ground floor or increase permeability



GO5 - Wendling Estate

Typology: POST-WAR ESTATES - MEDIUM/HIGH RISE

05



Building type / age	Post-war residential estate providing flats and maisonettes
Scale and massing	Typically 4 storey blocks structured around courtyards. Also some taller elements including a 20 storey tower
Street character / building interface	Layout is confused and street and movement network is illegible. Many connections lack overlooking
Interface with surrounding area	Estate interfaces badly with the surrounding context and is a barrier to movement in the wider area
Public realm character	Generally poor and access and servicing arrangements creating an unpleasant environment
Opportunity for improvements	MEDIUM: Potential to remodel and intensify to address urban design weaknesses

GO6 - Weedington Road

Typology: POST-WAR ESTATES - MEDIUM/HIGH RISE



Building type / age	Post-war residential blocks
Scale and massing	4 storey linear blocks aligned north-south
Street character / building interface	Blocks front onto streets and back onto shared courtyard spaces
Interface with surrounding area	Surrounding context is fragmented consisting of a series of estates of varying character and form
Public realm character	Blocks overlook extensive and well landscaped courtyard gardens. Weedington Road benefits from street trees
Opportunity for improvements	LOW: East-west pathways lack overlooking and are currently intimidating to use



GO7 - Cressfield / Woodyard Close

Typology: LATE 20TH CENTURY ESTATES



Building type / age	Late 20th Century low density housing and flats
Scale and massing	2-3 storey
Street character / building interface	Quiet cul de sacs connected by pedestrian paths and fronted by dwellings. Parking on street
Interface with surrounding area	Feels disconnected and railway lines are a barrier to movement both northwards and eastwards
Public realm character	Public realm lacks investment but benefits from mature trees and planting in gardens
Opportunity for improvements	LOW: Investment in public realm. Potential to establish connections eastwards under the elevated railway line towards Kentish Town

GO8 - Grafton Road

Typology: VICTORIAN TERRACES (LARGE)



Building type / age	Victorian terraced housing
Scale and massing	Typically 3 storey
Street character / building interface	Properties front directly onto narrow streets
Interface with surrounding area	Remnants of the historic pattern of the area and overlooks and interfaces with a variety of building forms
Public realm character	Properties are set behind front gardens with brick walls providing the boundary treatment. Lack of street trees and planting in front gardens
Opportunity for improvements	LOW: Resist loss of front gardens and introduce more street tree planting



GO9 - Grafton Terrace

Typology: VICTORIAN TERRACES (LARGE)

05



Building type / age	Victorian terraced housing
Scale and massing	Typically 3 storey
Street character / building interface	Properties front directly onto the street
Interface with surrounding area	Remnants of the historic pattern of the area and integrates positively with the wider street network through the area
Public realm character	Properties are set behind front gardens with brick walls providing the boundary treatment. Lack of street trees and planting in front gardens
Opportunity for improvements	LOW: Resist loss of front gardens and introduce more street tree planting

GO10 - Queens Crescent Centre

Typology: LOCAL CENTRES



Building type / age	Victorian shops with residential or other use above
Scale and massing	Typically 3 storey with additional upper floor set-back
Street character / building interface	Busy local centre with street market active uses at ground floor. Buildings fronting directly onto the street
Interface with surrounding area	Well connected with wider street network and numerous connections onto this street
Public realm character	Public realm is basic only and the centre lacks street trees. The quality of shop fronts is generally poor
Opportunity for improvements	LOW: Street would benefit from a comprehensive public realm improvement and enhancement of shop fronts



GO11 - Kentish Town West Estate

Typology: POST-WAR ESTATES - LOW RISE



Building type / age	Post-war low rise flatted residential estate
Scale and massing	3-4 storey L shaped blocks; one 10 storey tower
Street character / building interface	Blocks set within landscape and interface poorly with streets. Open space provide visual rather than wider amenity
Interface with surrounding area	Form contrasts with its immediate context and reduces east-west movement and legibility of the wider area
Public realm character	Mix of paved and grassed areas but poor engagement with properties and spaces are of low amenity value
Opportunity for improvements	MEDIUM: There may be potential to address urban design weaknesses or for infill development

GO12 - Athlone Street

Typology: EARLY 20TH CENTURY APARTMENT BLOCKS



Building type / age	Early 20th Century flatted estate
Scale and massing	Typically 5 storey blocks
Street character / building interface	In places blocks provide frontage to street in others are set back behind well landscaped gardens
Interface with surrounding area	Streets connect with wider network and extend beneath elevated rail line to the east. Blocks overlook Talacre Gdns
Public realm character	Courtyard gardens are in places well landscaped but Athlone Street is dominated by parking and lacks trees
Opportunity for improvements	LOW: Resist loss of existing planting and introduce more street tree planting



GO13 - Maitland Park Villas

Typology: EARLY 20TH CENTURY APARTMENT BLOCKS

05



Building type / age	Early 20th Century brick built residential blocks
Scale and massing	4-5 storey blocks
Street character / building interface	Blocks generally orientated north-south and set back from street behind landscaped strip
Interface with surrounding area	Accessed from Maitland Park Villas. This route connects to the wider street network but movement east-west is restricted
Public realm character	Green courtyards overlooked by blocks but hard surfaced areas to the west less attractive. Estate benefits from views over / proximity of open areas to the east
Opportunity for improvements	LOW: Enhance public realm areas

GO14 - Maitland Park Estate

Typology: POST-WAR ESTATES - MEDIUM/HIGH RISE



Building type / age	Post-war flatted residential estate
Scale and massing	4 storey linear block to east; three 6 storey blocks set within open landscaped area
Street character / building interface	Linear block on Maitland Park Road overlooks landscaped space within which towers are located
Interface with surrounding area	Linear block forms an edge to the area and restricts east-west movement
Public realm character	Extensive open green space sloping upwards from the south and east. Mature trees add to the quality of this space. Maitland Park Road lacks investment
Opportunity for improvements	LOW: Public realm could be enhanced along Maitland Park Road



GO15 - Maitland Park South

Typology: MIXED RESIDENTIAL



Building type / age	Mix of early 20th Century blocks and recent introductions
Scale and massing	Typically 4-5 storey blocks but some smaller scale buildings
Street character / building interface	Buildings front onto the streets providing a positive frontage and interface
Interface with surrounding area	Well connected with wider street network
Public realm character	Planting on plots and mature street trees contribute to an attractive environment around these blocks
Opportunity for improvements	LOW

GO16 - Queens Crescent

Typology: VICTORIAN TERRACES (LARGE)



Building type / age	Large Victorian terraced properties
Scale and massing	3 storey terraced properties
Street character / building interface	Properties provide a positive frontage along Queens Crescent. Smaller properties front a series of side streets. Some facades been painted and this adds character
Interface with surrounding area	Well connected with wider street network but westward movement restricted by Maitland Park Estate
Public realm character	Properties are set behind front gardens with brick walls providing the boundary treatment. Lack of street trees and planting in front gardens
Opportunity for improvements	LOW: Resist loss of front gardens and introduce more street tree planting



GO17 - Marsden Street North

Typology: POST-WAR ESTATES - MEDIUM/HIGH RISE

05



Building type / age	Post-war residential flatted estate
Scale and massing	3-5 storey residential blocks and houses
Street character / building interface	Buildings align with street but interface generally poor with garages at ground floor level and over engineered ramps
Interface with surrounding area	Contrasts with fine grain Victorian fabric to east and west. Layout restricts east-west movement
Public realm character	Segregation of access between vehicles and pedestrians gives rise to extensive and unattractive hard paved areas
Opportunity for improvements	MEDIUM: Investment required in public realm and there may be potential to address urban design weaknesses or for infill development

GO18 - Marsden Street South

Typology: POST-WAR ESTATES - MEDIUM/HIGH RISE



Building type / age	Post-war residential flatted estates and blocks
Scale and massing	3-5 storeys blocks; some 2 storey houses
Street character / building interface	Poor relationship to streets and illegible internal structure
Interface with surrounding area	Fragmented urban fabric that contrasts with Victorian fabric in the immediate vicinity
Public realm character	Public realm within this area lacks investment and is particularly poor and detracts from the appearance of the area. Mature trees are an asset
Opportunity for improvements	MEDIUM: Investment required in public realm and there may be potential to address urban design weaknesses or for infill development



5.10 Kentish Town / Tufnell Park

Brief description

The Kentish Town and Tufnell Park area is defined by London Overground lines to the north and west, by Brecknock Road (the Borough boundary with Islington) to the east and Prince of Wales Road to the south. Bisecting the area from east to west is the mainline rail corridor from St Pancras Station. This creates a barrier to north-south movement through much of the area.

Kentish Town Road / Fortress Road extends north-south through the area and is the main route and focus. This road connects with Camden Town to the south and Tufnell Park and Archway to the north where it meets the A1. It is a vibrant street and is lined along its route by shops and bars. Local centres are also at Tufnell Park and Brecknock Road. Just to the north of Kentish Town station is the junction with Highgate Road which continues northwards to Highgate Village towards the north of the Borough.

East of Kentish Town Road and Highgate Road the neighbourhood is largely composed of connected streets fronted by Victorian housing, in places interspersed with 20th Century estates. This pattern is also reflected in the area immediately to the north of Prince of Wales Road to the west of the High Street. Further north however, and either side of mainline rail corridor, an extensive area of land is dedicated to employment uses. These range from large sheds for storage and distribution accessed off Regis Road, to converted factory buildings now occupied by numerous small creative businesses at Highgate Studios off Highgate Road.



Figure 5.38: Kentish Town / Tufnell Park Context Analysis



Figure 5.39: Kentish Town / Tufnell Park Historic Plan 1862

Historical development

Whilst Kentish Town's origins go back to the 13th Century development of the area began in earnest in the mid 19th Century. Plans from that period show Kentish Town Road, Highgate Road and Prince of Wales Road but with large undeveloped areas to either side.



Figure 5.40: Kentish Town / Tufnell Park Historic Plan 1890

The mainline railway severed the area and extensive sidings were created to the west of Kentish Town station. Whilst these sidings have now been removed the land has been retained as depots and for the development of the Regis Road estate.

Public transport accessibility

The area is served by Kentish Town West, Kentish Town and Tufnell Park stations with Gospel Oak to the west. Numerous buses run along Kentish Town Road and the PTAL along this route is 6a. It remains at 4-5 across the whole area.

Socio-economic issues

The area ranks as:

- Within the 20-30% most deprived areas in respect of Index of Multiple Deprivation with a n area to the east of the high street within the worst 10-20%;
- Tufnell Park is within the 10-20% most deprived in respect of Crime and Disorder
- Within the 10-20% most deprived in respect of income deprivation (east of high street – 20-30% elsewhere) and health and disability deprivation; and
- Within the 20-30% most deprived in respect of employment deprivation (parts).

Existing character

To the east of Highgate Road / Kentish Town Road the prevailing character is Victorian with a connected network of streets lined by terraces of Victorian properties. Whilst there have been some interventions along the route, Kentish Town Road, the main high street, remains Victorian in character with elegant terraces of shops and a fine grain frontage.

20th Century interventions in the Victorian fabric are concentrated in number of pockets; to the east of Kentish Town station, on Camden Road to the south and adjacent the London Overground railway line to the north. Generally the connected network of streets is retained in these locations with later development bringing different building forms and scales.



Figure 5.41: Kentish Town / Tufnell Park Character Areas

To the west of Highgate Road / Kentish Town Road the character is much less consistent with large areas of level land adjacent to the railway lines dedicated to storage and distribution uses and former factory buildings on Highgate Road now home to numerous creative industries at Highgate Studios. Sites at the edges of this zone are mixed in terms of use and built form and the area is lacking robustness or character.

Identity

Kentish Town Road is a clear focus for the area and is a vibrant and active High Street. The Victorian local centres at Tufnell Park and Brecknock Road are also nodes within the area. The factory buildings on Highgate Road provide a distinctive element on the approach into the centre from the north. There are a few tall post war residential buildings within the area, notably Monmouth House (13 storey) and the Police Station (8 storeys) to the west of the High Street.

Retaining character

The Victorian fabric provides a robust structure with properties fronting onto the residential streets. The character of these streets can be slowly eroded through paving over front gardens and changes to boundary conditions and this should be resisted. Equally the Victorian shops add to the character of the area providing an attractive fine grain fabric.

The former factory buildings on Highgate Road are also important to the character of the area and their setting could be enhanced through public realm interventions.



Opportunities for change

The depot and Regis Road sites represent one of the most significant opportunities to intensify development in the Borough. Together these sites offer a significant area of land and developed comprehensively could be delivered with new connections that would improve access to Gospel Oak to the west and link the two areas over the mainline rail tracks.

There are also several opportunities to intensify or reconfigure existing poorly integrated housing estates.



From top left, clockwise:

Highgate Studios; Kentish Town Road; Council Depot on Spring Place and homes on Kelly Street.

KT1 - Tufnell Park Centre



Typology: LOCAL CENTRES

Building type / age	Victorian shops with residential or other use above
Scale and massing	Typically 3 storey
Street character / building interface	Busy local centre with active uses at ground floor and buildings fronting directly onto the street
Interface with surrounding area	Well connected with wider street network
Public realm character	Footways in the centre are wide however the five way junction in the heart of the centre is difficult to cross. Shop front quality is varied and there are few street trees
Opportunity for improvements	LOW: Potential for public realm enhancement including upgrading poor shop fronts

KT2 - Fortress Road / Highgate Road



Typology: MIXED USE

Building type / age	Mix of Victorian houses and workplaces and later additions
Scale and massing	2-4 storey
Street character / building interface	Main streets with some shops, homes and institutional buildings. Buildings front the streets
Interface with surrounding area	Well connected with wider street network
Public realm character	Footways along these main routes are wide but the street lacks trees or other greenery along most of its length and shop fronts are unattractive in places
Opportunity for improvements	LOW: Potential for public realm enhancement including planting of street trees and upgrading of shop fronts



KT3 - Burghley Road

Typology: VICTORIAN TERRACES (LARGE)

05



Building type / age	Large Victorian terraced properties
Scale and massing	3 storey terraced properties
Street character / building interface	Properties provide a positive frontage to streets with small front and larger rear gardens
Interface with surrounding area	Well connected with wider street network
Public realm character	Properties are set behind front gardens with brick walls providing the boundary treatment. Lack of street trees and planting in front gardens
Opportunity for improvements	LOW: Resist loss of front gardens and introduce more street tree planting

KT4 - Ingestre Road Estate

Typology: POST-WAR ESTATES - LOW RISE



Building type / age	Post war residential estate of distinctive design
Scale and massing	2-3 storey low rise blocks and one 8 storey block
Street character / building interface	Illegible layout with unconventional streets that lack frontage. Many areas lack overlooking
Interface with surrounding area	Poorly integrated with wider area and hidden from view. Single point of vehicle access and isolated
Public realm character	Segregation of access between vehicles and pedestrians gives rise to extensive and unattractive hard paved areas
Opportunity for improvements	MEDIUM: Investment required in public realm and there may be potential to address urban design weaknesses or for infill development



KT5 - Carrol and Sanderson Close Estate

Typology: POST-WAR ESTATES - LOW RISE



Building type / age	1980's residential flatted blocks with shops at ground floor level fronting the street and houses to the rear
Scale and massing	2-3 storey linear blocks and short terraces of townhouses
Street character / building interface	Internally focused and provides poor frontage to streets
Interface with surrounding area	Poorly integrated with wider area
Public realm character	Rear servicing of shops impacts on the character of Carroll Close. Access to houses is shared with the depot to the south and feels inappropriate for a residential area
Opportunity for improvements	MEDIUM: Investment required in public realm and there may be potential to address urban design weaknesses

KT6 - Highgate Studios

Typology: FACTORY CONVERSIONS / STUDIOS



Building type / age	Substantial factories converted to studio space
Scale and massing	3-6 storey
Street character / building interface	Buildings provide positive frontage and enclosure to Highgate Road and are structured around courts to the rear
Interface with surrounding area	Well connected with wider street network but connections westward restricted by depot site and railway line
Public realm character	Inconsistent and uncoordinated public realm with some areas lacking investment. Hard environment with no trees
Opportunity for improvements	LOW: Area would benefit from a comprehensive and coordinated treatment of the public realm



KT7 - Kentish Town Depot (Murphy's Yard)

Typology: DISTRIBUTION / STORAGE



Building type / age	Sheds of various size within open depot site
Scale and massing	1-2 storey structures
Street character / building interface	Not applicable
Interface with surrounding area	Publicly inaccessible and provide major barrier to east west movement through the area
Public realm character	Some self-seeded trees on the margins of the area
Opportunity for improvements	HIGH: Opportunity for a comprehensive regeneration providing new development and enhancing connections to Gospel Oak to the west

KT8 - Regis Road Estate

Typology: DISTRIBUTION / STORAGE



Building type / age	Sheds of various size across estate
Scale and massing	Typically 1-2 storey structures
Street character / building interface	Accessed off Regis Road and a number of cul de sacs off this route
Interface with surrounding area	Single point of access off Kentish Town Road and area defined by rail lines to north and west
Public realm character	Streets are unwelcoming for pedestrians. Some self-seeded trees on the margins of the area
Opportunity for improvements	MEDIUM: Opportunity for a comprehensive regeneration providing new development and enhancing connections to Gospel Oak to the west



KT9 - Holmes Road / Spring Place

Typology: MIXED USE



Building type / age	A mix of building types, scales and uses ranging from substantial Victorian schools to employment sheds
Scale and massing	Typically 2-5 storey and is primarily employment focused
Street character / building interface	Most buildings front the streets but the area is fragmented and lacking in a defined character
Interface with surrounding area	Connects southwards and to the east and west but there are no connections northwards
Public realm character	Generally poor with narrow footways and lack of investment in the public realm
Opportunity for improvements	HIGH: This area is already seeing piecemeal change but this needs to be carefully managed to enhance the setting of the areas finer buildings and to retain potential for connections to KT8 to the north

KT10 - Kentish Town High Street

Typology: HIGH STREETS



Building type / age	Victorian shops with residential or other use above
Scale and massing	Typically 3-4 storey
Street character / building interface	Busy high street with active uses at ground floor and buildings fronting directly onto the street
Interface with surrounding area	Well connected with wider street network
Public realm character	Generally attractive but some visual clutter from street furniture and mixed quality of shop fronts. Pedestrian crossing facilities poor
Opportunity for improvements	LOW: Footway and crossing improvements and investment in shop fronts would enhance the street character



KT11 - Leighton Road Estates

Typology: EARLY 20TH CENTURY APARTMENT BLOCKS

05



Building type / age	Early 20th Century and post war estates
Scale and massing	3-6 storey early 20th Century blocks
Street character / building interface	Older blocks front the streets; post war blocks set within landscaped area
Interface with surrounding area	Well connected with wider street network
Public realm character	Blocks structured around large open grassed courtyards. Mature trees enhance the setting. Hard paved areas provide limited amenity
Opportunity for improvements	MEDIUM - investment required in public realm and there may be potential to address urban design weaknesses or for infill development

KT12 - Leighton Place

Typology: FACTORY CONVERSIONS / STUDIOS



Building type / age	Converted small scale factories / inter war homes
Scale and massing	3 storey with upper floors set-back / 2 storey homes
Street character / building interface	Buildings front directly onto quiet back streets
Interface with surrounding area	Well connected with wider street network
Public realm character	Buildings front directly onto narrow footways.
Opportunity for improvements	LOW



KT13 - Peckwater Estate

Typology: EARLY 20TH CENTURY APARTMENT BLOCKS



Building type / age	Early 20th Century apartment blocks
Scale and massing	4-8 storey with upper floors set-back
Street character / building interface	Blocks laid out to front onto a central landscaped space but also provide street frontage
Interface with surrounding area	Well connected with wider street network
Public realm character	Blocks structured around large open grassed courtyards. Mature trees enhance the setting.
Opportunity for improvements	LOW

KT14 - Oseney Crescent

Typology: POST-WAR ESTATES - MEDIUM/HIGH RISE



Building type / age	Post-war flatted residential blocks
Scale and massing	Typically 4 storey
Street character / building interface	Blocks front onto the street
Interface with surrounding area	Well connected with wider street network
Public realm character	Hedge defines the street boundary and mature trees add to the value of the streetscape. Car parking areas dominate space to the rear of blocks with grassed areas providing limited amenity
Opportunity for improvements	MEDIUM - investment required in public realm and there may be potential for infill development



KT15 - Torriano Estate

Typology: EARLY 20TH CENTURY APARTMENT BLOCKS

05



Building type / age	Early 20th Century apartment blocks
Scale and massing	4 storey
Street character / building interface	Blocks laid out to front onto a central landscaped space but also provide street frontage
Interface with surrounding area	Well connected with wider street network
Public realm character	Blocks structured around large open grassed courtyards. Mature trees enhance the setting.
Opportunity for improvements	LOW

KT16 - Brecknock Road Local Centre

Typology: LOCAL CENTRES



Building type / age	Victorian shops with residential or other use above
Scale and massing	Typically 3 storey with additional upper floor set-back
Street character / building interface	Busy local centre with active uses at ground floor and buildings fronting directly onto the street
Interface with surrounding area	Well connected with wider street network
Public realm character	Footways in the centre are narrow and the quality of the shop fronts varies.
Opportunity for improvements	LOW: Co-ordinated investment in shopfronts would enhance the street character



KT17 - Busby Place

Typology: LATE 20TH CENTURY ESTATES



Building type / age	Recent development of town houses and apartments
Scale and massing	Typically 3 storey with 6 storey blocks
Street character / building interface	Fronts onto surrounding streets and over Cantelowses Gardens but internal shared surface streets gated
Interface with surrounding area	Well connected with wider street network
Public realm character	Shared surface streets within the estate but space dominated by car parking. Cantelowses Gardens provides a well maintained park to the south
Opportunity for improvements	LOW

KT18 - Camden Road Villas

Typology: VICTORIAN VILLAS / LARGE HOUSE



Building type / age	Victorian villas / semi detached properties
Scale and massing	Typically 4 storey including semi-basement
Street character / building interface	Front onto Camden Road and match form in the Conservation Area opposite
Interface with surrounding area	Well connected with wider street network
Public realm character	Broad street but private frontages are often badly maintained and used for parking. Street lacks trees
Opportunity for improvements	LOW: Enhancements to frontages and introduction of street trees would enhance the streetscape



KT19 - Brecknock Road / Leighton Grove

Typology: VICTORIAN TERRACES (LARGE)

05



Building type / age	Large Victorian terraced properties
Scale and massing	Typically 3 storey terraced properties
Street character / building interface	Properties provide a positive frontage to streets with small front and larger rear gardens. Some workspace in backlands
Interface with surrounding area	Well connected with wider street network
Public realm character	Properties are set behind front gardens with brick walls providing the boundary treatment. Street trees and planting in front gardens enhances character
Opportunity for improvements	LOW: Resist loss of front gardens and introduce more street tree planting

KT20 - Camelot House

Typology: EARLY 20TH CENTURY APARTMENT BLOCKS



Building type / age	Early 20th Century flatted accommodation
Scale and massing	4 storey blocks with additional set back storey above
Street character / building interface	Blocks provide strong frontage to the street
Interface with surrounding area	Well connected with wider street network
Public realm character	The street boundary is defined by a hedge and green margin. Blocks are structured around a courtyard space. Mature trees enhance the character of this space
Opportunity for improvements	LOW





Building type / age	Substantial former warehouses mixed with Victorian housing and a school
Scale and massing	2-6 storey
Street character / building interface	Provides mixed frontage to main street. Parking on street
Interface with surrounding area	Well connected with wider street network
Public realm character	Narrow footways. Mature trees to the eastern side of the street
Opportunity for improvements	LOW



5.11 Chalk Farm / Camden Town North

Brief description

Chalk Farm is located at the western edge of this area which is defined to the north by Prince of Wales Road, to the east by Camden Road and to the south takes in land to the north of Camden Town underground station. The western edge of the area is defined by the mainline rail corridor out of Euston station.

The area is subdivided by infrastructure with three important routes through the Borough converging at Camden Town; Chalk Farm Road leading north-west and extending towards Belsize Park and Hampstead (this route splits at Chalk Farm to provide connections to Swiss Cottage), Kentish Town Road leading northwards and Camden Road north-east towards Finsbury Park. Rail infrastructure also impacts on the area with the mainline corridor to Euston a significant barrier to the west and the London Overground tracks passing overhead. The Regents Canal passes through Camden Town and is a further focus for activity.

The area is extremely diverse with parts of the historic street fabric retained in some areas but replaced in others by post-war estates laid out in a variety of forms that sometimes create additional barriers. Camden Town to the south is a vibrant and cosmopolitan town centre that draws people from across the city. The main routes leading to it, and in particular Chalk Farm Road, also provide focus and activity.



Figure 5.42: Chalk Farm / Camden Town North Context Analysis

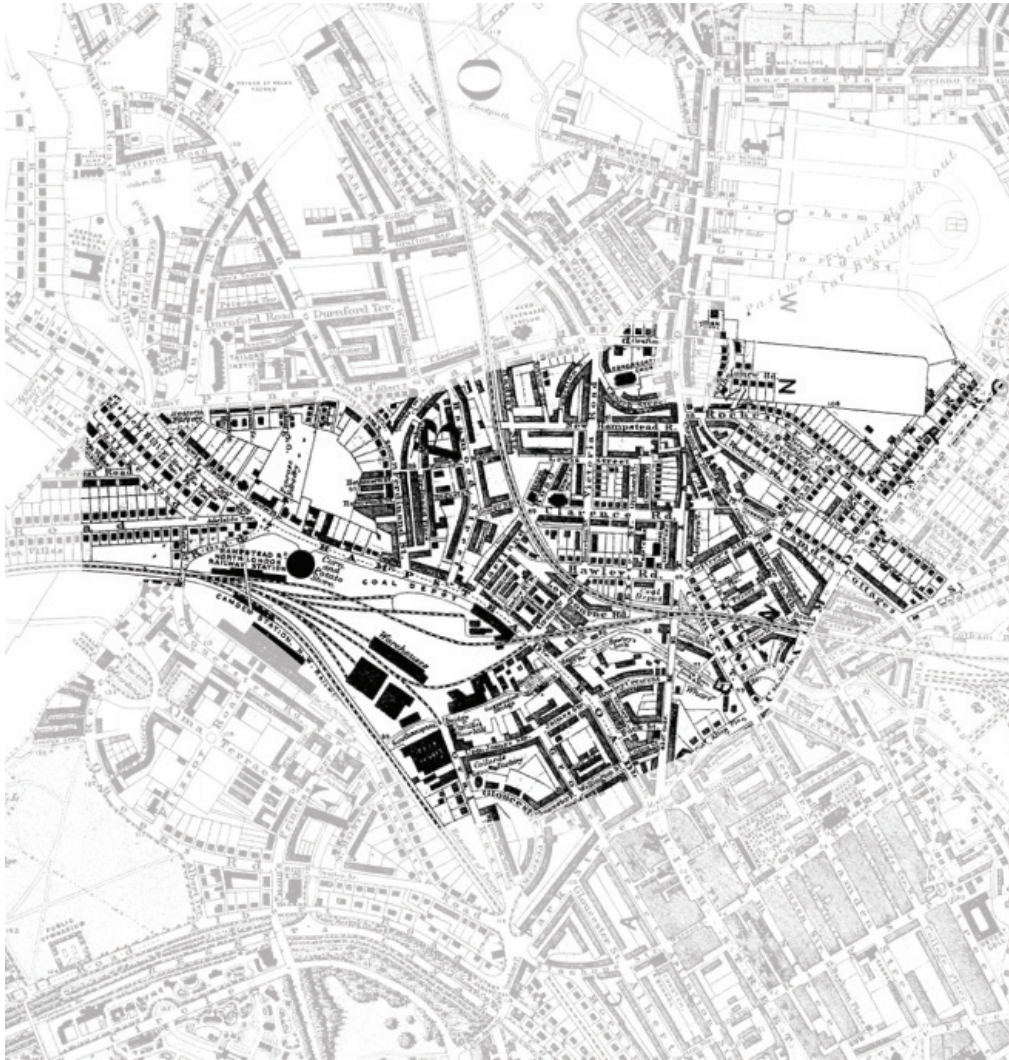


Figure 5.43: Chalk Farm / Camden Town North Historic Plan 1862

Historical development

In 1800 the area was open fields and change came about following the opening of the Regents Canals in 1820 and the Euston mainline in 1837. At one point Chalk Farm was considered as the terminus for this rail line but this was extended to Euston. An extensive goodsyard was however created at Chalk Farm. Through the 19th Century a grid of streets was constructed across the area. In places this appeared chaotic with the converging of numerous routes creating awkward shaped blocks.



Figure 5.44: Chalk Farm / Camden Town North Historic Plan 1890

The area has always had a cosmopolitan feel attracting Irish settlers in the 19th Century, and Greek Cypriot in the post-war period. Until the 1970's with the emergence of the Camden Markets the area was not considered fashionable and housing here was of a poorer quality than in many other parts of the Borough.

The area was heavily bombed in WWII and post war redevelopment has changed the structure in places. The goodsyard has been developed with a foodstore and housing.

Public transport accessibility

The area benefits from good public transport accessibility and has a PTAL of 5-6a. There are three stations in the area Chalk Farm, Camden Town and Camden Road and frequent bus services.

Socio-economic issues

The area is one of the most deprived in the Borough and ranks as:

- Within the 10% most deprived areas in respect of Index of Multiple Deprivation;
- Within the 10% most deprived areas in respect of crime and disorder;
- Within the 10% most deprived in respect of income deprivation and health and disability deprivation; and
- Within the 10-20% most deprived in respect of employment deprivation.

Existing character

The areas character is mixed with remnants of the Victorian fabric sitting alongside early 20th Century and post-war estates.

The mixed nature of the area is also apparent along Chalk Farm Road and within Camden Town. A substantial portion of the main street is lined with Victorian buildings. These are modest in both scale and detail being much simpler and less elegantly detailed than in many areas of the Borough to either the north or south. Similarly Victorian homes in this area are amongst the smallest and most plain in the Borough.

The character of the areas residential estates varies and includes a number that are distinctive including the Ferdinand Street Estate (substantial early 20th Century blocks) and the recently refurbished Denton Estate (with buildings arranged in a hexagonal plan arrangement).

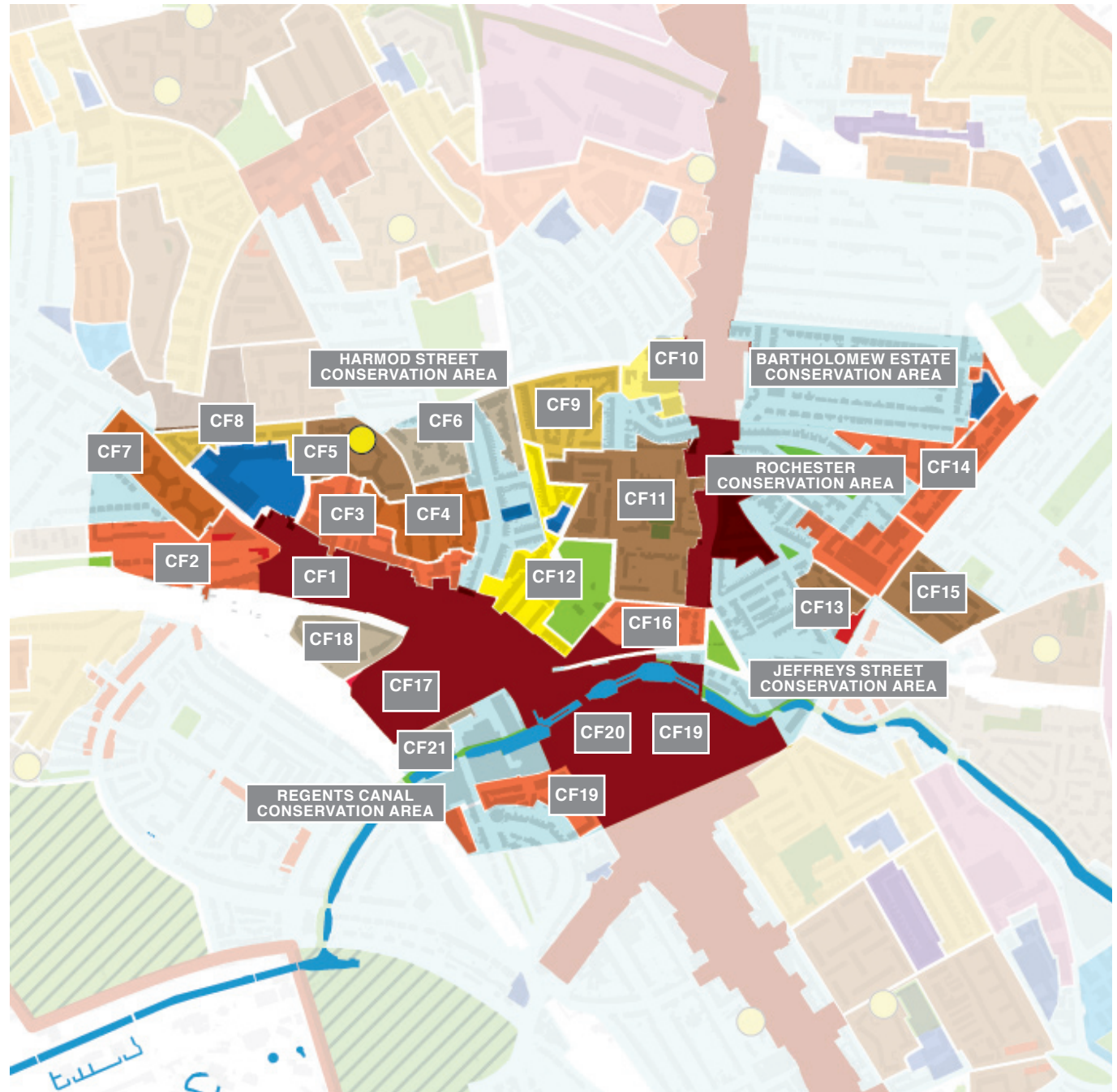


Figure 5.45: Chalk Farm / Camden Town North Character Areas

The southern portion of the area is distinctively different in character being composed of more urban mixed use blocks in Camden Town Centre and around the canal at Camden Lock.

Identity

The main streets deliver a strong identity to the area; Chalk Farm Road as a Victorian High Street and Camden High Street and the adjacent Camden Lock and associated markets which have a draw and appeal that extends well beyond the area. Other notable buildings include the Roundhouse on Chalk Farm Road.

Retaining character

The area includes a number of elements with distinctive character particularly within its centres. This character is derived in the main from the uses of the space however the built form allows this to happen.

Opportunities for change

Camden Town is already experiencing change with several new buildings constructed within its cosmopolitan centre. There are further opportunities on sites on the main corridors into the centre notably Chalk Farm Road and Camden Road and sites immediately to the rear of these streets would benefit from new development. Some uses including a large footprint foodstore on the former goodsyard are incongruous and some post-war estates would benefit from remodeling.



From top left, clockwise:

Post-war development on Castle Street; Camden High Street; Denton Estate on Prince of Wales Road; development on Camden Road and Victorian properties on Grafton Crescent.

CF1 - Chalk Farm Road

Typology: HIGH STREETS

05



Building type / age	Victorian shops with residential or other use above. Some office buildings and vacant plots close to the station
Scale and massing	Typically 3 storey with upper floors set-back
Street character / building interface	Busy high street with active uses at ground floor and buildings fronting directly onto the street
Interface with surrounding area	Well connected with wider street network
Public realm character	Generally attractive but some visual clutter from street furniture and mixed quality of shop fronts. Street trees add to character
Opportunity for improvements	MEDIUM: Some potential infill development sites close to the station. Investment in shop fronts would enhance the street character

CF2 - Adelaide Road East

Typology: MIXED RESIDENTIAL



Building type / age	Mix of types from flatted blocks to houses
Scale and massing	2-5 storeys
Street character / building interface	Positive frontages to most streets
Interface with surrounding area	Links southwards are constrained by the railway line
Public realm character	Narrow footways leading to a pedestrian only bridge across the railway tracks to Primrose Hill
Opportunity for improvements	LOW



CF3 - Chalk Farm Road backlands

Typology: MIXED USE



Building type / age	Mix of properties to rear of main street
Scale and massing	2-4 storey
Street character / building interface	Fragmented built form to the rear of main street with good frontage in some places but poor in others
Interface with surrounding area	Well connected with main street but east west movement disjointed
Public realm character	Generally narrow footways in minor streets. mature trees add to character in places
Opportunity for improvements	MEDIUM: Some potential for infill

CF4 - Ferdinand Street Estate

Typology: EARLY 20TH CENTURY APARTMENT BLOCKS



Building type / age	Early 20th Century flatted blocks
Scale and massing	8 storey blocks aligned north south
Street character / building interface	Blocks set within landscaped estate with mature trees and front the main streets
Interface with surrounding area	Well connected with wider street network
Public realm character	Well landscaped courtyards between blocks and benefitting from mature trees
Opportunity for improvements	LOW



CF5 - Denton Estate

Typology: POST-WAR ESTATES - MEDIUM/HIGH RISE

05



Building type / age	Post-war flatted estate, recently refurbished
Scale and massing	Interlinked 4 storey blocks with 18 storey tower
Street character / building interface	Buildings set within and enclose two landscaped courtyards. Poor frontage to surrounding streets
Interface with surrounding area	Distinctive built form within surrounding area and creates a barrier to movement through the immediate area
Public realm character	Blocks wrap around and enclose a series of courtyard spaces
Opportunity for improvements	LOW: The estate has recently been refurbished

CF6 - Forge Place / Mutton Place / Chase Mews

Typology: LATE 20TH CENTURY ESTATES



Building type / age	Late 20th Century brick built residential blocks
Scale and massing	4 storey blocks
Street character / building interface	Conventional streets replaced by a series of interconnected courtyards but front and back conflicts
Interface with surrounding area	Connections through the area are not legible and east west movement restricted to main streets
Public realm character	Blocks are arranged around a series of hard and soft landscaped courtyards. Mature trees add to the character
Opportunity for improvements	LOW



CF7 - Eton Rise



Typology: EARLY 20TH CENTURY APARTMENT BLOCKS

Building type / age	Early 20th Century flatted blocks
Scale and massing	6 storey blocks arranged in distinctive extended X form
Street character / building interface	Blocks set within landscaped estate with mature trees and enclose courtyard gardens
Interface with surrounding area	Blocks are a barrier to east west movement but are well connected with wider street network
Public realm character	Blocks set within a green landscaped setting with mature trees adding the character of the area
Opportunity for improvements	LOW

CF8 - Prince of Wales Road West



Typology: VICTORIAN TERRACES (LARGE)

Building type / age	Terrace of Victorian houses; eastern end listed
Scale and massing	3 storey with upper floors set-back
Street character / building interface	Properties front street and form a strong building line set back a short distance back from footway
Interface with surrounding area	Prince of Wales Road is a well connected street but connections southwards are restricted by School
Public realm character	Properties are set behind front gardens with brick walls providing the boundary treatment. A few street trees and planting in front gardens adds to character of street
Opportunity for improvements	LOW: Resist loss of front gardens and introduce more street tree planting



CF9 - Grafton Crescent

Typology: VICTORIAN TERRACES (LARGE)

05



Building type / age	Victorian terraced properties
Scale and massing	3 storey with additional upper floors set-back
Street character / building interface	Properties front street and form a strong building line set back a short distance back from footway
Interface with surrounding area	Well connected with wider street network
Public realm character	Properties are set behind front gardens with brick walls providing the boundary treatment. A few street trees and planting in front gardens adds to character of street
Opportunity for improvements	LOW: Resist loss of front gardens and introduce more street tree planting

CF10 - Prince of Wales Road East

Typology: VICTORIAN MANSION BLOCKS



Building type / age	Victorian mansion blocks and institutional buildings
Scale and massing	Substantial 3-4 storey buildings
Street character / building interface	Buildings front the street and are located at the back of footway but few entrances
Interface with surrounding area	Well connected with wider street network
Public realm character	Buildings are located at back of footway and so limited space for anything but footways. Mature trees add to street character
Opportunity for improvements	LOW: Important to retain mature trees in any otherwise hard streetscape



CF11 - Castlehaven Road

Typology: POST-WAR ESTATES - MEDIUM/HIGH RISE



Building type / age	Post-war flatted estates
Scale and massing	Typically 3- 4 storey but rising to 8 storeys in places
Street character / building interface	Residential blocks structured around a number of open courtyards. Some streets lack frontage
Interface with surrounding area	Varied built form and lack of a coherent public realm strategy makes the area feel fragmented
Public realm character	Wide streets and generous open courtyard areas within estates however spaces lack interest or amenity. Some mature trees but not many on Castlehaven Road
Opportunity for improvements	MEDIUM: Investment required in public realm and there may be potential to address urban design weaknesses or for infill development

CF12 - Hartland Road

Typology: VICTORIAN TERRACES (SMALL)



Building type / age	Smaller residential terraces - mostly Victorian
Scale and massing	Typically 2 storey with additional upper floors set-back
Street character / building interface	Quiet residential streets with properties providing positive frontage. Parking on street. Some properties with painted facades adding to character
Interface with surrounding area	Well connected with wider street network
Public realm character	Properties are set behind front gardens with brick walls providing the boundary treatment. Street trees and planting in front gardens adds to character of street
Opportunity for improvements	LOW: Street tree planting recently introduced. Resist loss of front gardens



CF13 - Foster / Bernard Shaw Courts

Typology: POST-WAR ESTATES - MEDIUM/HIGH RISE

05



Building type / age	Post-war residential flatted estate
Scale and massing	4 storey linear blocks
Street character / building interface	Buildings set back from street behind railings and main access from internal courtyard
Interface with surrounding area	Well connected with wider street network
Public realm character	Grassed area either side of blocks but offers little amenity value. Street trees add to the character of the streets
Opportunity for improvements	MEDIUM: Investment required in public realm and there may be potential to address urban design weaknesses

CF14 - Camden Road North

Typology: MIXED USE



Building type / age	Mix of residential blocks mews houses and other uses
Scale and massing	2-4 storey
Street character / building interface	Fragmented frontage on approach into Camden Town. Mixed frontage condition on back streets
Interface with surrounding area	Fragmented area with undefined character on the approach into Camden. Network of connected streets
Public realm character	Public green space on Rochester Place junction but offering little amenity value. Very narrow footways on side streets and highway cobbled
Opportunity for improvements	HIGH: Area is disjointed and offers potential for careful restructuring to improve the character and address urban design weaknesses



CF15 - Rochester Square

Typology: POST-WAR ESTATES - MEDIUM/HIGH RISE



Building type / age	Post-war residential flatted estate
Scale and massing	6 storey blocks
Street character / building interface	Blocks set within landscaped estate with mature trees. Frontage to streets generally poor
Interface with surrounding area	Well connected with wider street network but railway line restricts movement southwards
Public realm character	Blocks set within grassed areas with mature trees. Boundary defined by a well maintained hedge and railings. Hard paved areas are however basic
Opportunity for improvements	LOW: Potential for investment to enhance the public realm

CF16 - Hawley Road

Typology: MIXED USE



Building type / age	Victorian homes and low grade employment
Scale and massing	Typically 2 storey with an additional upper floors set-back
Street character / building interface	Hawley Road frontage in poor condition and lack of frontage to access road to rear
Interface with surrounding area	Railway line creates a barrier to the south but close to Camden Town centre
Public realm character	Basic and lacking in investment. Some mature trees
Opportunity for improvements	HIGH: A number of properties clearly earmarked for demolition and potential for redevelopment



CF17 - Morrisons Supermarket

Typology: BIG BOX RETAIL

05



Building type / age	Large foodstore with car park
Scale and massing	Large 'shed' within car park
Street character / building interface	Poor interface with surrounding area
Interface with surrounding area	Incongruous built form in this location and combined with rail tracks is a barrier to north south movement
Public realm character	Large surface car park and highway layout that is unattractive for walking or cycling
Opportunity for improvements	MEDIUM: Potential to remodel and intensify to create a more urban model befitting of the wider area

CF18 - Juniper Crescent

Typology: LATE 20TH CENTURY ESTATES



Building type / age	Late 20th Century residential scheme providing flats and town houses
Scale and massing	2-4 storey terraced houses and apartments
Street character / building interface	Gated scheme focused on an internal courtyard, presents rears to access road
Interface with surrounding area	Sandwiched between railway lines and poorly connected with wider area
Public realm character	Internally high quality public realm scheme but externally areas are bleak and lack overlooking
Opportunity for improvements	LOW: Setting could be enhanced through changes on site CF17 and a subsequent less defensive interface



CF19 - Jamestown Road / Hawley Crescent

Typology: MIXED USE



Building type / age	Mixed use street providing office and residential uses
Scale and massing	Varies from 2-6 storey
Street character / building interface	Active street with mixture of buildings of different eras style and grain providing active frontage to the street
Interface with surrounding area	Well connected with wider street network but north-south movement restricted by canal and adjacent buildings
Public realm character	Footways narrow and streetspace dominated by carriageway. Few street trees
Opportunity for improvements	ALREADY HAPPENING: Significant development in this area in recent years and ongoing. Further investment in the public realm would benefit the area

CF20 - Camden High Street

Typology: HIGH STREETS



Building type / age	Victorian shops with residential or other use above
Scale and massing	3-4 storey terraces of small properties
Street character / building interface	Busy street with active uses at ground floor and buildings fronting directly onto the street. Distinctive character through distinctive shop design
Interface with surrounding area	Well connected with wider street network
Public realm character	The area is one of the most vibrant parts of London with shops and people spilling out onto the footways
Opportunity for improvements	LOW: Public realm improvements carried out recently to widen footways and reduce impact of traffic. Street trees also introduced





Building type / age	Contemporary waterfront residential
Scale and massing	3-4 storey properties laid out as terracss
Street character / building interface	Buildings front shared surface streets and courtyards
Interface with surrounding area	Connected southward to Camden Town but railway lines and foodstore restrict movement in other directions
Public realm character	High quality public realm scheme using granite setts and stone paving however the are lacks soft landscape
Opportunity for improvements	LOW: Potential to introduce more tree planting in the area



5.12 Camden Town South

Brief description

Camden Town South is defined by Camden High Street to the west, Crowndale Road / Somers Town to the south, the mainline rail corridor from St Pancras station to the east and Agar Grove to the north.

The western part of the area is laid out in a gridded pattern with the main routes north-south connecting Camden Town towards Euston Road and central London to the south. The eastern part of the area is fractured by infrastructure including the rail lines emanating from St Pancras mainline station and the Regents Canal. The London Overground line from Caledonian Road to Camden Road crossing east-west creates a further barrier to movement through the area.

The infrastructure has a major impact on the area isolating some parts. In places employment uses adjacent to this infrastructure reduces access and permeability further. This is particularly apparent in the eastern portion of the area where accessibility to the canal is restricted by large sheds, depots and by the St Pancras Hospital. Housing to the east is sandwiched between the canal and by storage and distribution facilities on Camley Street.

Much of the historic fabric has been replaced by post-war estates and some of these are laid out in a manner that restricts movement further and creates a fragmented urban fabric.



Figure 5.46: Camden Town South Context Analysis



Figure 5.47: Camden Town South Historic Plan 1862

Historical development

In 1800 the area was open fields and change came about following the opening of the Regents Canals in 1820, the Euston mainline in 1837 and St Pancras main line in 1868. A grid of streets was established across the western portion of the area, however the eastern portion was primarily utilised to support the new rail infrastructure with extensive goods yards and coal depots.



Figure 5.48: Camden Town South Historic Plan 1890

The area was heavily bombed in WWII and post-war redevelopment has introduced several residential estates where rows of terraced properties once stood with the loss of some connected streets.

In later years rail land has been developed with the Maiden Lane estate on a former coal depot, and housing and employment uses to either side of Camley Street on the site of goods and coal yards.

Public transport accessibility

The western part of the area benefits from good public transport accessibility and has a PTAL of 5-6a. There are three stations in the area Mornington Crescent, Camden Town and Camden Road and frequent bus services. However accessibility for areas to the east falls to level 1b to 3.

Socio-economic issues

The area is one of the most deprived in the Borough and ranks as:

- Within the 10% most deprived areas in respect of Index of Multiple Deprivation;
- Within the 10% most deprived in respect of income deprivation and health and disability deprivation; and
- Within the 10-20% most deprived in respect of employment deprivation.

Existing character

The western portion of the area is structured on a grid of streets with Victorian development still evident on the northerly portion and a number of post-war estates on the southern portion. These estates are laid out on larger blocks and are of greater scale than the Victorian housing typically 4-6 storeys rather than 3 storeys. Interspersed with the Victorian housing are a number of substantial and impressive Victorian factories now converted to workspace. This area is integrated into Camden Town through a permeable network of streets.

To the east, and either side of the canal, the environment is less well integrated and poorly planned. Employment uses remain alongside the canal to the west side and these limit access; to the east the opportunity to create waterside living has not been fully exploited and this area has been developed with relatively low density inward looking housing.

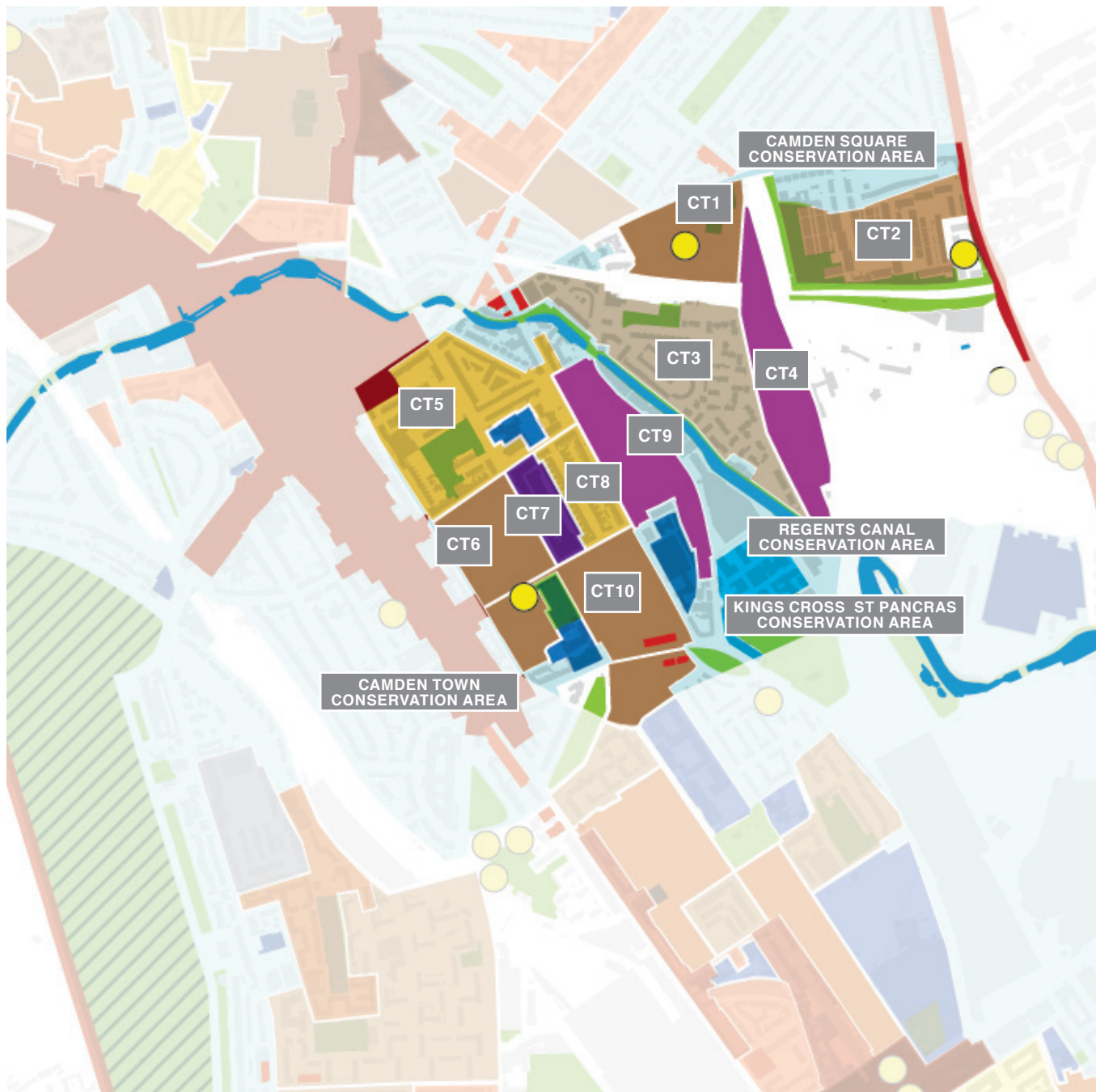


Figure 5.49: Camden Town South Character Areas

Further north Agar Grove and Maiden Lane Estates are isolated by both railway infrastructure and their internalised layouts.

Identity

This area turns to Camden Town for its centre. The former Victorian factories on Camden Street together with All Saints Greek Orthodox Church are the most notable buildings and help to provide identity. The canal feels like an underutilised asset.

Retaining character

The Victorian fabric provides a robust structure with properties fronting onto the residential streets. The character of these streets can be slowly eroded through paving over front gardens and changes to boundary conditions and this should be resisted.

The post-war estates provide a variety of models some of which function better than others. Estate regeneration is taking place in some areas and this seeks to remodel areas that work least well, replacing poorer homes and enhancing connections and animation of these connections. Where buildings are retained the simplicity of forms and the design aspiration that this embodies should be retained.

Opportunities for change

The larger space hungry employment sites on Camley Street and St Pancras Way offer opportunity to intensify development within this area and this could be promoted in conjunction with improvements in connectivity and public transport accessibility. Several post-war estates are laid out in a manner that exacerbates the poor connectivity in parts of the area. These could be remodeled or redeveloped to create a better functioning neighbourhood.



From top left, clockwise:

New development overlooking the canal; Victorian buildings on Camden Street; modest homes adjacent the canal; post-war development on Pratt Street and housing at Agar Grove.

CT1 - Agar Grove Estate

Typology: POST-WAR ESTATES - MEDIUM/HIGH RISE



Building type / age	Post-war residential flatted estate
Scale and massing	Typically 4 storey blocks with 18 storey tower
Street character / building interface	Blocks set within a landscaped estate and with poor interface with street
Interface with surrounding area	Connectivity through the estate lacks legibility and movement restricted by rail lines to south and east
Public realm character	Blocks are set within open grass areas but these offer limited amenity. Some mature trees
Opportunity for improvements	HIGH: Potential to remodel estate and to intensify the site. Planning permission granted for redevelopment (see application 2013/8088/P)

CT2 - Maiden Lane Estate

Typology: POST-WAR ESTATES - LOW RISE



Building type / age	Distinctive modernist residential flatted estate built in the late 1970's
Scale and massing	2- 4 storey blocks laid out as north-south terraces
Street character / building interface	Blocks front internal streets but layout is illegible. Poor interface with York Way to the east
Interface with surrounding area	Estate only accessible from two points and acts as a barrier to movement through the area.
Public realm character	Network of paved routes link internal spaces within the estate. Few street trees
Opportunity for improvements	MEDIUM: Former employment site on York Way being developed. Potential for some remodelling



CT3 - Barkers Drive

Typology: LATE 20TH CENTURY ESTATES

05



Building type / age	Late 20th Century residential estate
Scale and massing	2-4 storey houses and flats
Street character / building interface	Homes accessed off a series of cul de sacs and housing courts. Front and back conflicts
Interface with surrounding area	Illegible network of streets. Railway line, canal and employment areas restrict connections and integration
Public realm character	Street design depends on role with shared surface minor routes well landscaped; main routes are less attractive. Public realm needs renewal in places
Opportunity for improvements	LOW: Some investment required in public realm. Could take better advantage of views of canal

CT4 - Camley Street

Typology: INDUSTRIAL ESTATE



Building type / age	Small and medium scale industrial and storage sheds
Scale and massing	Single storey sheds
Street character / building interface	Poor frontage to street
Interface with surrounding area	Accessed off north-south Camley Street but east-west movement restricted by rail line to the east
Public realm character	Unattractive hardstandings
Opportunity for improvements	HIGH: Potential to redevelop the area to intensify uses and enhance environment although connections to Camden Town are limited



CT5 - Pratt Street North

Typology: VICTORIAN TERRACES (LARGE)



Building type / age	Terraces of Victorian homes, some listed
Scale and massing	Typically 3 storey
Street character / building interface	Buildings provide positive interface with street. Some workspace in backlands. On street parking
Interface with surrounding area	Well connected with wider street network
Public realm character	Properties are set behind front gardens with railings providing the boundary treatment. Street trees and planting in front gardens adds to character of street
Opportunity for improvements	LOW: Resist loss of front gardens and introduce more street tree planting

CT6 - Curnock Street Estate

Typology: POST-WAR ESTATES - MEDIUM/HIGH RISE



Building type / age	Post-war residential flatted estates
Scale and massing	4-6 storey blocks
Street character / building interface	Blocks arranged around internal courts with mature trees. Frontage to main streets but internal; layout confusing
Interface with surrounding area	Contrasts with surrounding built form and barrier to movement as estate is impenetrable
Public realm character	Public realm in need of investment but mature trees and planting enhance the character
Opportunity for improvements	MEDIUM: Investment required in public realm and there may be potential to address urban design weaknesses



CT7 - Mandela Street

Typology: CONVERTED FACTORIES / STUDIOS

05



Building type / age	Turn of the Century factories converted to studios
Scale and massing	4-5 storey but high floor to ceilings
Street character / building interface	Substantial buildings on the main street corners and employment space fronting onto mews street to the rear
Interface with surrounding area	Well connected with wider street network
Public realm character	High quality public realm treatment with street street recently introduced
Opportunity for improvements	LOW: Public realm recently enhanced

CT8 - College Place

Typology: VICTORIAN TERRACES (LARGE)



Building type / age	Terraces of Victorian homes
Scale and massing	Typically 3 storey. On street car parking
Street character / building interface	Buildings provide positive interface with street.
Interface with surrounding area	Well connected with wider street network but movement eastwards constrained by uses and canal
Public realm character	Properties are set behind front gardens with low walls providing the boundary treatment. Street trees and planting in front gardens adds to character of street
Opportunity for improvements	LOW: Resist loss of front gardens and introduce more street tree planting



CT9 - St Pancras Way

Typology: INDUSTRIAL ESTATE



Building type / age	Small scale industrial sheds and depot site
Scale and massing	Single storey
Street character / building interface	Internally focused and providing no frontage to the surrounding streets
Interface with surrounding area	Incongruous use adjacent residential uses and the canal
Public realm character	Basic footways and hardstandings
Opportunity for improvements	HIGH: Potential to redevelop site for mixed-use and to improve connectivity between Camden Town and Camley Street / King Cross

CT10 - Camden Street Estates

Typology: POST-WAR ESTATES - MEDIUM/HIGH RISE



Building type / age	Post-war brick built residential estates
Scale and massing	Typically 4 storey
Street character / building interface	Blocks structured around internal courts and entrances internalised resulting in a lack of direct frontage to the street
Interface with surrounding area	Well connected with wider street network but movement eastwards constrained by uses and canal
Public realm character	Blocks structured around courtyards but amenity value of spaces is poor. Public realm needs investment
Opportunity for improvements	MEDIUM - investment required in public realm and there may be potential to address urban design weaknesses



5.13 Somers Town

Brief description

The Somers Town area is defined by Euston Road to the south, Eversholt Street and Euston Station to the west, Crowndale Road to the north and Midland Road and St Pancras station to the east. Whilst the area is extremely central it is sandwiched between two mainline rail stations and this restricts wider east-west movement.

The area is laid out as a grid of streets and is largely residential however towards Euston Road substantial hotel and office buildings create a contrasting character. The British Library opened in 1997 and the Francis Crick Institute, currently under construction immediately to the north on Ossulston Street, are large scale structures that change the character of the area.

Chalton Street provides local services and a street market on Fridays and this street is the focus for the neighbourhood however connections northwards are restricted by the form of the post-war blocks at Crowndale Road.

Residential properties range from robust early 20th century blocks to lower density post war estates.



Figure 5.50: Somers Town Context Analysis



Figure 5.51: Somers Town Historic Plan 1862

Historical development

Somers Town was initially laid out in the late 18th Century on former market gardens but the arrival of the railways in the 19th century led to an influx of labourers working on construction of the railways and the quality of the housing that was built deteriorated. The later construction of St Pancras station led to demolition of some street blocks. By the turn of the century the area was considered to have some of the worst slum housing in London and many were cleared to deliver new blocks.



Figure 5.52: Somers Town Historic Plan 1890

Heavy bombing in the war resulted in further change and parts of the area have been developed with estates.

Somers Town illustrates the history of social housing in the UK with Origin Housing / Sidley Street the first Housing Association development in the country and presenting a fine example of pre-war social housing and well known for its characterful sculptures and decoration.

Public transport accessibility

The area has good accessibility to mainline stations and is PTAL 6a across all but the northernmost part of the area where it drops to level 3-4.

Socio-economic issues

The area is one of the most deprived in the Borough and ranks as:

- Within the 10% most deprived areas in respect of Index of Multiple Deprivation;
- Within the 10% most deprived in respect of income deprivation
- Within the 10% most deprived in respect health and disability deprivation (part – 20-30% elsewhere); and
- Within the 10-20% most deprived in respect of employment deprivation.

Existing character

Little of the early historic fabric remains within this area and much of what is seen today derives from the early 20th Century. Robust blocks of flats structured around courtyard gardens can be found around Werrington and Chalton Street. The latter street forms the focus of the area with shops along its length and a regular street market. The historic character is recognised through part of the area being designated as Conservation Area and Ossulton Estate has been listed.

Within the area there are also a number of post-war estates of varying forms. Mayford Estate and Oakshott Court in particular are experimental in form.

The area is sandwiched between Euston and St Pancras mainline stations and as a result there is very little east-west movement through the area. There is a sense that Somers Town is tucked away behind the larger scale office and hotels and institutions on Euston Road. Given its central location it feels very quiet.

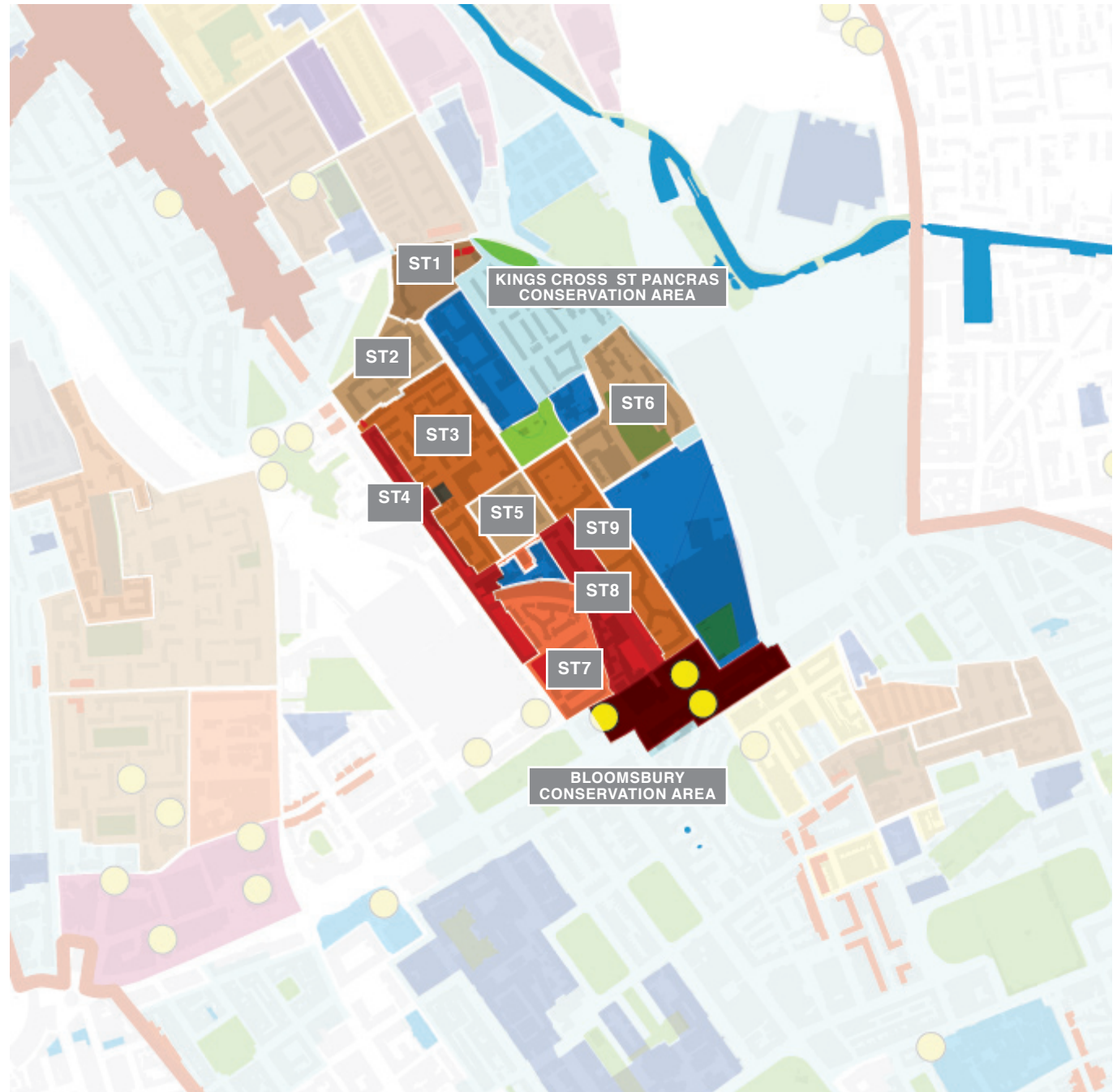


Figure 5.53: Somers Town Character Areas

Identity

The British Library is located to the south-east of the area and immediately to the rear of this, The Francis Crick Institute is under construction. This building will create an additional focus, open up a new route through the area and bring more people.

Further north on the edge of the area two London Squares, Oakley Square and Goldington Crescent provide contrasting spaces. Goldington Crescent is fronted by elegant Victorian buildings including the impressive St Pancras Hospital. Oakley Square is less well enclosed with the Mayford Estate to the south providing a poor frontage. Open spaces are important to the character of the area and both spaces benefit from mature trees. This is a feature of the neighbourhood as a whole, with many of its streets tree lined. There are however opportunities for improvements to the public realm.

Beyond this the identity of the area is strengthened by the early 20th Century blocks on Werrington and Chalton Street and by its market.

Retaining character

The early 20th Century estates provide a robust building form that is in single ownership. This allows control and management of the building fabric and ensures that a consistent approach can be taken to maintenance of the common areas and to door and window furniture essential to retaining their character.

Opportunities for change

Considerable change is taking place in adjacent areas (Euston and Kings Cross are both growth areas) and the construction of the Crick Institute will start to shift the character of this neighbourhood.



Parts of the area are robust, others feel very low density given the central location and there may be opportunities to address urban design weaknesses.

Connections northwards are important for the wider functioning of the Borough. The north-south routes through Somers Town are important linkages to facilitate this. In places, notably Chalton and Charrington Street, routes are blocked by the form of existing development. Ways to improve this should be investigated.

Should HS2 and Crossrail 2 proceed the construction stages are likely to have impacts on Somers Town.

From top left, clockwise:

The Somers Town Coffee House on Chalton Street; substantial blocks on Ossulston Street; blocks on Werrington Street and Oakshott Court.

ST1 - Godwin / Crowndale Court

Typology: POST-WAR ESTATES - MEDIUM/HIGH RISE

05



Building type / age	Post-war residential flatted estate
Scale and massing	6-8 storey blocks
Street character / building interface	Substantial blocks fronting onto Crowndale Road with communal garden areas to the rear
Interface with surrounding area	Main north-south routes through Somers Town lead to here but do not connect to Crowndale Road
Public realm character	Blocks wrap around substantial internal courtyards with mature trees. Boundary is defined by a railing and planting to the north
Opportunity for improvements	LOW

ST2 - Mayford Estate

Typology: POST-WAR ESTATES - LOW RISE



Building type / age	Post-war residential flatted estate
Scale and massing	3-4 storey blocks
Street character / building interface	Internalised gated estate with poor relationship to wider area and providing no frontage to Oakley Square Gardens
Interface with surrounding area	Estate provides a barrier to north south movement and its form contrasts with that of the surrounding area
Public realm character	Blocks wrap around open green areas but there are few significant trees. Separation of vehicle and pedestrian movement creates a number of unattractive areas of hardstanding.
Opportunity for improvements	MEDIUM: Investment required in public realm and there may be potential to address urban design weaknesses or for infill development



ST3 - Werrington Street

Typology: EARLY 20TH CENTURY APARTMENT BLOCKS



Building type / age	Early 20th Century flatted residential blocks
Scale and massing	Typically 4-5 storey with additional upper floor set-back
Street character / building interface	Blocks front directly onto streets and create a positive interface
Interface with surrounding area	Well connected with wider street network but Euston Station is a barrier to movement westwards
Public realm character	A low wall and railing with planted margin provides the boundary to street. Streets broad and attractive particularly where there are street trees
Opportunity for improvements	LOW: Introduction of further street trees would enhance the streetscape

ST4 - Eversholt Street Local Centre

Typology: MIXED USE



Building type / age	Victorian terrace with some active uses
Scale and massing	Typically 3 storey
Street character / building interface	Properties front directly onto this north-south street
Interface with surrounding area	Well connected with wider street network but Euston Station is a barrier to movement westwards
Public realm character	Wide footways but frontages lack planting and there are few street trees
Opportunity for improvements	LOW: Private frontages could be enhanced and street trees introduced



ST5 - Oakshott Court

Typology: POST-WAR ESTATES - LOW RISE

05



Building type / age	Post-war residential estate of flats and houses
Scale and massing	Steps upwards from 1 to 4 storeys from SW corner
Street character / building interface	Internalised streets with poor frontage condition
Interface with surrounding area	Estate contrasts with the surrounding built form
Public realm character	Generally hard spaved routes but with a grassed space to the south west corner but this offers limited amenity value. Mature trees on Werrington Street are an asset
Opportunity for improvements	MEDIUM: Investment required in public realm and there may be potential to address urban design weaknesses or for infill development

ST6 - Coopers Lane Estate

Typology: POST-WAR ESTATES - LOW RISE



Building type / age	Post-war residential estate of flats and houses
Scale and massing	2 to 4 storey terraces.
Street character / building interface	Internalised layout of cul de sacs that relate poorly to the surrounding street pattern
Interface with surrounding area	Estate contrasts with the surrounding built form. St Pancras station and rail lines are a barrier to eastward movement
Public realm character	Buildings look over semi-private parking streets and courtyards and an open grassed public space is located to the south west. The area benefits from mature trees
Opportunity for improvements	MEDIUM: There may be potential to address urban design weaknesses or for infill development



ST7 - Drummond Crescent / Churchway

Typology: MIXED USE



Building type / age	Mix of building types both residential and employment
Scale and massing	Typically 4-6 storeys
Street character / building interface	Generally buildings front the street but some employment uses impact on residential accommodation
Interface with surrounding area	Area is badly connected with surroundings and lacks a clear character and structure
Public realm character	Variable with narrow footways in places. Some mature trees add character
Opportunity for improvements	HIGH: Potential for some restructuring to improve the character and address urban design weaknesses

ST8 - Chalton Street

Typology: LOCAL CENTRES



Building type / age	Local centre along mixed predominantly Victorian street
Scale and massing	Typically 3-4 storey with upper floors set-back
Street character / building interface	Busy local street with street market and active frontages animating the street
Interface with surrounding area	Main street through the area but few east-west connections
Public realm character	Public realm lacks investment, shop fronts are of variable quality. There are a few street trees that add to the centres character
Opportunity for improvements	LOW: Co-ordinated investment in public realm and shop fronts would enhance the street character





Building type / age	Early 20th Century flatted residential blocks. The estate is listed
Scale and massing	4 storey blocks with additional upper floors set-back
Street character / building interface	Blocks front onto the street and wrap around shared courtyard areas
Interface with surrounding area	Blocks overlook a connected network of streets but east west movement is constrained in the wider area
Public realm character	A low wall and railing provides a boundary to the street but the public realm treatment behind this is basic and unappealing. Internal courtyards also lack amenity . Mature trees add to the character of the area
Opportunity for improvements	LOW: Investment to enhance both the public realm and building facades would enrich the character of the area



5.14 Regents Park

Brief description

This area is defined by Euston Road to the south, Albany Street to the west, Park Village East to the north and Hampstead Road to the east. Hampstead Road is a busy highway leading northwards to Camden Town and continuing southwards as Tottenham Court Road (although this road carries northbound traffic only at the current time). Albany Street is much quieter and links to the north with Prince Albert Road which wraps around the north side of Regents Park.

These two routes provide the edges of the area both geographically and physically. Movement westwards from Albany Street towards Regents Park is prevented by grand Regency Terraces that front onto the park itself and Euston Station and the lines that run northwards from it restrict movement eastwards from Hampstead Road.

The Regents Park area is a contained neighbourhood. To the south the recent development of the Regent's Place office quarter fronting Euston Road provides a sharp contrast to the post-war estates of which the neighbourhood is composed. These estates are confusing to navigate through with internalised estate routes and Robert Street the only connected street in an east-west direction. Local services are provided on this street together with a short terrace on Albany Street.



Figure 5.54: Regents Park Context Analysis



Figure 5.55: Regents Park Historic Plan 1862

Historical development

Regents Park was designed by John Nash for the Prince Regent in the early 19th Century and work began on the Park and the terraces that overlook it in 1818. Regents Canal was constructed along its northern edge in 1820 and continued eastwards across Camden. A spur from the canal connected into Cumberland Market with Cumberland Basin providing opportunity to offload goods. Cumberland Market was primarily a hay market but also sold general produce. It continued to operate in the area until 1920.



Figure 5.56: Regents Park Historic Plan 1890

The area was developed for modest three story homes. These were heavily bombed in the war and replaced by new residential estates in the 1950's. The canal basin was infilled and is now allotments.

The frontage to Euston Road was developed with offices between 1962 and 1972 (including Euston Tower and the head offices for Thames Television). More recently a mixed-use office development Regents Place has been completed.

Public transport accessibility

The area has good accessibility to mainline stations and is PTAL 6a across all but the northernmost part of the area where it drops to level 4-5.

Socio-economic issues

The area is one of the most deprived in the Borough and ranks as:

- Within the 10% most deprived areas in respect of Index of Multiple Deprivation part (the remainder 10-20% most deprived);
- Within the 10% most deprived in respect of income deprivation
- Within the 10-20% most deprived in respect health and disability deprivation; and
- Within the 10-30% most deprived in respect of employment deprivation.

Existing character

This area is a story of contrasts with the shiny new office buildings at Regents Place rubbing shoulders with internalised post-war estates immediately to the north.

The historic fabric of the area has been almost entirely eradicated and short terraces at the southern end of Albany Street and Hampstead Road, and a Victorian school building are all that remain.

In their place is an extensive landscape of post-war housing blocks set around internalised courtyard areas in the southern part of the area and located within more open grassed areas to the north. Many of the buildings are of considerable scale with L shaped blocks rising to 8-10 stories. Some are brick construction others made of pre-cast concrete panels.



Figure 5.57: Regents Park Character Areas

To the north of these estates is a robust estate of early 20th Century brick built flats owned and managed by Peabody. These buildings provide an elegant counterpoint to the less structured arrangement of the post-war development.

The area is sandwiched between Euston Station and Albany Street and east-west movement is therefore limited. The estates are tucked behind new office development at Regents Place and are therefore both hidden from view and isolated despite their central location.

Identity

Regents Place is an iconic office development fronting onto Euston Road that includes the 36 storey Euston Tower together with several other tall office buildings.

There are several tall buildings within the post-war estates to the north including two 19 storey towers and numerous blocks of 8-12 storeys. Apart from the Peabody Estate there are however few distinctive elements within the estates.

Retaining character

The early 20th Century estates provide a robust building form that is in single ownership. This allows control and management of the building fabric and ensures that a consistent approach can be taken to maintenance of the common areas and to door and window furniture essential to retaining their character.

Opportunities for change

The northern portion of the Regents Park Estate may be affected by the construction of HS2 and there may be potential for further remodelling of housing within the area to create a neighbourhood that is better integrated with the wider area.



Some change is already happening immediately north of Regents Place close to Hampstead Road.

From top left, clockwise:

Post-war block on the Regent Park Estate (north); Cumberland Market; mixed urban fabric on Hampstead Road with Euston Tower in the backdrop and post-war blocks on the Regent Park Estate (south).

RP1 - Regent's Place

Typology: OFFICE



Building type / age	Grade 1 office buildings, mostly built in last decade but also Euston Tower that was completed in 1970
Scale and massing	Large floor plate building at 6 storeys or higher; Euston Tower rises to 36 storeys
Street character / building interface	Shared surface streets and spaces laid in high quality stone onto which office fronts. Privately managed
Interface with surrounding area	Presents a positive front to Euston Road and allows movement through but no activity outside office hours
Public realm character	Very high specification public spaces constructed in stone and including well maintained planting, and artwork. Privately maintained and managed
Opportunity for improvements	LOW

RP2 - Hampstead Road

Typology: MIXED USE



Building type / age	Mix of building types / uses from Georgian to contemporary
Scale and massing	Typically 4-7 storey buildings forming terraces
Street character / building interface	Buildings front the street and arranged as perimeter blocks. Variation in quality and some recent additions
Interface with surrounding area	Well connected with wider street network
Public realm character	Narrow footways and basic specification. No street trees
Opportunity for improvements	ALREADY HAPPENING: A number of plots being redeveloped



RP3 - Regents Park Estate South

Typology: POST-WAR ESTATES - MEDIUM/HIGH RISE

05



Building type / age	Mix of post-war residential flatted accommodation. Parade of shops at ground floor on Robert Street
Scale and massing	Typically 2-6 storey linear blocks; some taller towers
Street character / building interface	Blocks laid out around a series of courtyards but front and back conflicts and poor frontage to main streets
Interface with surrounding area	Routes through are confusing and not welcoming for a visitor. Connections east and west constrained
Public realm character	Blocks are structured around linked courtyards. These accommodate parking and provide hard and soft landscaped areas. Treatment is basic. Mature trees add character
Opportunity for improvements	MEDIUM: Investment required in public realm and may be potential to remodel

RP4 - Regents Park Estate North

Typology: POST-WAR ESTATES - MEDIUM/HIGH RISE



Building type / age	Mix of post-war residential flatted accommodation. Blocks generally concrete and render construction
Scale and massing	L-shaped blocks rising to 8-10 storeys; some 2-4 storey
Street character / building interface	Blocks laid out within a connected street network but set back within the landscape and poor frontage to main streets
Interface with surrounding area	Routes through are confusing and not welcoming for a visitor. Connections east and west constrained
Public realm character	Blocks set within landscaped areas that are defined by railings and/or hedges. Mature trees add character however there is little interface between blocks and the grassed areas. Footways are basic specification
Opportunity for improvements	MEDIUM: Investment required in public realm and may be potential to remodel. May be affected by HS2



RP5 - Cumberland Market



Typology: EARLY 20TH CENTURY APARTMENT BLOCKS

Building type / age	Early 20th Century residential flatted blocks
Scale and massing	4-5 storey blocks with additional set back storey
Street character / building interface	Blocks front directly onto the surrounding streets and enclose allotments to the rear
Interface with surrounding area	Whilst the buildings front onto the street network east west movement in the area is restricted
Public realm character	Well landscaped courtyard areas within blocks together with allotment plots. Parts of Redhill Street are cobbled
Opportunity for improvements	LOW

RP6 - Regent's Park Barracks



Typology: OTHER

Building type / age	Army barracks
Scale and massing	2-3 storey
Street character / building interface	Building is located at back of footway on Albany Street but presents itself as a wall with no activity at ground floor level
Interface with surrounding area	North south route but no connections westwards towards Regents Park
Public realm character	Basic footway with no street trees but this reflects the use of the site
Opportunity for improvements	LOW



5.15 Kings Cross

Brief description

The majority of the area to the south of Kings Cross mainline station is designated as Conservation Area, and is either within Kings Cross St Pancras Conservation Area or Bloomsbury Conservation Area. A small area is included within neither and that is therefore considered within this character study. This area is defined by Euston Road to the north, Grays Inn Road to the east, Woburn Place to the west and Tavistock Place / Sidmouth Street to the south.

The area is diverse with the busy Euston Road to the north lined by offices, hotels, shops and cafes and the streets behind offering a mix of residential and employment functions. There are numerous small hotels within the area. The wider area is laid out as a grid of streets with buildings generally fronting directly onto them. A number of squares including Cartwright Gardens, Regent Square and Corams Fields provide breathing space.

The Brunswick Centre to the south and Marchmont Street provide local facilities.

The form of development is mixed in both scale and architecture and ranges from tight terraces of Victorian homes to large and impressive mansion blocks. A number of post war estates contrast with the prevailing context and disrupt the connected street pattern and frontage condition.



Figure 5.58: Kings Cross Context Analysis



Figure 5.59: Kings Cross Historic Plan 1862

Historical development

Plans dating from 1746 show the Kings Cross area as open fields however by the mid 19th Century the area had been comprehensively developed with a grid of streets across the area and Grays Inn Road and Euston Road providing the main routes. Corams Fields was the site of the Foundlings Hospital and other squares including Cartwright Gardens and Regent Square are evident in the street pattern. Many of the blocks are very small with tight alleys between them indicating that these may have been developed as lower quality housing to serve the nearby stations.



Figure 5.60: Kings Cross Historic Plan 1890

The historic layout is largely in place today though some blocks notably on Harrison and Cromer Street, have been redeveloped in the post war period.

Public transport accessibility

The area has good public transport accessibility and is PTAL 6a.

Socio-economic issues

The area ranks as:

- Within the 10-20% most deprived areas in respect of Index of Multiple Deprivation (part);
- Within the 10% most deprived in respect of income deprivation (parts, other areas 10-20%); and
- Within the 10-30% most deprived in respect of employment deprivation and health and disability deprivation.

Existing character

The wider area provides a robust historic character of street blocks and city squares. This area contrasts with that context by breaking the regular street pattern and aligning buildings away from the streets so that they look over internal spaces. The area provides a mix of early 20th Century blocks, post-war housing estates and Victorian mansion blocks.

Some of the post-war blocks are particularly insensitively sited with the 12 storey Glynde Reach immediately adjacent to the modest Holy Cross Church. This block in common with other post-war blocks is concrete panel and render construction. This contrast with older buildings in the area which are constructed in brick.

Identity

Two spaces, Cartwright Gardens and Regent Square Gardens provide interest within the block structure and aid legibility.



Figure 5.61: Kings Cross Character Areas

Retaining character

The mansion blocks and early 20th Century estates provide robust building forms that are in single ownership. This allows control and management of the building fabric and ensures that a consistent approach can be taken to maintenance of the common areas and to door and window furniture essential to retaining their character.

Opportunities for change

There is potential to remodel some estates to create a better connected area and one that is more sympathetic to Regents Square and the adjacent Conservation Areas.



From top left, clockwise:

Post-war blocks on the Cromer Street Estate; Regent Square Gardens; Euston Road; Sidmouth Mews on Harrington Street and Victorian mansion blocks.

KX1 - Tavistock Place Mansions



Typology: VICTORIAN MANSION BLOCKS

Building type / age	Victorian mansion blocks
Scale and massing	Substantial 5 storey blocks with additional set back storey
Street character / building interface	Blocks front directly onto the surrounding streets creating an urban context
Interface with surrounding area	Well connected with wider street network
Public realm character	Metal railing defines the back of footway and public realm is limited to paved footways
Opportunity for improvements	LOW: May be potential for street tree planting

KX2 - Hastings Street Mansions



Typology: VICTORIAN MANSION BLOCKS

Building type / age	Victorian mansion blocks
Scale and massing	Substantial 5 storey blocks with additional set back storey
Street character / building interface	Blocks front directly onto the surrounding streets creating an urban context
Interface with surrounding area	Well connected with wider street network
Public realm character	Metal railing defines the back of footway and footways are generally narrow. Character of the area is enhanced through street trees
Opportunity for improvements	LOW: Street trees important to character of streets and should be retained



KX3 - Euston Road Corridor

Typology: HIGH STREETS



Building type / age	Large office, hotel and institutional buildings
Scale and massing	Typically 8-10 storey large footprint buildings
Street character / building interface	Active ground floors fronting the main street with buildings directly at back of footway
Interface with surrounding area	Well connected with wider street network
Public realm character	Streetscape is dominated by the busy highway and trees in the wide footways are important in calming the oppressiveness of the heavy traffic flows
Opportunity for improvements	ALREADY HAPPENING: A number of plots in this area are being refurbished or redeveloped

KX4 - Cromer Street Buildings

Typology: EARLY 20TH CENTURY APARTMENT BLOCKS



Building type / age	Early 20th Century flatted residential blocks. Local shops and businesses on some ground floors on Cromer Street
Scale and massing	4-5 storey blocks with additional upper floor set-back
Street character / building interface	Blocks aligned north-south and provide active frontage to Cromer Street and frontage to narrow side streets
Interface with surrounding area	Well connected with wider street network
Public realm character	Parts of this area benefit from a high quality public realm enhancement using a mix of natural stone flags and setts. Mature tree enhance the setting
Opportunity for improvements	LOW: Public realm enhancements could be extended to cover a wider area



KX5 - Cromer Street Estate

Typology: POST-WAR ESTATES - MEDIUM/HIGH RISE

05



Building type / age	Post-war residential flatted estate with blocks composed of pre-fabricated concrete elements
Scale and massing	Typically 6 storey blocks aligned north south
Street character / building interface	Blocks are aligned north-south and front onto landscaped courtyards. Gable ends are presented to the street
Interface with surrounding area	Street network is discontinuous and the quality of the urban form is notably poorer than in the wider area
Public realm character	Investment in the public realm enhances the setting of the blocks and includes boundary railings and landscaping. Mature trees enhance the setting
Opportunity for improvements	MEDIUM: There may be potential to address urban design weaknesses

KX6 - Harrison Street Estates

Typology: POST-WAR ESTATES - MEDIUM/HIGH RISE



Building type / age	Post-war residential flatted estates, some constructed in brick others of pre-fabricated concrete elements
Scale and massing	4-6 storey blocks
Street character / building interface	Blocks generally front onto the street and overlook Regent Square Garden but area is fragmented
Interface with surrounding area	Street network is discontinuous and the quality of the urban form is notably poorer than in the wider area
Public realm character	Generally boundary of blocks defined by railings but landscape varies from unusable grass strips to well maintained hedges. Regent Square Gardens is an asset for the area and includes many mature London Plane trees
Opportunity for improvements	MEDIUM: There may be potential to address urban design weaknesses



06

Conclusions

This section summarises the potential for change identified through the Character Study.



6.1 Retaining character

High Streets

Camden's high streets are lined by active uses and in most cases within a fine grain urban fabric of Georgian or Victorian buildings. The streets are mixed use with retail, food and drink, civic and employment uses and often residential above. Ground floor uses provide active interface to the street.

Occupancy levels are generally fairly high on Camden's high streets however the offer varies in different parts of the Borough. In Chalk Farm, Camden Town and Kentish Town there is a strong and mixed offer of cafes, restaurants, bars and shops. The small size of shop units favour independents and the offer is eclectic.

Whilst the High Streets can take development this must respect the existing character and identity of the streets which in most cases is of fine grain.

Local Centres

Camden's local centres provide a mix of shops, food and drink and employment uses and often residential above. Ground floor uses provide active interface to the street. They provide identity and a focus for neighbourhoods and are a location to meet and gather.

The level of investment in the public realm also varies across the Borough and most of Camden's local centres could be improved further either through streetscape or shop front improvements. This would enhance their character and ensure that the streets remain a continued focus of activity.

Camden's local centres are an important part of both the areas heritage and its identity and whilst there is pressure in places to intensify this should be resisted where it impacts on the finer Victorian fabric.

Converted factories / studios

The former factories are significant brick built buildings which through refurbishment have provided an attractive location for managed workspace suitable for smaller businesses often within the creative sector. Three sites are identified within the Character Study area, two in Kentish Town and the third in Camden Town. The buildings provide solid and robust structures within street scene.

There is potential to enhance the setting of these buildings through public realm improvements.



Victorian housing

There are a number of Victorian housing types across the borough ranging from mansion blocks, large villas and houses to smaller terraced properties. The Victorian neighbourhoods provide a robust structure with properties fronting onto the residential streets and elegant buildings forming part of a strong urban grid. In general properties are well maintained and with the exception of mansions blocks, blocks are in multiple ownership. This can be positive and in many places results in investment and care on an individual property level. Victorian properties allow for adaption and personalisation and this allows individuals to enhance and improve their properties. However the character of Victorian streets can be slowly eroded through paving over front gardens, changes to boundary conditions and insensitive adaptations and these should be resisted.



20th Century housing

In the early part of the 20th Century some parts of the Borough were developed with substantial residential blocks fronting the street and either enclosing a courtyard space or are located within a more generous landscape.

These blocks provide elegant buildings that form part of a strong urban grid and are attractive and elegantly detailed.

These estates provide a robust building form that is in single ownership. This allows control and management of the building fabric and ensures that a consistent approach can be taken to maintenance of the common areas and to door and window furniture essential to retaining their character. In some cases there may be some opportunity for infill development to take place but this will need to respond to the form and materiality of the blocks.



Post-war housing

Post-war housing moved away from the conventional block and plot and the street facing individual dwellings to explore different spatial arrangements that separated vehicular and pedestrian movements. These new developments also promoted communal space shared between residents over private gardens.

The result is often a more inward looking development that places buildings in space rather than to address movement routes. Post-war residential development often fails to address or respond to the surrounding context and is often confusing or disorientating to move through.

The post-war estates provide a variety of models some of which function better than others. Estate regeneration is taking place in some areas and this seeks to remodel areas that work least well, replacing poorer homes and enhancing connections and animation of these connections. Where buildings are retained the simplicity of forms and the design aspiration that this embodies should be retained.

Tall Buildings

Across Camden there are a number of buildings that rise substantially above the surrounding context and have been identified as tall buildings. These are often highly visible from an area that extends well beyond their immediate surroundings and they therefore have an impact on the character of a much wider area.

Care must be taken to consider how any taller buildings may impact on existing character and any applications that propose taller buildings must be rigorously interrogated and proposals must demonstrate that they will not impact significantly on character.

6.2 Opportunity for improvements

Section 05 documents the character of each part of the study area. For each character area the opportunity for improvements has been considered.

This assessment takes a high level view and many of the areas that are identified as having opportunity for improvement are currently functioning either as employment or residential areas.

The opportunity for improvement is identified as being 'medium', 'high' or 'already happening'. There may be opportunity for improvement in other areas but this is considered either to be of lower priority or impact.

Areas identified are summarised in Figure 6.1 and the London View Management viewing corridors are overlaid against these potential areas for change in Figure 6.2.

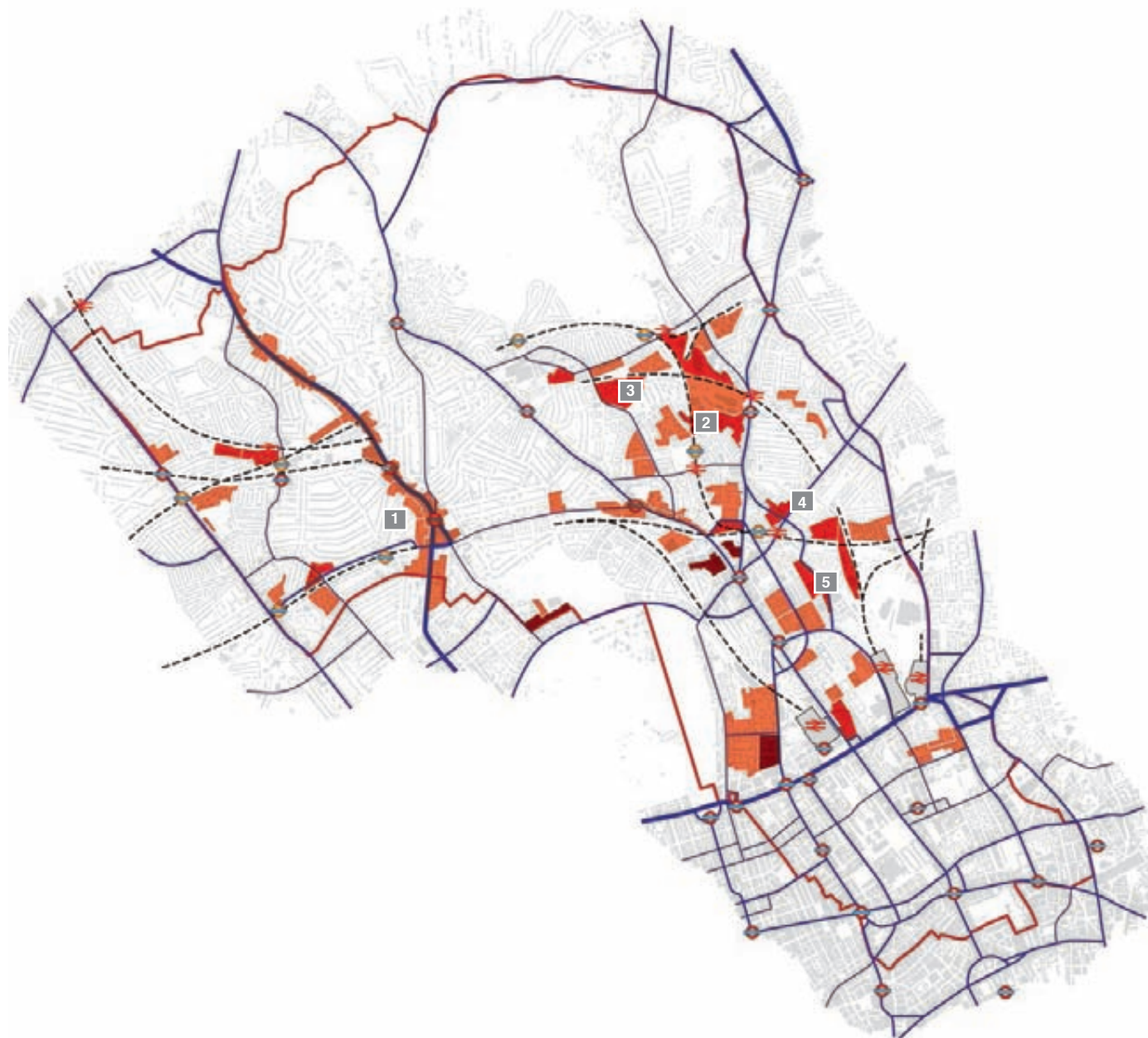


Figure 6.1: Potential areas for change

The main opportunities identified are:

1) Finchley Road Corridor

This corridor is traffic dominated and the public realm quality is poor. Consideration should be given to reducing the impact of traffic and transforming the environment to either side. From Finchley Road and Frognal through to Swiss Cottage there is potential to deliver change that could both transform the corridor and intensify development to either side. Much of the land is currently occupied by post-war housing estates that would benefit from improvement.

2) Land to the west of Kentish Town Centre

This area is currently occupied by Regis Road Estate and Kentish Town Depot. These two sites occupy a significant area of land but it is underutilised in such a central location. Historically the sites were railway sidings and rail lines still cause barriers to movement in the area. A comprehensive regeneration scheme here could not only provide new jobs and homes but also provide improved connections that would benefit the wider area and particularly Gospel Oak to the west.

3) Gospel Oak

Post-war development in Gospel Oak has left a fragmented and disconnected neighbourhood that in places is in desperate need of investment and renewal. Some change is already happening in the area and a comprehensive approach should be taken here that can revitalise the neighbourhood provide improved connections and deliver better quality homes.

4) Camden Road

The approach to Camden at the southern end of Camden Road is fragmented and poorly defined with a mix of poor quality housing and under utilised employment buildings. There is potential to regenerate this area and deliver a new gateway into Camden Town.

5) Camley Street / St Pancras Way

To the east of Camden Town these significant depots and distribution / storage sites could be redeveloped to provide new homes and jobs. Within touching distance of the Kings Cross development these sites could be the logical next step in the revitalising of this part of London.

In addition to these significant site there are numerous other opportunities for improvements across the Borough. In many cases these relate to residential estates that require investment or in some cases remodelling to enhance the residential environment.

Going Forward

Delivering change may require amendments to current planning policy or difficult decisions to be made regarding existing homes. It is not the purpose of this study to make detailed recommendations about the future of these areas but rather to identify areas where change could be positive for local neighbourhoods and where the existing character makes a negative contribution to its context.

This study forms an evidence base to support the review of Camden's 'local plan' and to inform future planning policies and any relevant supporting guidance. Further studies will be required to test the opportunities identified and understand the opportunities and challenges that delivering change presents.

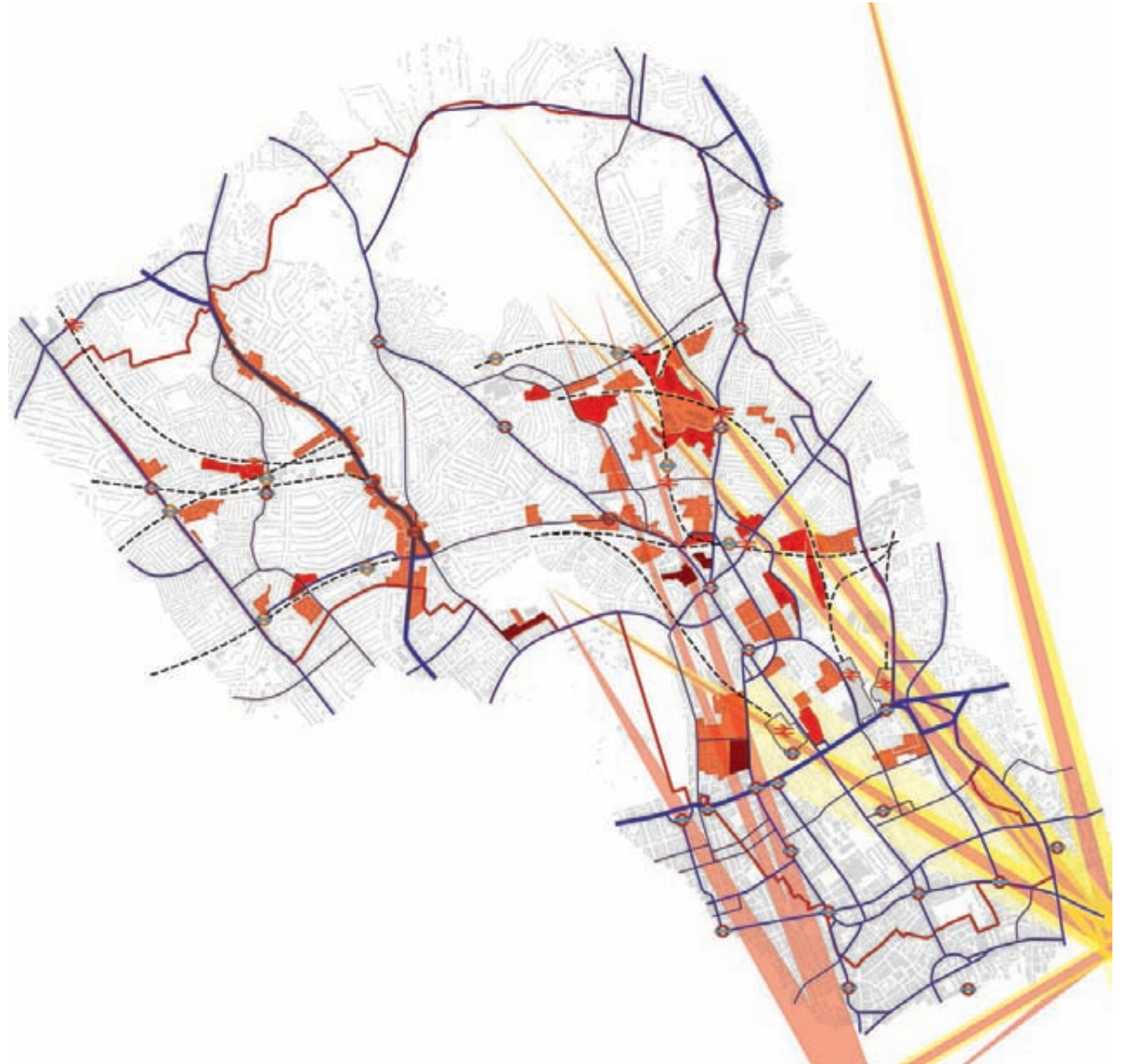


Figure 6.2: Potential areas for change (view corridors overlaid)

