Camden Character Study

FINAL

June 2015

Camden

URBAN
INITIATIVES
STUDIO

Contents

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Introduction

1.1 Aim of the study

This Character Study has been commissioned by the London Borough of Camden in order to identify the character of different parts of the Borough. Through desktop and site analysis character typologies that inform local distinctiveness have been identified and documented across the Borough.

The Character Study focuses on parts of the Borough for which the existing character is not currently documented. Conservation Areas, public open spaces and Growth Areas (as identified in the Core Strategy) are therefore excluded. In the main the study focuses on the area to the north of Euston Road. To the south the majority of the area is either designated as Conservation Area, identified as a Growth Area or already subject to a separate study (eg Fitzrovia Area Action Plan) or development proposal (eg Mount Pleasant Post Office site).

Having documented the character of the remaining parts of the Borough the Character Study then seeks to identify where there is opportunity for improvements that could improve the functioning of an area, address urban design or character weaknesses or offer potential for intensification and could therefore deliver much needed new homes to provide for Camden's expanding population.

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

The 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.

1.2 Background and context

Camden is a diverse and dynamic Borough. The southern portion forms part of Central London and includes renowned institutions such as the British Museum and University of London within Georgian Bloomsbury, offices, hotels and a focus for London's legal trade within Holborn and the retail attraction of the West End at Tottenham Court Road and Seven Dials.

Further north the character changes with many residential areas and neighbourhoods, including Camden, Hampstead and Highgate, Swiss Cottage, West Hampstead, and Kentish Town each with their own distinctive identity and characteristics. The character of the Borough is also shaped by its topography and by the significant parks and open spaces including Hampstead Heath and Primrose Hill. The landform means that tremendous views across London can be had from these spaces and that the open areas contribute to the setting of the residential neighbourhoods adjacent to them.

Figure 1.1: Overview of the Borough

Whilst the road network is largely street based, significant rail infrastructure cuts through the Borough. Euston, St Pancras International and Kings Cross mainline stations are all located within the Borough and the railway lines that lead out of these stations sever parts of Camden from one another. Another piece of 19th Century infrastructure, The Regents Canal, has a more positive impact and passes through one of the Borough's most well known destinations – the market at Camden Lock and through London's most significant regeneration area at Kings Cross.

Camden has a diverse community with over 30% from black and ethnic minorities, with the highest proportion of students in London and with polarised wealth and deprivation. Almost 210,000 people currently live in the Borough and it is estimated that Camden's population will grow by 18% between 2006 and 2026 (Core Strategy 2010 - 2025).

Camden has a rich architectural heritage, with many buildings and places of architectural or historic importance. There are 40 Conservation Areas in the Borough covering almost 50% of the land area. For these areas the character is understood and is documented with Conservation Area appraisals.
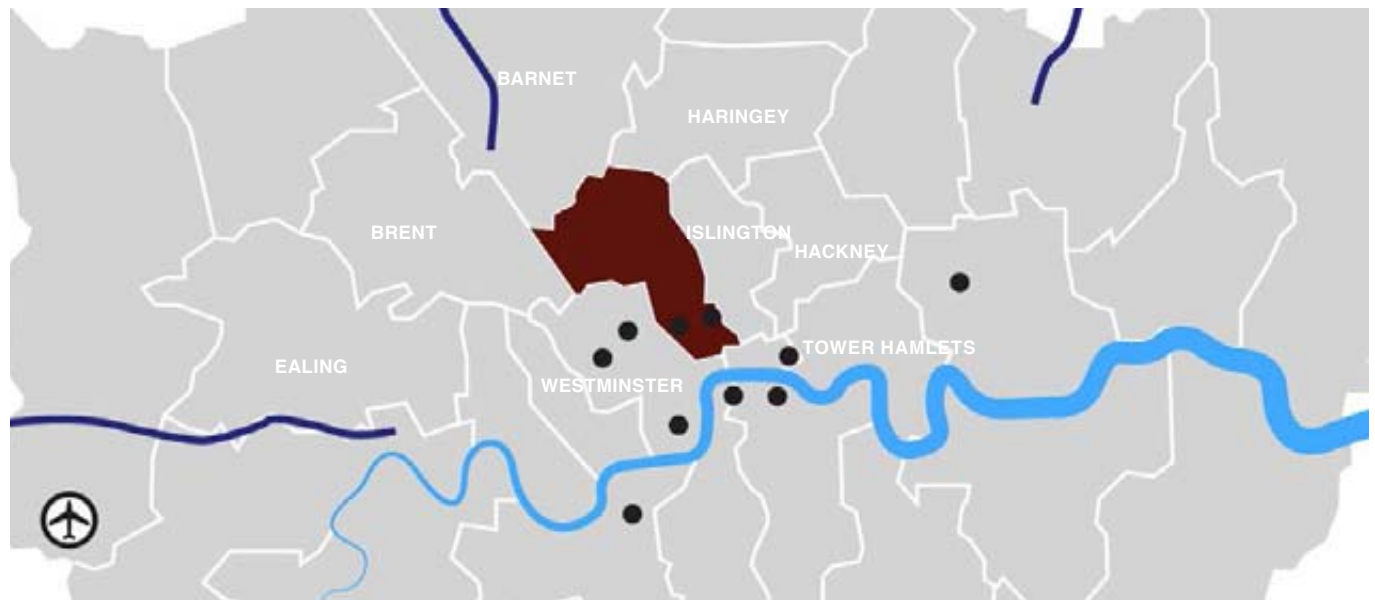
Figure 1.2: Location Plan

There are however areas, predominantly along major road and rail corridors such as Finchley Road (A41), Camden Road and Kentish Town Road and alongside the rail corridor at Gospel Oak, where the development pattern is fragmented and where there is potential for positive change. There are also significant space hungry employment areas in Kentish Town and Camden that could be identified for alternative use and many residential estates (mostly post-war) that impact negatively on local character and that could be remodelled or redeveloped.

The Core Strategy identifies that a significant challenge for Camden is *'adapting to population growth and our changing world while improving the quality of life of residents and the provision of services, and accommodating new and expanded buildings while preserving our valued places and promoting high quality design.'* (Core Strategy 2010-2025 Introduction paragraph 20)

The Core Strategy promotes:

- a concentration of development in the growth areas of King's Cross, Euston, Tottenham Court Road, Holborn and West Hampstead Interchange;

- appropriate development at other highly accessible locations, in particular Central London and the town centres of Camden Town, Finchley Road / Swiss Cottage, Kentish Town, Kilburn High Road and West Hampstead; and

- more limited change elsewhere.

Furthermore the Council states that it will ensure that development in the areas of more limited change respects the character of its surroundings, conserves heritage and other important features and provides environmental improvements and other local benefits where appropriate.

In order to ensure that development can respect the local character it is clearly essential to identify what that character is and how development may respect and enhance it.

This study identifies that character and the sites and areas where change could be considered to both enhance the existing context and deliver renewal and regeneration. It can both assist the London Borough of Camden in managing the anticipated growth in the Borough and achieving this through enhancement of the existing built environment.

1.3 Methodology and Outputs

The Character Study focuses on the areas of the Borough that are neither Conservation Areas nor identified in the Core Strategy as Growth Areas. However in order to understand the character of these parts of the Borough it is important to investigate and interrogate both the wider context and also the London Borough of Camden's historical development, topography, landform and open spaces, its main centres, the uses that take place within them, the major movement corridors (road, rail and water) and the population demographics and activities taking place across the area.

London does not stop at the Borough boundary and the study also seeks to explore how Camden interfaces with the surrounding Boroughs; Westminster to the south, Brent to the west, Barnet and Haringey to the north and Islington to the east.

Section 2 of this document provides the strategic overview of the whole Borough. This has been drawn together through desktop analysis using historic plans, GIS layers and demographic data.

The scope of the study area is defined in Section 3 and is summarised in Figure 1.3. The area identified has then been explored in detail on site. Through site observation and careful analysis of built form, urban morphology and land use a number of character typologies have been identified. These are set out in Section 4 of the study.

Key

— Borough boundary

▉ Areas that are not conservation area, growth area or green space
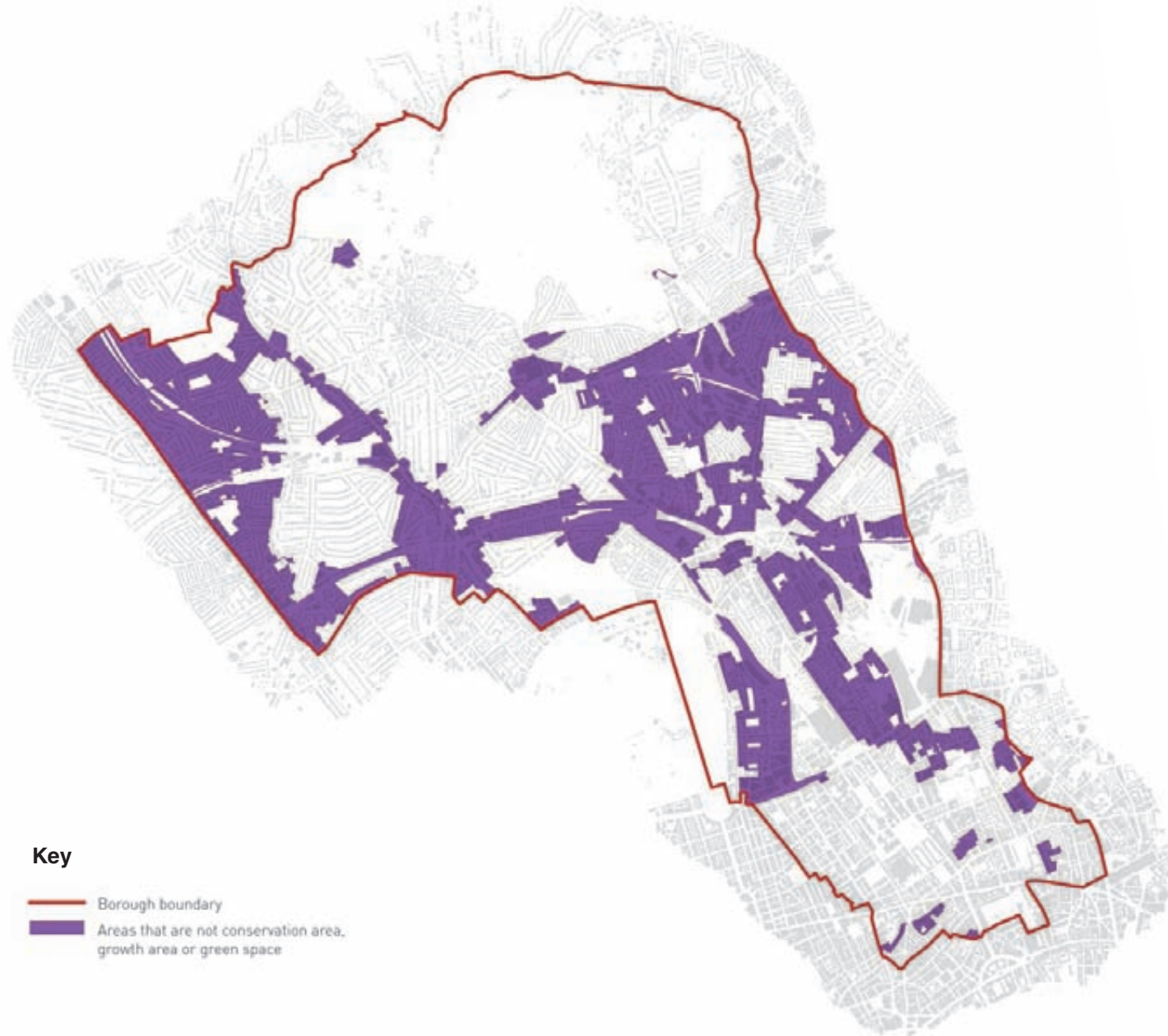
Figure 1.3: The Scope of the Character Study

The site analysis also helped us to sub-divide the study area into a number of discrete areas or 'neighbourhoods'. Neighbourhoods do not follow ward boundaries but broadly reflect the geography as well as physical boundaries and identities of the area. Fifteen have been identified as set out in Figure 1.4. These are not the only neighbourhoods in the Borough but are those located within the study area and the boundaries identified are not rigid. In some places there are sharp divides between neighbourhoods created by physical barriers (often railway lines), in other places neighbourhoods merge one to another. The focus of neighbourhoods is in most cases a town or local centre.
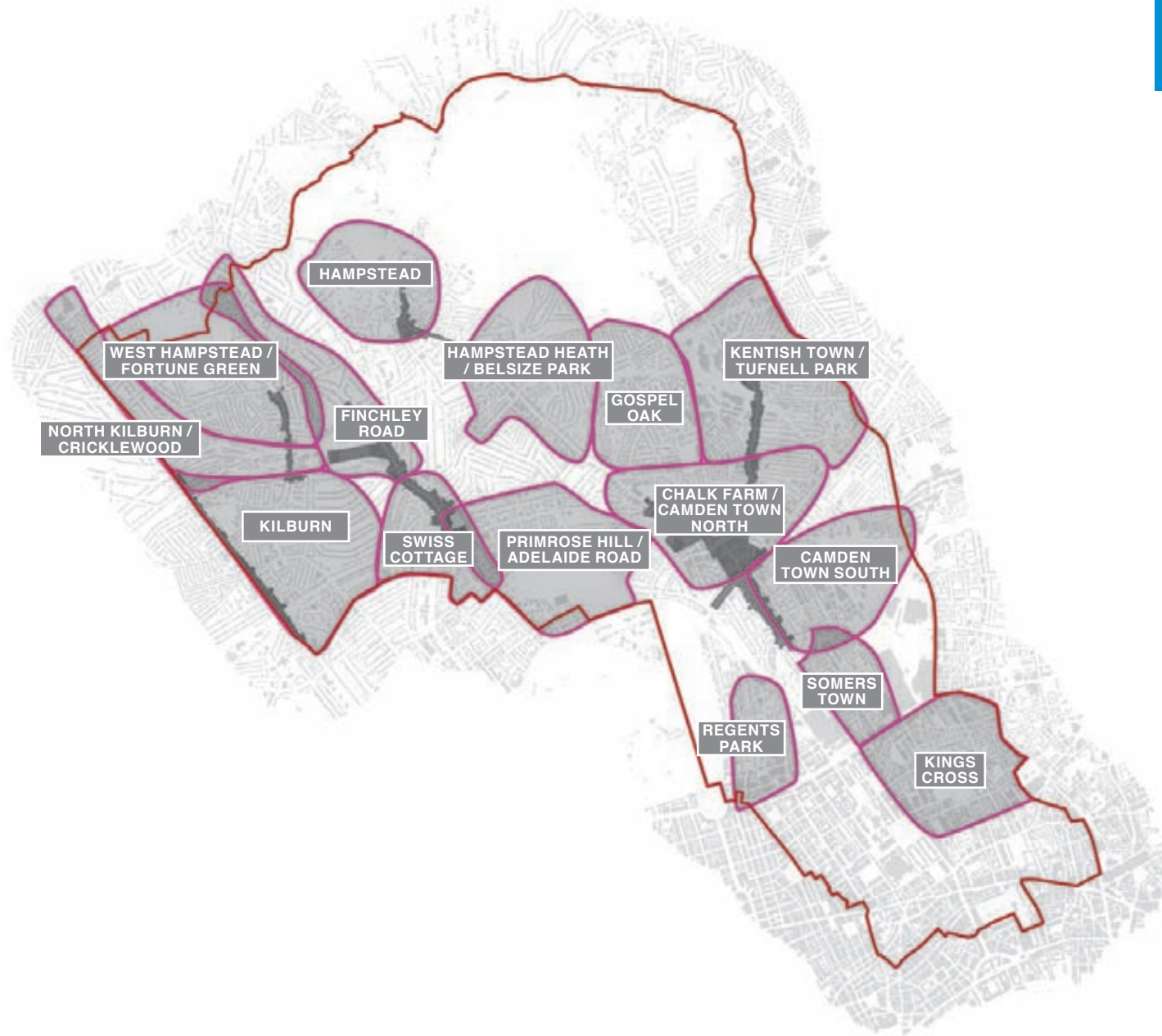
Figure 1.4: Neighbourhoods

Each of these neighbourhoods is then sub-divided into a series of character areas based on the character typologies set out in Section 4.

Section 5 of the report documents each of these neighbourhoods and its component character areas. This section is the most detailed in the Character Study and provides a commentary on the neighbourhood character, the defining character of each of the component character areas and the opportunity for improvements.

Areas that are identified as having opportunity for improvements either:

- Have a built form that is out of character with the surrounding area;

- Are dysfunctional and impact on the wider functioning of the neighbourhood (sever connections, reduce legibility, create 'no go areas' etc);

- Are currently occupied by low density development and could be intensified; or

- Are occupied by a use that may be considered inappropriate (eg land hungry employment uses / storage and distribution close to urban centres).

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. 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.

The opportunity for change is identified for each character area within Section 5 of the study (pages 71 to 219) and this is then brought together and summarised within Section 6 of the document.

The study provides the following important outputs:

- Output 1: A high level strategic spatial overview of the Borough (Section 2);

- Output 2: A summary of the character typologies found across the study area (Section 4);

- Output 3: A detailed analysis of all areas within this study area and that identifies local character and distinctiveness (Section 5); and

- Output 4: An understanding of the areas where there is opportunity for improvement. (Section 5 and 6).

02
Borough wide analysis

This section provides an overview of the Borough at a strategic level exploring the historic development, topography and views, urban morphology, land uses, green spaces, movement pattern and population demographics.

2.1 Topography

Whilst the southern portion of the Borough is relatively flat land to the north rises up to the hills of Hampstead and Highgate. Roads leading up to these hills are steep and in Hampstead in particular the higher land is open and undeveloped. The northern end of Hampstead Heath is one of the highest points in London at 134 metres (440 feet) above sea level; Highgate Hill rises to 100 metres (328 feet) above sea level. These high points are at the northern edge of the Borough and this affords views southwards across the city.

Impact on character

The Borough's topography has left a legacy of open spaces on the higher ground that afford unrestricted views across Central London;

Most parts of the Borough can be seen from these vantage points and this means special care must be taken in considering the design of any building or structure that steps significantly above the surrounding context or impacts on panoramic views.

Key

—	Borough boundary	▬	61-70m
	0-10m	▬	71-80m
	11-20m	▬	81-90m
	21-30m	▬	91-110m
	31-40m	▬	111-120m
	41-50m	▬	121-130m
	51-60m	▬	131-135m
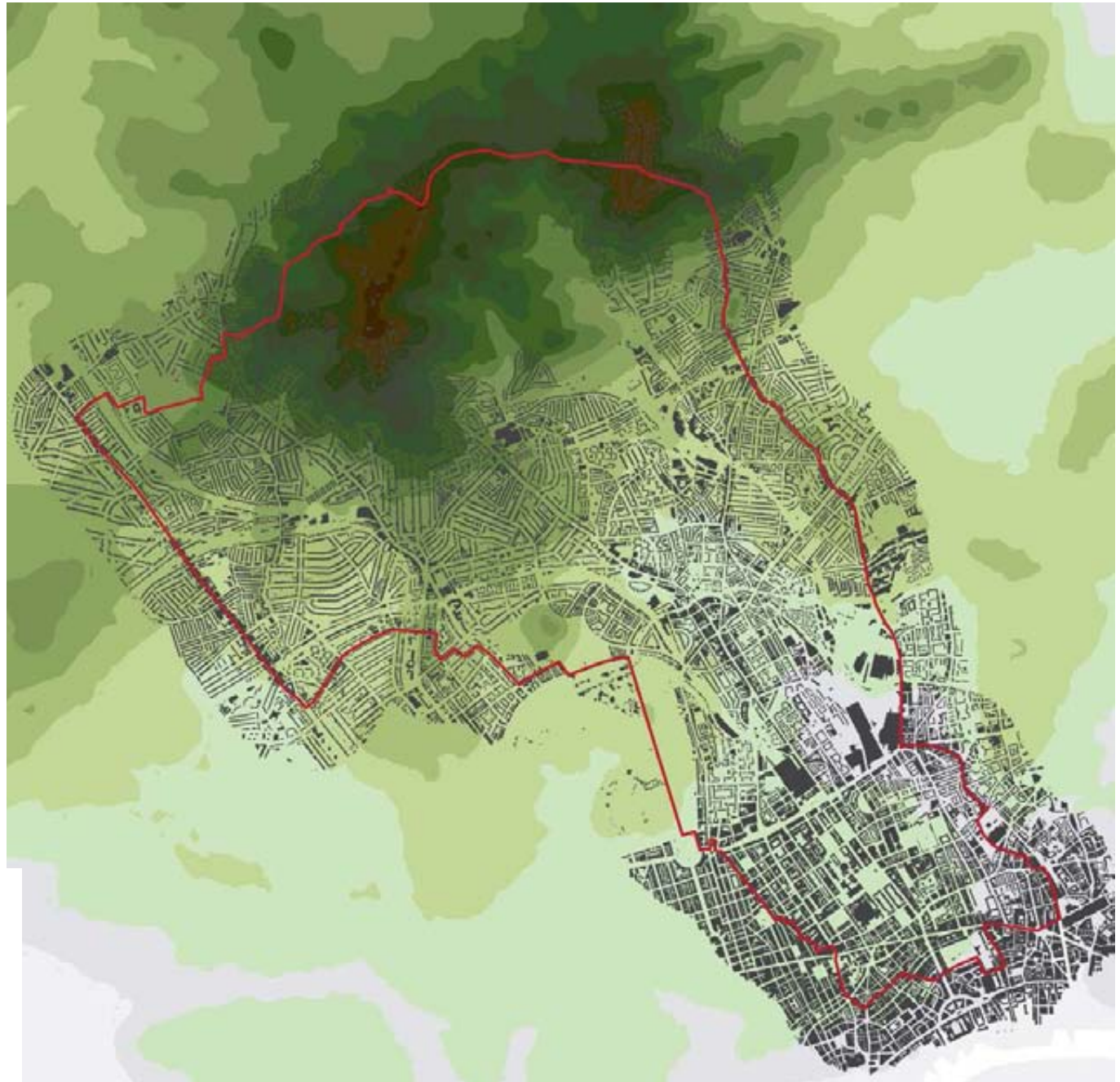
Figure 2.1: Topography

2.2 Historical development

Historic plans indicate that the Borough broadly developed from south to north with rapid expansion taking place in the 19th Century following the construction of the Regents Canal in 1820 and the mainline rail stations soon after (Euston mainline in 1837, Kings Cross in 1852 and St Pancras main line in 1868).

The historic plan dating from 1746 shows that at that time London's boundary extended little further than Holburn with open fields and market gardens to the north. A number of routes led northwards notably the Watling Road on the borough boundary, a Roman Road that led from Dover to Holyhead in Wales via Westminster, and routes leading to Hampstead and Highgate Village.

Figure 2.2: Historic Plan 1746

Figure 2.3: Historic Plan 1862

In 1756 Euston Road was opened through the fields north of London as London's first 'by pass'. London was expanding northwards and this growth accelerated through the 18th and 19th Century. With the coming of the railways housing was built on adjacent land to accommodate workers. Further northwards estate owners planned new residential neighbourhoods. Those in Gospel Oak and Kentish Town were affected by the new mainline rail station at St Pancras that cut through these new neighbourhoods.

By 1890 the southern part of what is now the Camden Borough was criss-crossed with new streets. Within the next 20 years the open fields in West Hampstead, Kilburn, and Gospel Oak were also developed.

By 1930 the majority of the Borough had been urbanised with Hampstead Heath, Primrose Hill and Regents Park's providing an important role as open spaces.

Further change took place after the war. Heavy bombing affected parts of the Borough particularly around the mainline stations and after the war new housing was planned in these areas and to replace sub-standard housing in other areas. Large parts of Camden Town, Gospel Oak, Somers Town and land east of Regents Park in particular was redeveloped with new homes. Many of the post war housing estates have created challenges but some are treasured for their character and design.

In more recent times opportunity has been taken to develop on former railway goods and coal yards often creating disconnected estates.

The last few decades has seen a new wave of investment in parts of the Borough. The Kings Cross area is subject to huge change delivering accommodation for new jobs and homes and a little further west the Regent's Place office quarter has been constructed. These developments have changed the dynamic of this part of the Borough.
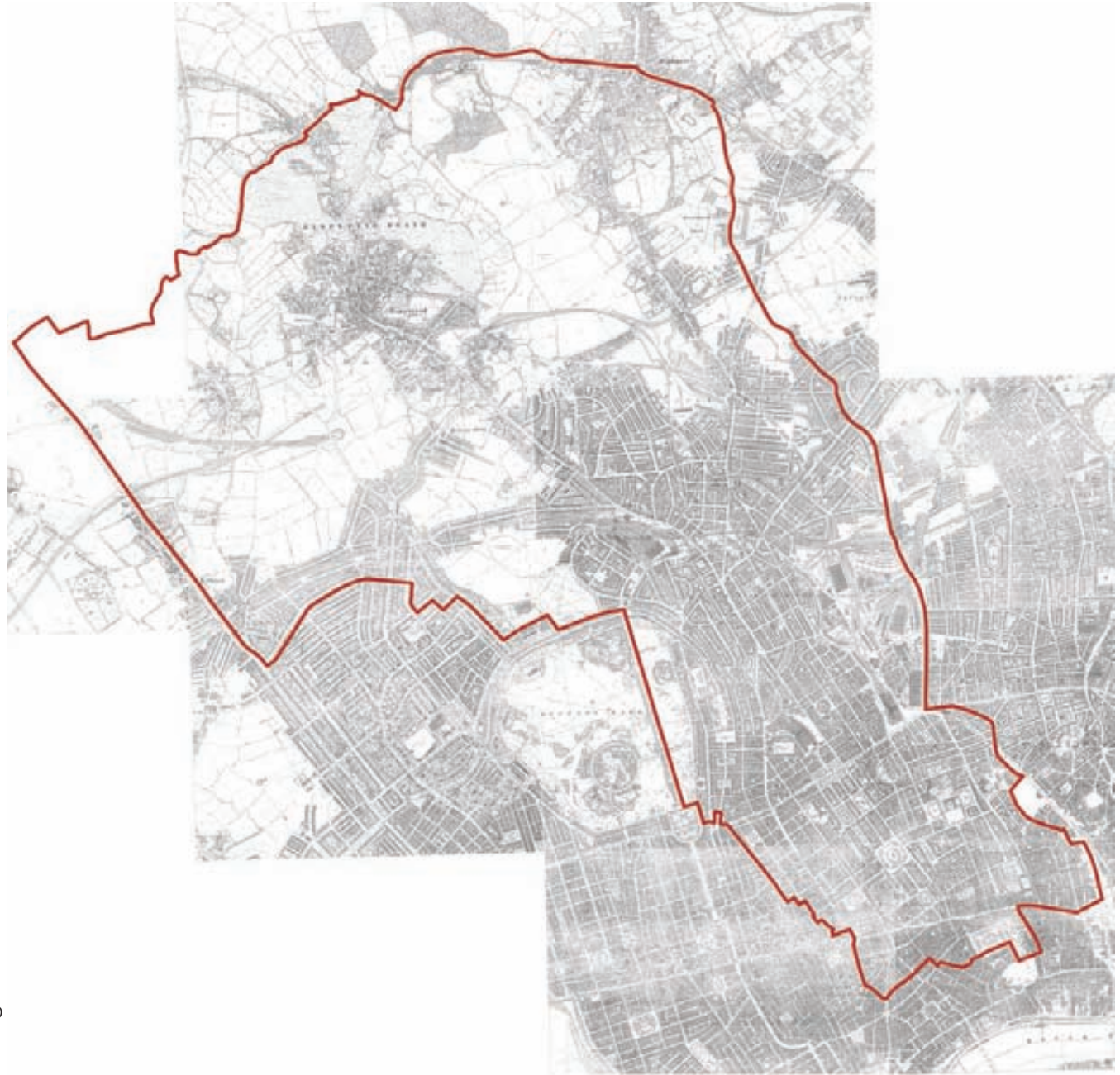
Figure 2.4: Historic Plan 1890

Historic sequence

The historic sequence of development is indicated in a series of plans below and on the following pages.

Key
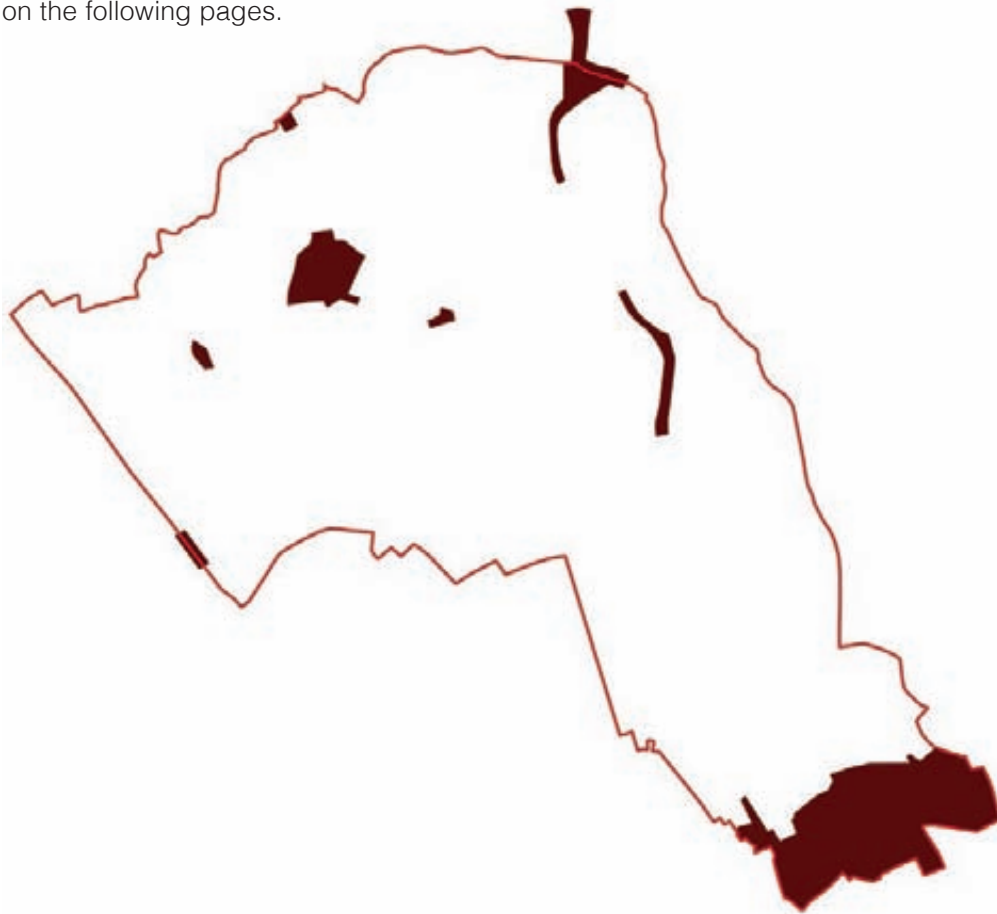
— up to 1750
— 1751 -1860

Figure 2.5: Historical development - early development (up to 1750)

Figure 2.6: Historical development - Georgian Camden (up to 1860)

- In 1750 the majority of the Borough is open fields with the southern portion part of an expanding City.
- The historic settlements of Hampstead, Highgate, Kentish Town, West End Green and South End Green are apparent.

- By 1860 the developed area has expanded significantly with land built up northwards to Chalk Farm and Kentish Town.
- Development has also stretched along some of the Boroughs main routes, Highgate Road, Adelaide Road and Kilburn High Road.
- Hampstead, West End Green and South End Green have expanded and land around Swiss Cottage has been developed.
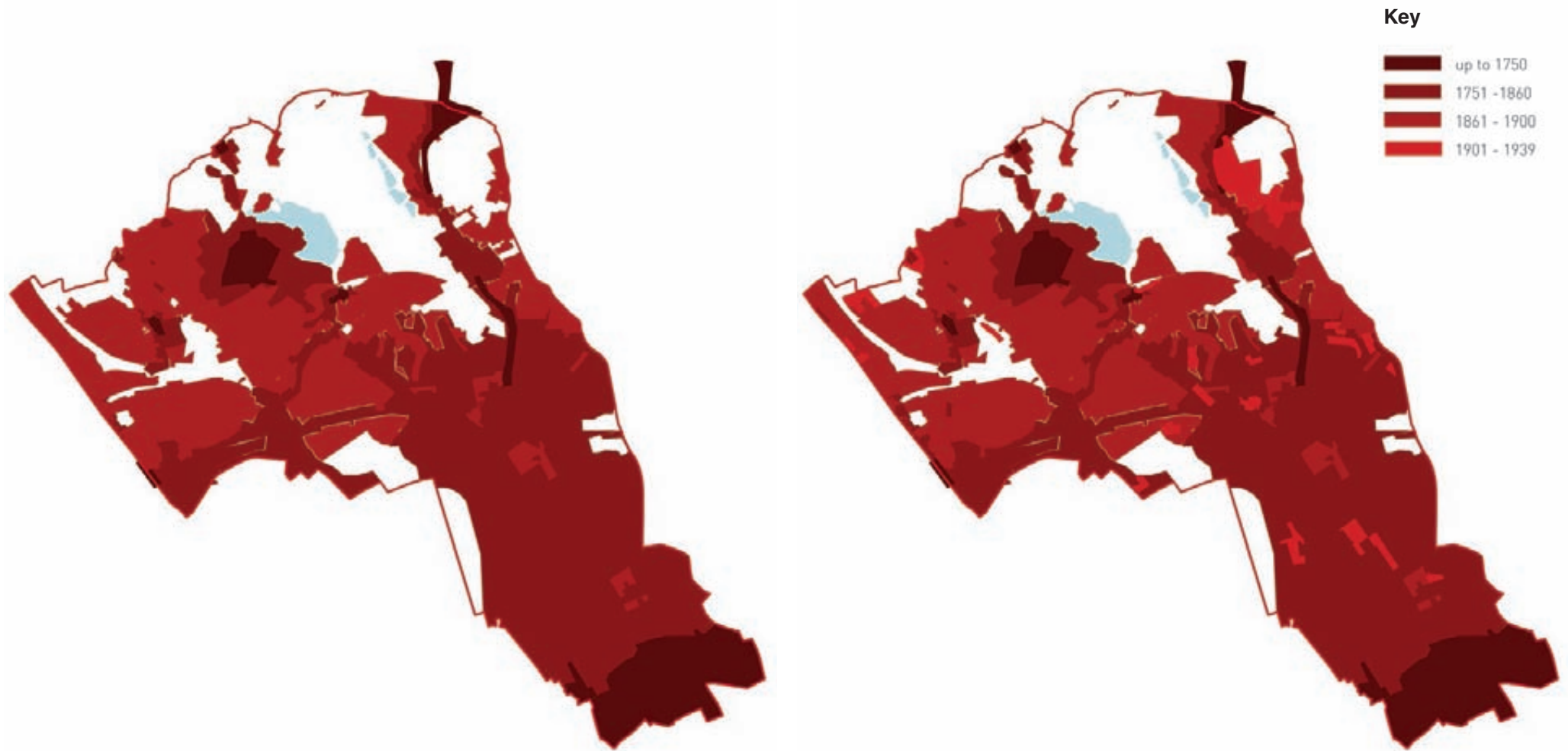
Figure 2.7: Historical development - Victorian Camden (up to 1900)

Key

- up to 1750
- 1751 -1860
- 1861 - 1900
- 1901 - 1939

Figure 2.8: Historical development - Early 20th Century (1901-1939)

- Through the Victorian period the majority of the Borough is developed.
- Extensive new residential neighbourhoods are built in Kilburn, Fortune Green, Hampstead, Gospel Oak, and Kentish Town.
- Few areas are left undeveloped. These include Hampstead Heath, Primrose Hill, Highgate Cemetery and the adjacent Waterlow Park and railway land in Kings Cross, Kentish Town and West Hampstead.

- In the first half of the 20th Century the majority of new development in the Borough is brownfield with new housing replacing sub-standard accommodation close to the railway termini at Kings Cross (Somers Town) and Euston and in Kentish Town and Chalk Farm.
- A small area of land is developed adjacent to Hampstead Cemetery in the north west of the Borough and to the south of Highgate Cemetery in the east of the Borough.

Key

■	up to 1750
■	1751 - 1860
■	1861 - 1900
■	1901 - 1939
■	1940 - 1980
■	1981 - present

Figure 2.9: Historical development - Post war development (up to 1980)

Figure 2.10: Historical development - Modern (up to present day)

- Following bomb damage during WWII and a policy to renew housing that was considered sub-standard, significant parts of the Borough were redeveloped in the post-war period.
- This development is concentrated around the main rail stations on Euston Road, Camden Town, Gospel Oak and Swiss Cottage.
- Rail land around West Hampstead and Finchley Road stations is also developed through this period.
- Further south new office developments begin to be developed within the historic fabric on Tottenham Court Road and in High Holburn.

- In recent decades new development has been focused in Kings Cross, Camden Town and Swiss Cottage.
- What results is a complex pattern where development from different periods interface and merge. The experience of passing through the Borough is to interact with a variety of urban forms with different character.
- Hampstead Heath remains as a significant area of open space that has been treasured and protected by every generation.

2.3 Urban morphology

The pattern of development across the Borough has responded to its proximity to the centre of London, to the topography and to the infrastructure that cuts across the Borough. This is evident in the figure ground plan of the Borough (Figure 2.11).

The area to the south of Euston Road is more urban in form, a tight grid of blocks with open spaces provided as squares that sit within this gridded pattern. This form extends in a looser more open fashion towards Camden Town and then makes way for a network of residential streets that extend across much of the rest of the Borough.

The routes of the rail lines cut strips through the Borough's structure and rail land at Kings Cross, West Hampstead and Kentish Town is clearly evident. The figure ground plan will look markedly different at Kings Cross in a few years time.

Hampstead Heath, Hampstead Cemetery, Primrose Hill, Regents Park and Waterlow Park in Highgate are also clearly evident as undeveloped land.

Figure 2.11: Figure Ground Plan

Building height

Building heights vary across the Borough and buildings are taller towards the more urban area to the south of the Borough.

There is also greater height along the main routes through the Borough (Finchley Road, Haverstock Hill and Eversholt Street / Camden High Street).

A number of clusters of taller buildings are apparent sometimes reflecting centres (Swiss Cottage) or uses, (hospital at Belsize Park or offices on Euston Road). Camden also has a number of post-war residential towers that are not located for rational planning reasons but as a reflection of the approach to development when the buildings were planned.

Impact on character

Block morphology and building height have a huge impact on the character of an area, how it is perceived and how permeable an area is to movement.

The figure ground plan quickly reveals the structure of the Borough, areas that have a connected network of streets and those areas that do not, undeveloped areas that may be barriers to movement and larger buildings or structures.

Key
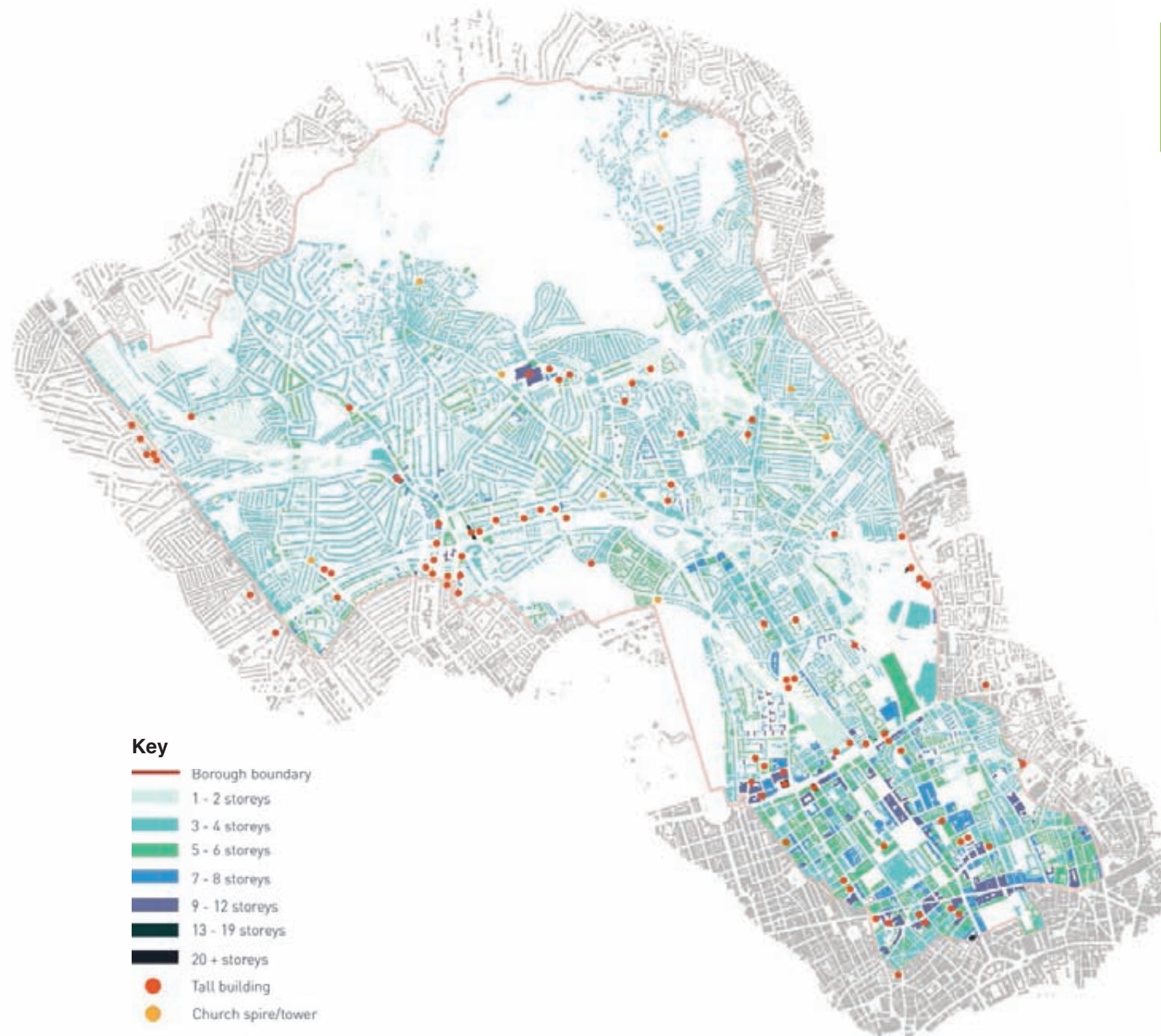
——	Borough boundary
	1 - 2 storeys
	3 - 4 storeys
	5 - 6 storeys
	7 - 8 storeys
	9 - 12 storeys
	13 - 19 storeys
	20 + storeys
●	Tall building
●	Church spire/tower

Figure 2.12: Building heights plan

2.4 Views

A number of London's most famous and valued views originate in, or extend into, Camden. These are:

• Views of St Paul's Cathedral from Kenwood, Parliament Hill and Primrose Hill;

• Views of the Palace of Westminster from Primrose and Parliament Hills; and

• Background views of St Paul's from Greenwich and Blackheath.

The current framework for protecting these views is set by the London Plan and the Mayor's London View Management Framework supplementary planning guidance. Views are identified in Figure 2.13.

Paragraph 14.24 of the Core Strategy states that:

The Council will also seek to protect locally important views that contribute to the interest and character of the Borough. These may include:
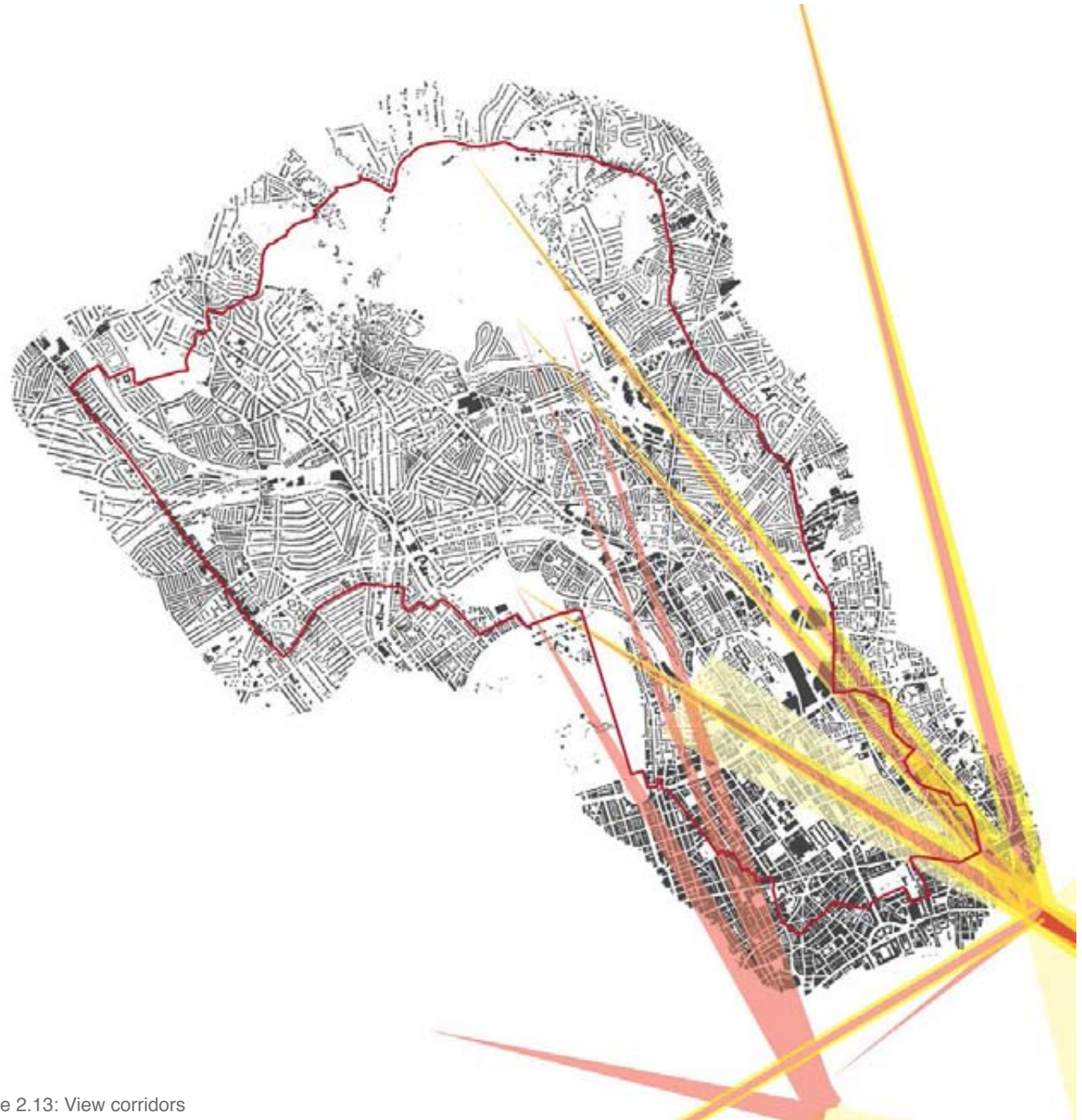
Figure 2.13: View corridors

- Views of and from large public parks and open spaces, such as Hampstead Heath, Kenwood Estate, Primrose Hill and Regent's Park, including panoramic views, as well as views of London Squares and historic parks and gardens;

- Views relating to Regent's Canal;

- Views into and from Conservation Areas; and

- Views of listed and landmark buildings and monuments and statutes (for example, Centrepoint, St Stephen's, Rosslyn Hill and St George's, Bloomsbury).

Importance to character

An essential part of the Borough's character is the impression that is perceived when viewing the Borough, or a particular building or feature from a high vantage point.

Careful consideration must be given to any proposals that may have a negative impact on these vistas. Wherever possible, development should aim to enhance these views or the settings of areas / buildings identified as being important (either through a statutory or local designation).

2.5 Land use

The character and form of development to the south of Euston Road is also reflected in its uses. This part of the Borough is mixed with employment residential and educational / institutional uses mixed within its gridded streets. This area is home to several Universities, the focus of London's legal profession and one of its most well known shopping streets in Tottenham Court Road.

To the north of Euston Road the area is broadly residential however there are also a number of significant town centres. These are linear in form and stretch along the historic routes through the Borough.

Town centres include:

- Camden Town;
- Kentish Town;
- Swiss Cottage / Finchley Road,
- West Hampstead;
- Hampstead; and
- Kilburn.

These centres generally provide for the local population but Camden Town in particular draws people from much further afield.

There are also some significant employment areas notably in Kentish Town and at Camley Street.

Importance to character
Centres and the uses that take place within them are very important in shaping impressions of a place and are often critical in creating identity.

Key

- ——— Borough boundary
- ----- Railway
- ——— Primary road
- ——— Major road
- ——— Secondary road
- Town centres
- Neighbourhood centres
- Conservation area
- Open space
- Health
- Education
- Growth area
- Other developed areas (not Conservation area)
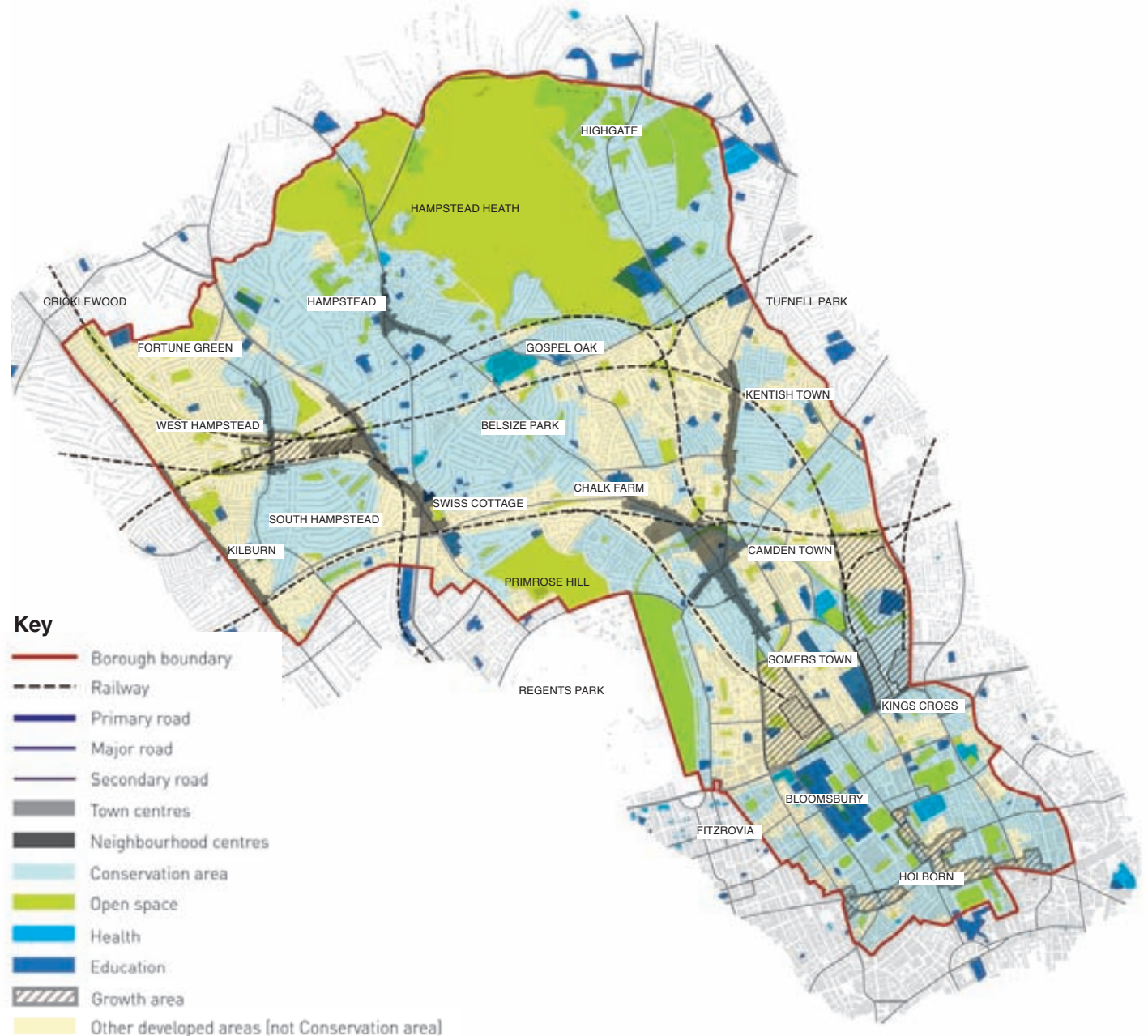
Figure 2.14: Land use plan

2.6 Green space

Camden's designated open spaces include Metropolitan Open Land. This is open space of London wide significance that provides a break in the built up area and receives the same presumption against development as green belt land. There are four main areas of Metropolitan Open Land in Camden, which are of great importance to the Borough and its character – Hampstead Heath and adjoining areas; Regent's Park (eastern edge only - the majority of the park is in Westminster); Primrose Hill / Barrow Hill Reservoir; and Highgate Cemetery / Waterlow Park / Fairseat.

In addition, 14 open spaces in Camden are on English Heritage's Register of Parks and Gardens of Special Historic Interest.

Importance to character
These open spaces are very important in shaping the identity of the Borough and are an important component of the character of the neighbourhoods that interface with them.

Key

- Borough boundary
- Open space
- MOL
- SSSI
- Ancient woodland
- Canals & waterbodies

1 Hampstead Heath
2 Highgate Cemetery / Waterlow Park
3 Primrose Hill
4 Regent's Park
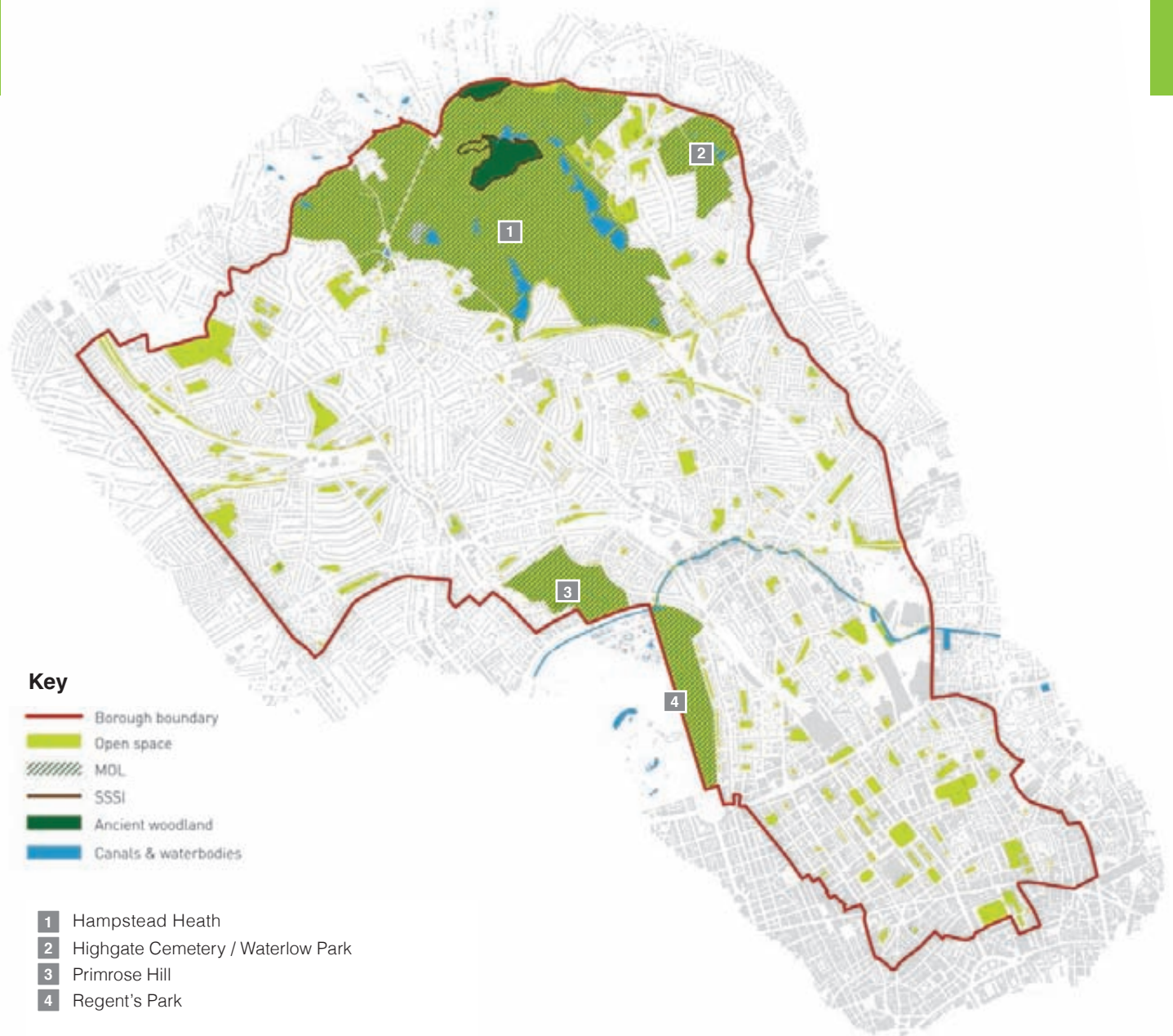
Figure 2.15: Green spaces

2.7 Movement

Finchley Road and Euston Road form part of the strategic road network through London. Euston Road continues westwards as the Westway, Western Avenue and ultimately M40 towards Oxford and the midlands. Finchley Road extends northwards to connect with the A406 North Circular and the M1 motorway.

Both routes carry significant volumes of traffic and are barriers to pedestrian movement. The traffic also brings with it noise and air pollution.
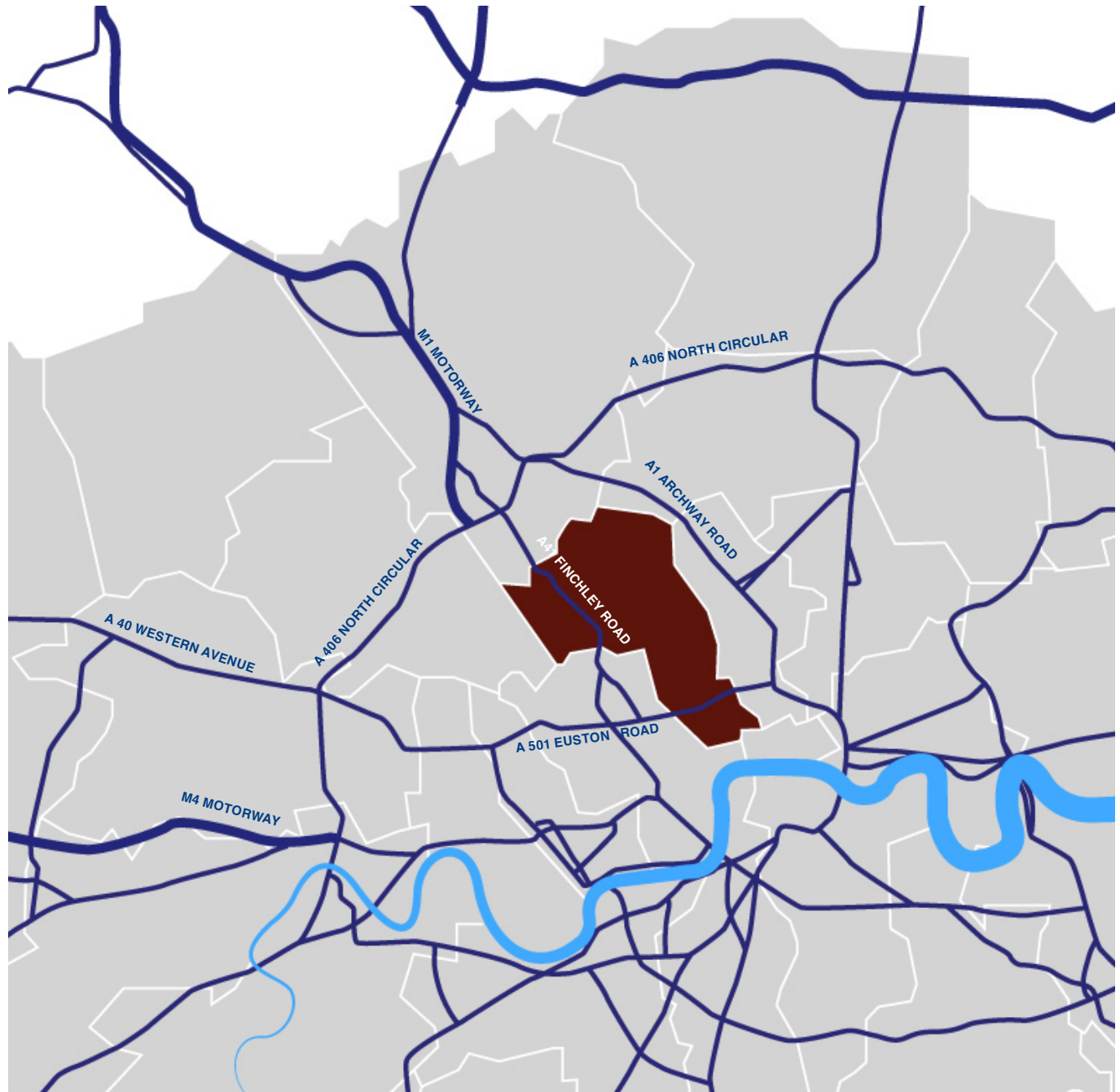
Figure 2.16: Strategic road network

The road network through the Borough is largely historic and whilst connections like Euston Road and Finchley Road were conceived in the 18th and 19th Century many of the other routes were originally lanes that connected the historic settlements both within what is now the Borough and beyond.

The main settlements in the Borough are located along these routes and often where they meet. For instance:

- Camden Town is located at the meeting place of Haverstock Hill / Chalk Farm Road, Kentish Town Road and Camden Road;
- Kentish Town is located at the meeting place of Highate Road, Fortess Road and Kentish Town Road; and
- Swiss Cottage is the meeting point of Finchley Road, Adelaide Road and Belsize Road.

Kilburn High Road / Shoot Up Hill / Cricklewood Broadway is another important north-south route that forms the western edge of the Borough. This is an historic route, the Watling Road.

Towards the south of the Borough a gridded street pattern has developed. To control traffic movements many streets within this area are one way working. Further north parts of the Borough are connected by a wider network of streets.

Importance to character
Many of the main routes trough the Borough are rich in history and character and whilst they carry significant volumes of traffic this brings vitality. On the more strategic routes, and Finchley Road in particular, the volume of traffic has a more detrimental impact on character

Key

———	Borough boundary
———	Primary road
———	Major road
———	Secondary road
▓▓▓	Town centres
▓▓▓	Neighbourhood centres
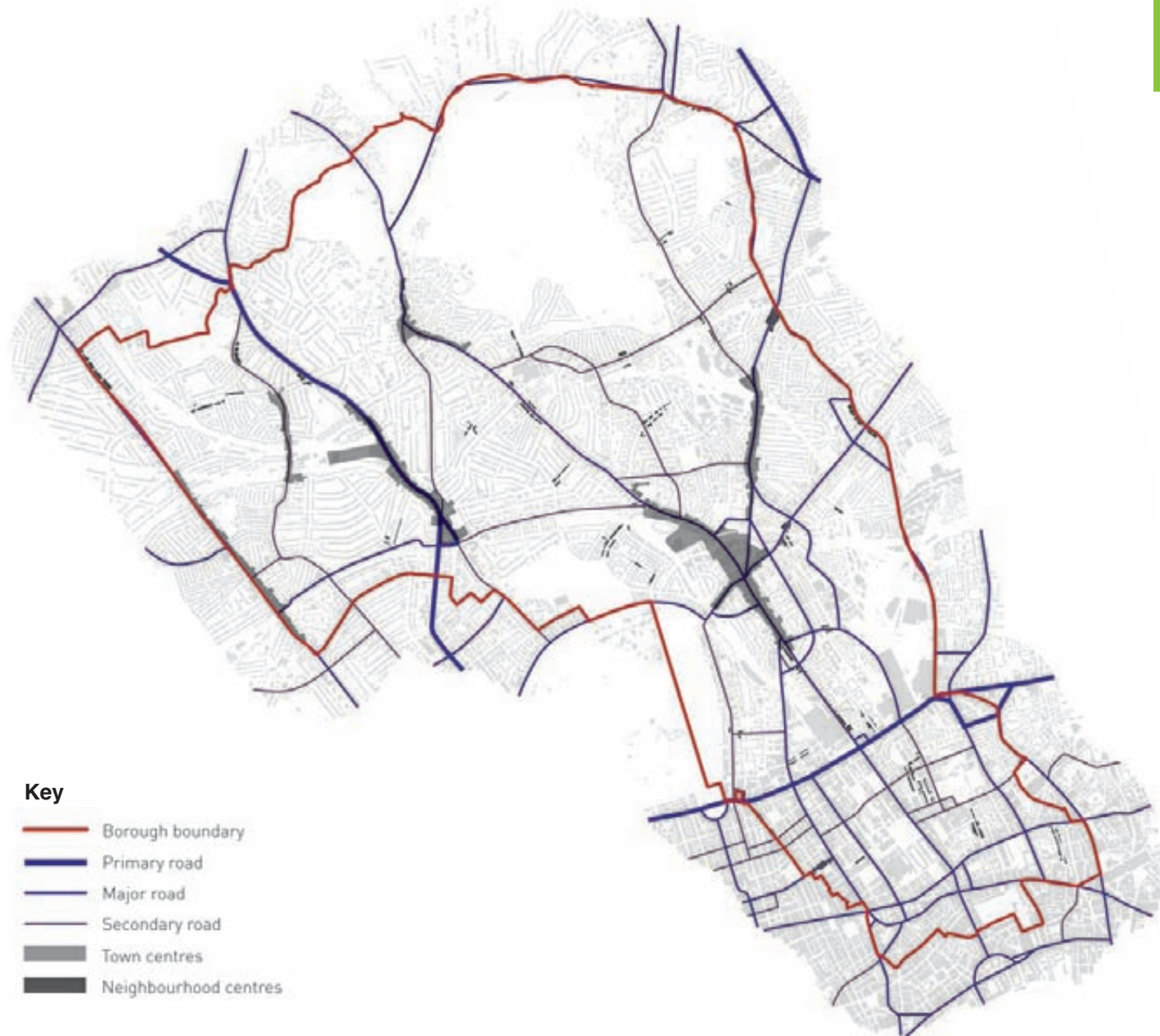
Figure 2.17: Road network

Numerous rail lines pass through the Borough both above ground and below.

There are three railway termini to the south of the Borough on Euston Road:

- Euston station with lines leading north and then west through Camden (to the west of the centre), Primrose Hill, Swiss Cottage and South Hampstead;

- St Pancras International with lines leading northwards to Kentish Town and then west through Gospel Oak, West Hampstead and Cricklewood; and

- Kings Cross with lines running northwards to the east of the Borough.

London Overground lines also cross the Borough in an east-west direction.

Key

——	Borough boundary
-----	Railway
——	Northern line
——	Piccadilly line
——	Victoria line
——	Circle line
——	Central line
——	Hammersmith & City line
——	District line
——	Metropolitan line
⇄	National rail stop
⬤	Overground stop
⬤	Underground stop

CRICKLEWOOD
HAMPSTEAD
GOSPEL OAK
TUFNELL PARK
ARCHWAY
HAMPSTEAD HEATH
KENTISH TOWN
WEST HAMPSTEAD
BELSIZE PARK
KILBURN
FINCHLEY ROAD
KENTISH TOWN WEST
BRONDESBURY
CHALK FARM
CAMDEN ROAD
SWISS COTTAGE
SOUTH HAMPSTEAD
CAMDEN TOWN
KILBURN HIGH ROAD
MORNINGTON CRESCENT
KINGS CROSS
EUSTON
WARREN STREET
RUSSELL SQUARE
FARRINGDON
GOODGE STREET
HOLBORN
TOTTENHAM COURT ROAD

Figure 2.18: Train and underground routes

Several London Underground lines serve the Borough. Two (Northern and Jubilee lines) serve the northern part of the Borough; a further six lines operate in the southern part of the Borough. Lines include:

- The northern line runs northwards from Tottenham Court Road via Camden Town where the line splits to serve Chalk Farm, Belsize Park and Hampstead on route to Edgware and Kentish Town and Tufnell Park on route to High Barnet.

- The Jubilee line passes across the Borough stopping at Swiss Cottage, Finchley Road, West Hampstead and Kilburn.

- The Victoria line passes across the Borough stopping at Warren Street, Euston and Kings Cross;

- The Circle, Metropolitan and Hammersmith and City line passes across the Borough stopping at Great Portland Street, Euston Square and Kings Cross; and

- The Central line passes across the Borough stopping at Tottenham Court Road and Holborn; and

- The Piccadilly line passes across the Borough stopping at Holborn, Russell Square and Kings Cross

Public transport accessibility is indicated in Figure 2.19.

Importance to character
The rail infrastructure provides accessibility but at a cost; in places creating considerable barriers to movement, disconnecting neighbourhoods and creating edges to developed areas that impacts on their character.

Railway viaducts, bridges and architecture are an integral part of neighbourhood character and define boundaries and create gateways and landmarks.

Key

- Borough boundary
- PTAL Level 1a
- PTAL Level 1b
- PTAL Level 2
- PTAL Level 3
- PTAL Level 4
- PTAL Level 5
- PTAL Level 6a
- PTAL Level 6b
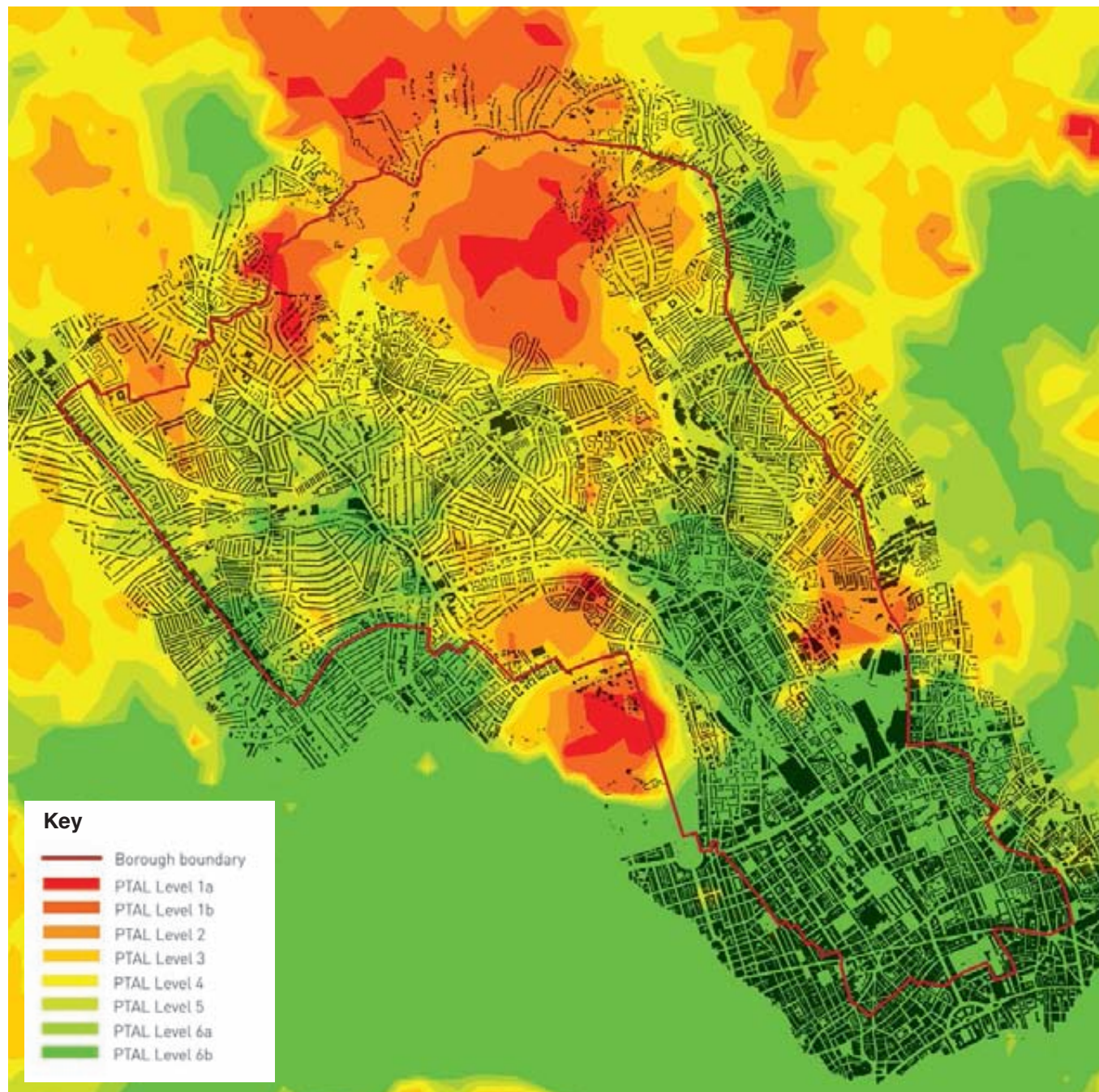
Figure 2.19: Public transport accessibility Levels (PTAL)

2.8 Population and demographics

Whilst parts of the Borough are very wealthy there are other areas where health and economic deprivation exists. The adjacent plans indicate these.

Importance to character
It is noticeable that in those areas where there are greater levels of economic deprivation the quality of the public realm and the condition and investment in properties is lower. This has significant impacts on character of an area.

Rank of Index of Multiple Deprivation (IMD) 2010
Ranking of LSOAs within England

☐ Other	(75)
20% to 30% Most Deprived	(26)
10% to 20% Most Deprived	(29)
Within 10% Most Deprived	(3)
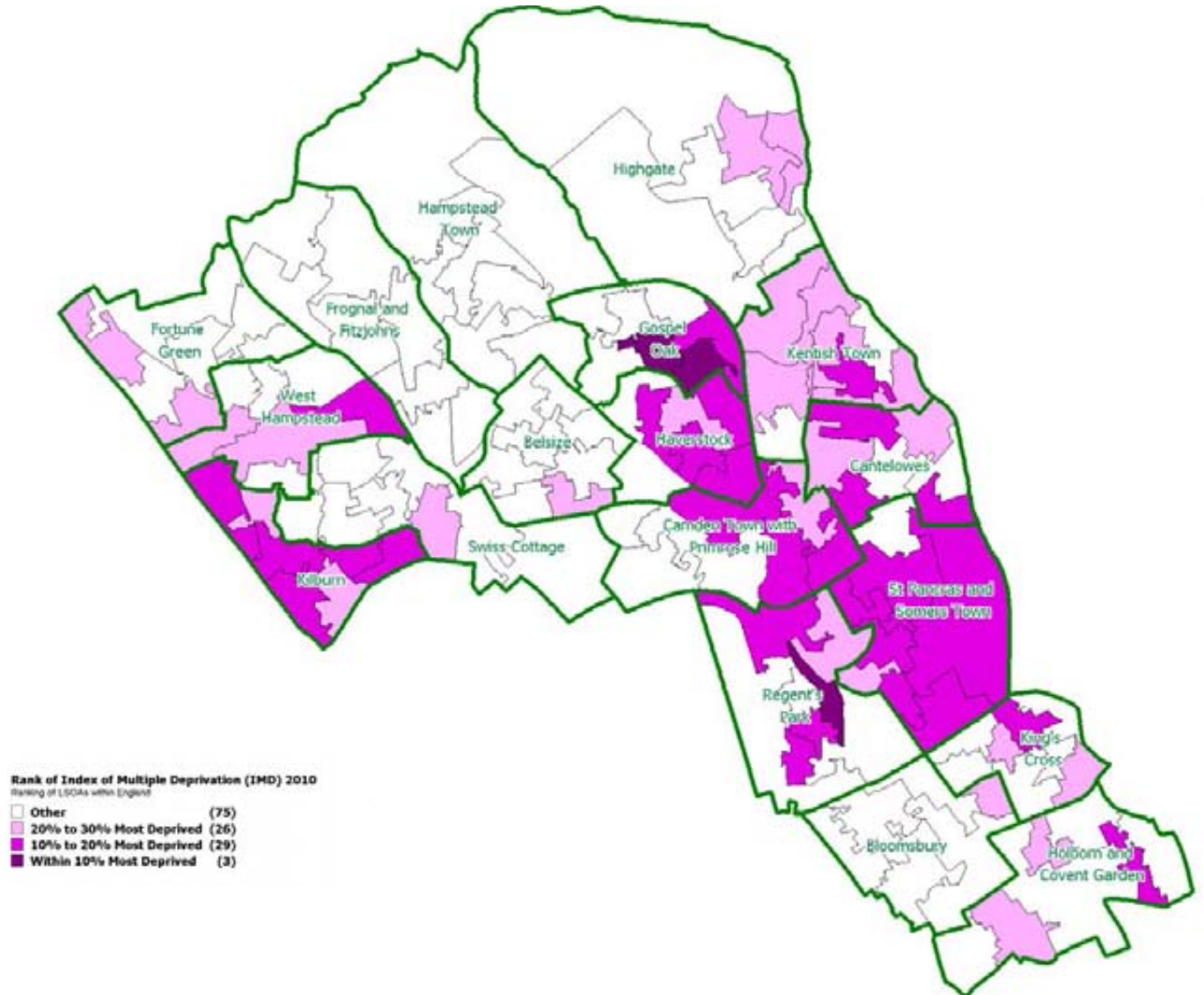
Figure 2.20: Multiple Deprivation across the Borough

Rank of Crime and Disorder Deprivation
Rank of LSOAs within England

☐ Other	(91)
☐ 20% to 30% Most Deprived	(21)
☐ 10% to 20% Most Deprived	(12)
■ Within 10% Most Deprived	(9)
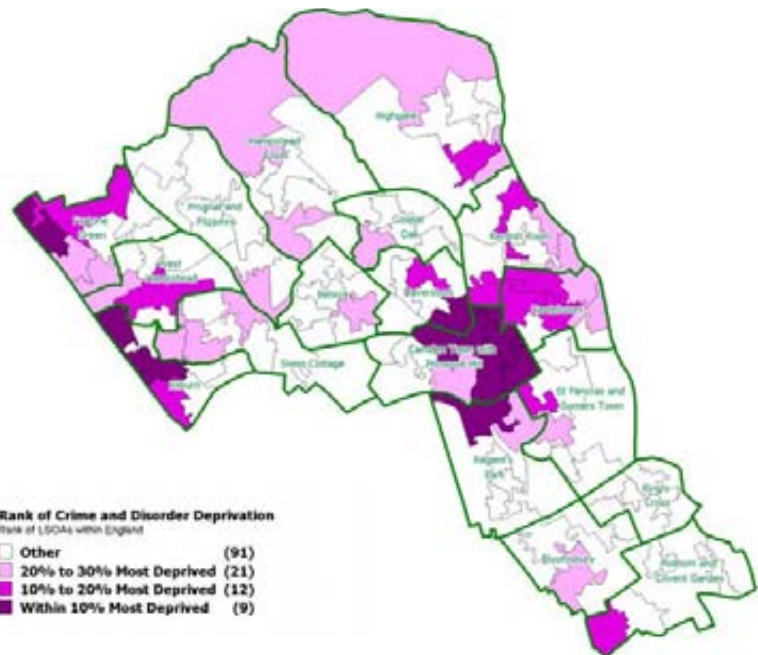
Figure 2.21: Crime and disorder deprivation

Rank of Health Deprivation and Disability
Rank of LSOAs within England

☐ Other	(75)
☐ 20% to 30% Most Deprived	(21)
☐ 10% to 20% Most Deprived	(27)
■ Within 10% Most Deprived	(10)
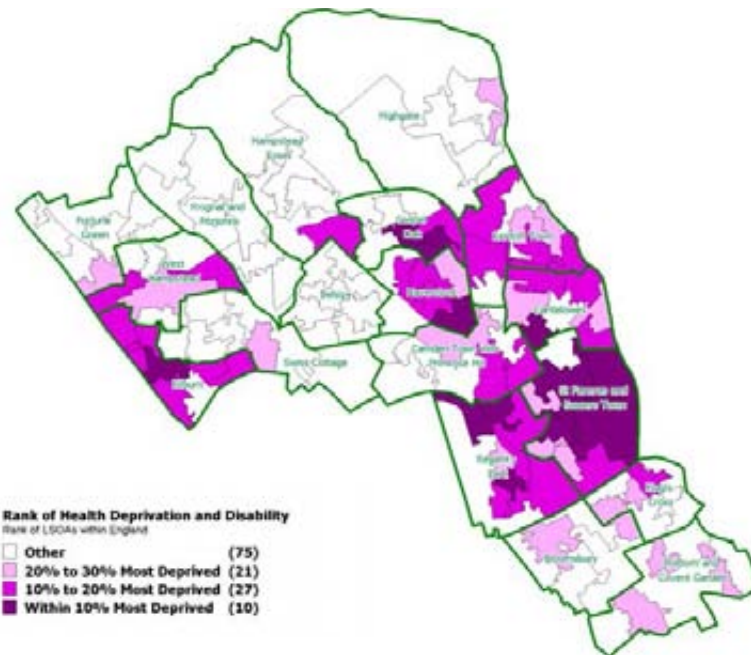
Figure 2.22: Health deprivation and disability

Rank of Income Deprivation
Rank of LSOAs within England

☐ Other	(68)
☐ 20% to 30% Most Deprived	(21)
☐ 10% to 20% Most Deprived	(24)
■ Within 10% Most Deprived	(20)
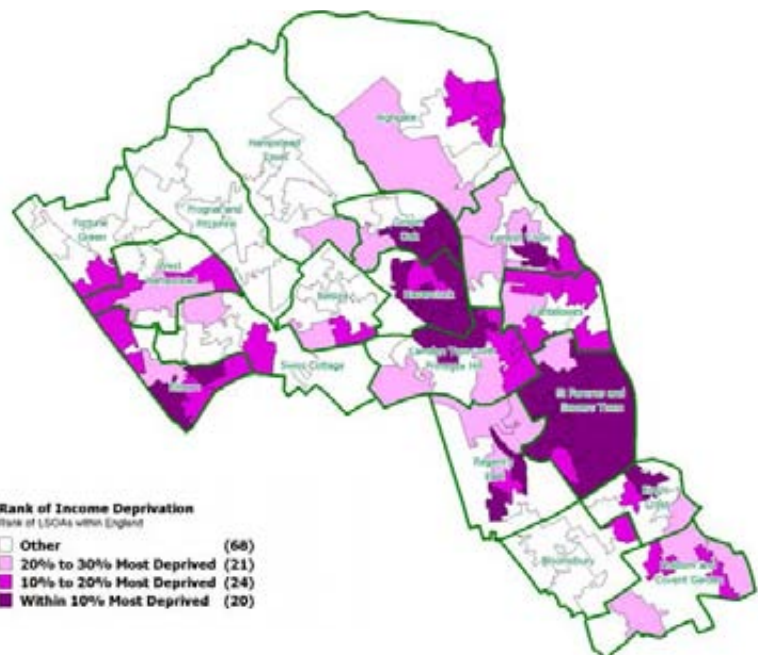
Figure 2.23: Income deprivation

Rank of Employment Deprivation
Rank of LSOAs within England

☐ Other	(86)
☐ 20% to 30% Most Deprived	(25)
☐ 10% to 20% Most Deprived	(20)
■ Within 10% Most Deprived	(2)
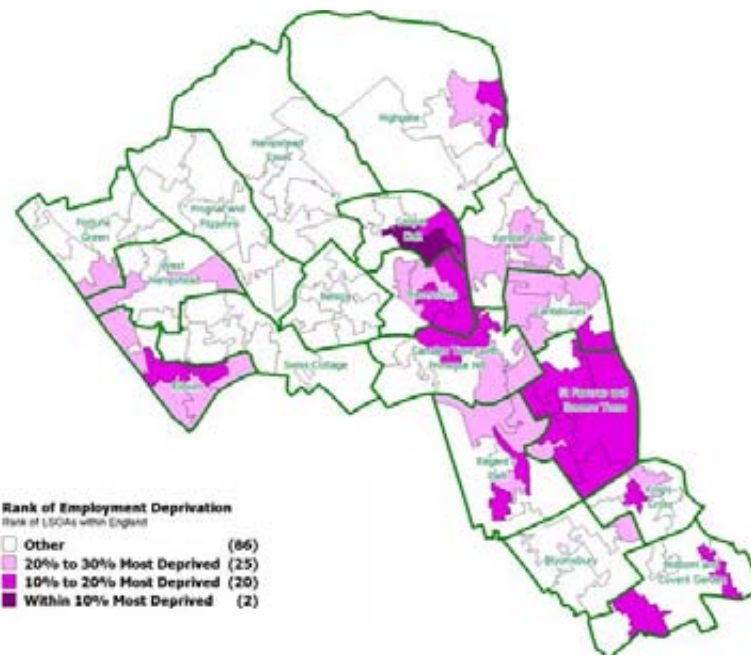
Figure 2.24: Employment deprivation

03
Defining the character study

This section defines the scope of the Character Study. It identifies the Conservation Areas, Open Spaces and Growth Areas which are excluded from the study area with the remaining area forming the focus of the study.
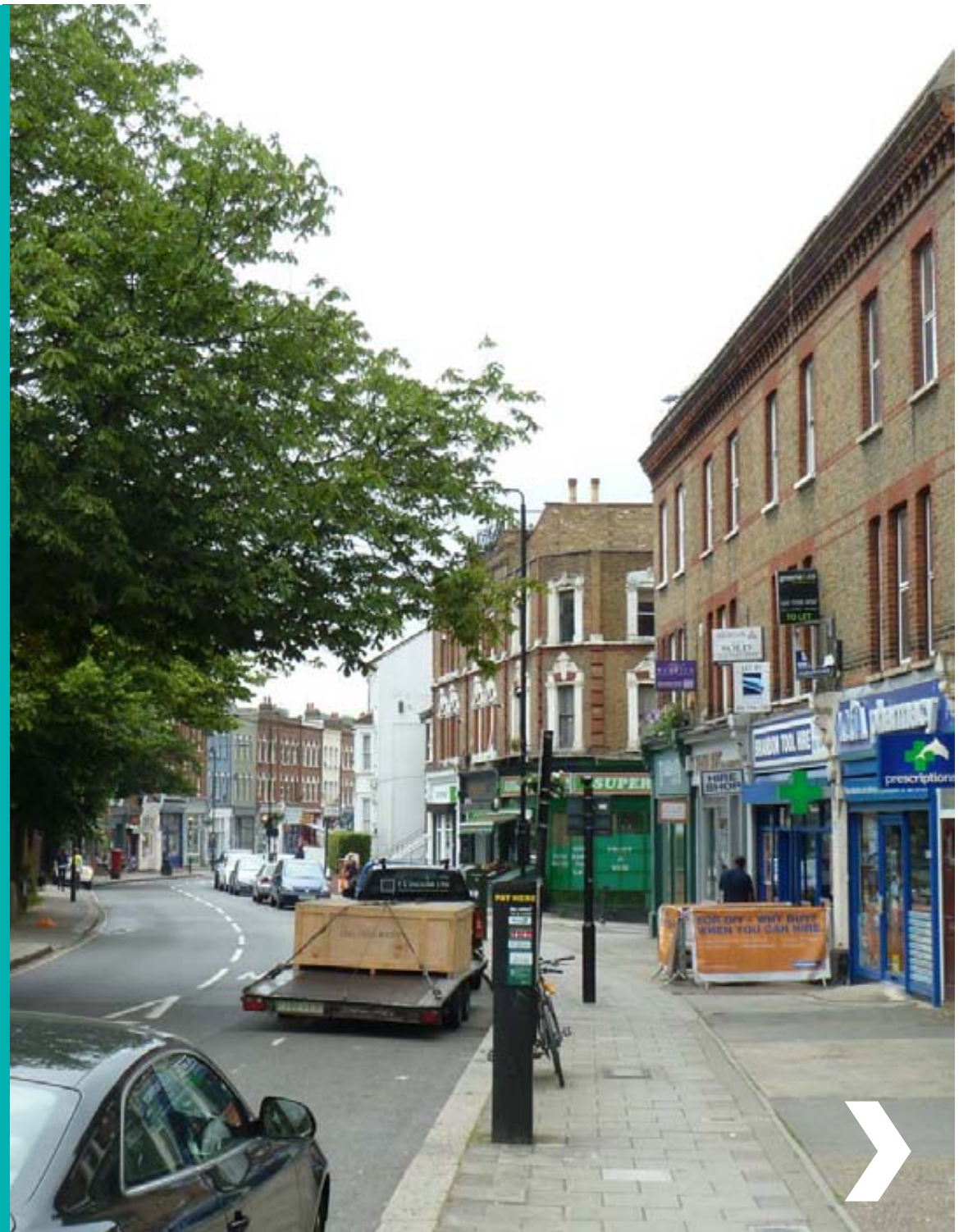
3.1 Conservation Areas

Camden has a rich architectural heritage with many special places and buildings from throughout Camden's history. 40 areas, covering approximately 50% of the land in the Borough, are designated as Conservation Areas, recognising their special architectural or historic interest and their character and appearance. The Council has prepared conservation area statements, appraisals and management strategies that provide further guidance on the character of these areas and this study does not therefore examine their character further.

Over 5,600 buildings and structures in Camden are nationally listed for their special historical or architectural interest, and 53 of the Borough's squares are protected by the London Squares Preservation Act 1931. In addition, 14 open spaces in Camden are on English Heritage's Register of Parks and Gardens of Special Historic Interest.

Conservation Areas:

1. Alexandra Road Estate
2. Bartholomew Estate
3. Belsize
4. Bloomsbury
5. Camden Broadway
6. Camden Square
7. Camden Town
8. Charlotte Street
9. Dartmouth Park
10. Denmark Street
11. Elsworthy
12. Eton
13. Fitzjohns and Netherhall
14. Fitzroy Square
15. Hampstead
16. Hanway Street
17. Harmond Street
18. Hatton Garden
19. Highgate
20. Holly Lodge Estate
21. Inkerman
22. Kelly Street
23. Kentish Town
24. Kings Cross / St Pancras
25. Kingsway
26. Jeffreys Street
27. Mansfield
28. Park Hill and Upper Park
29. Priory Road
30. Primrose Hill
31. Redington Frognall
32. Rochester
33. Regents Canal
34. Regents Park
35. Seven Dials Estate
36. South Hampstead (formerly Swiss Cottage)
37. South Hill Park Estate
38. St John's Wood
39. West End Green
40. West Kentish Town

Key

— Borough boundary

▨ Conservation areas

■ Listed buildings
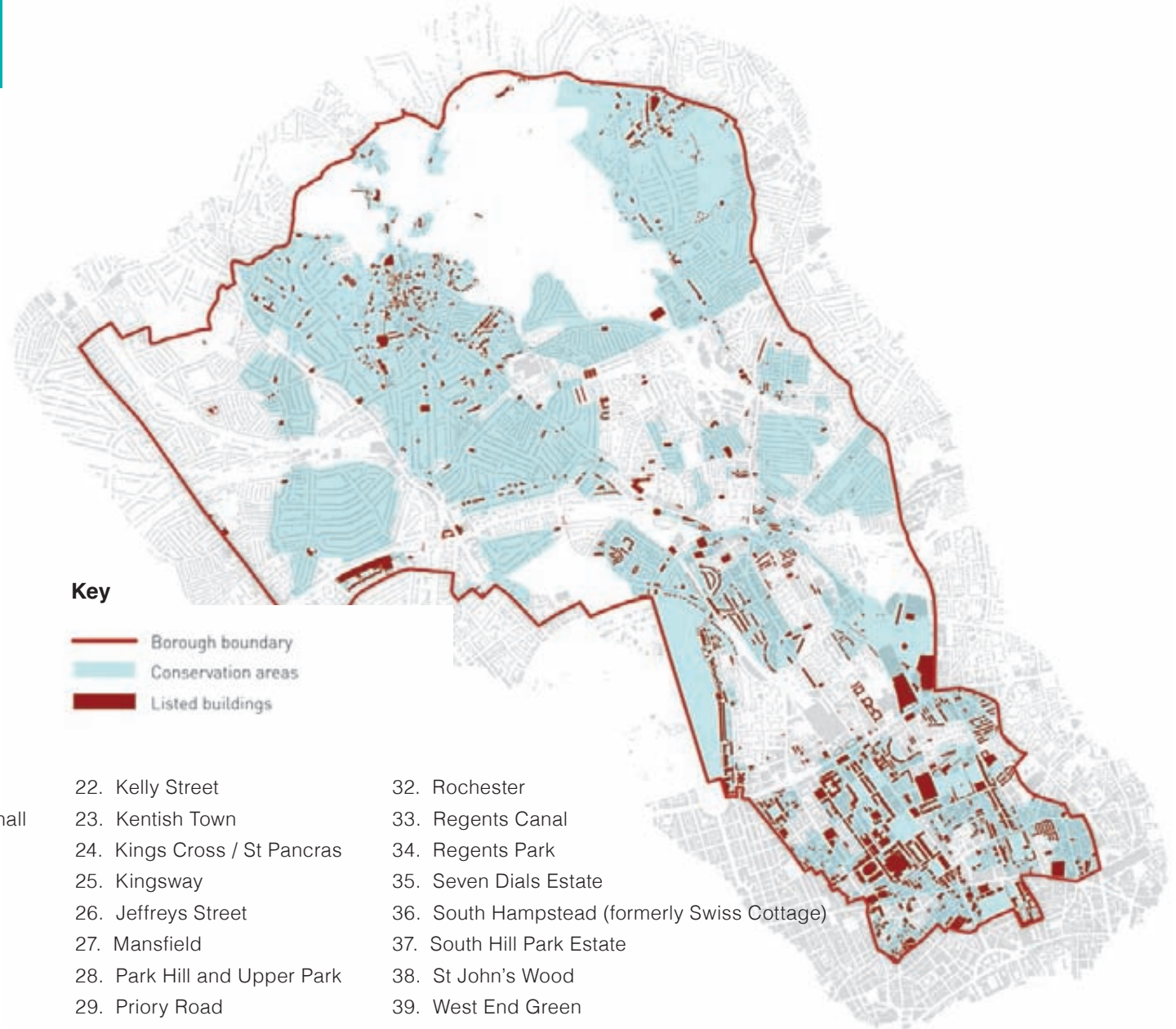
Figure 3.1: Conservation Areas

3.2 Growth areas

Core Strategy Policy CS2 states that:

Development in Camden to 2025 will be concentrated in the growth areas of:

a) King's Cross, where large-scale redevelopment is underway;

b) Euston, where major redevelopment is expected to occur in association with improvements to the station (The Euston Area Plan 2015 extends beyond the Growth Area);

c) Tottenham Court Road, Holborn and West Hampstead Interchange, where the mixed use redevelopment of a number of sites is expected to take place.

These areas are expected to provide in the range of 4,700 new homes and a substantial majority of new business floorspace in the period to 2024/25.

A good understanding of the existing character of these areas and there potential for change has already been established and they are therefore excluded from this Character Study.

Area Action Plans has been prepared for the Fitzrovia area to the south west of the Borough and for the Euston Area and these areas are also also excluded from the study.

Figure 3.2 identifies each of these areas.

Key

— Borough boundary
☐ Growth area
☐ Fitzrovia AAP
☐ Euston Area Plan

1 Kings Cross
2 Euston
3 Tottenham Court Road
4 Holborn
5 West Hampstead Interchange
6 Fitzrovia Area Action Plan
7 Euston Area Plan
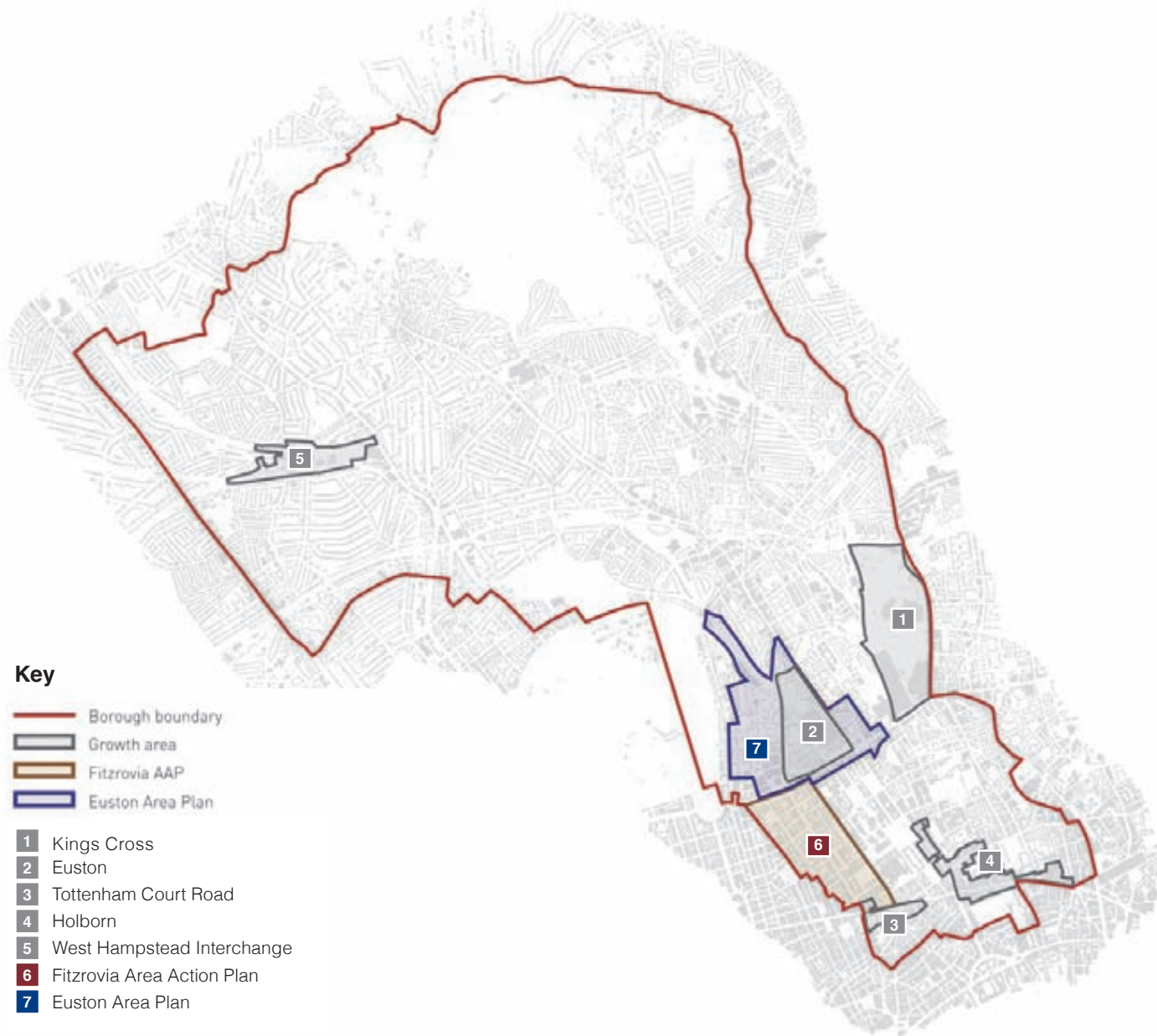
Figure 3.2: Growth Areas together with the Fitzrovia Area Action Plan and Euston Area Plan areas

3.3 Open space

Open spaces are also excluded from the Character Study.

Key

--- Borough boundary
▭ Growth area
▭ Fitzrovia AAP
▨ Conservation areas
▨ Open space
▨▨▨ MOL
--- SSSI
▨ Ancient woodland
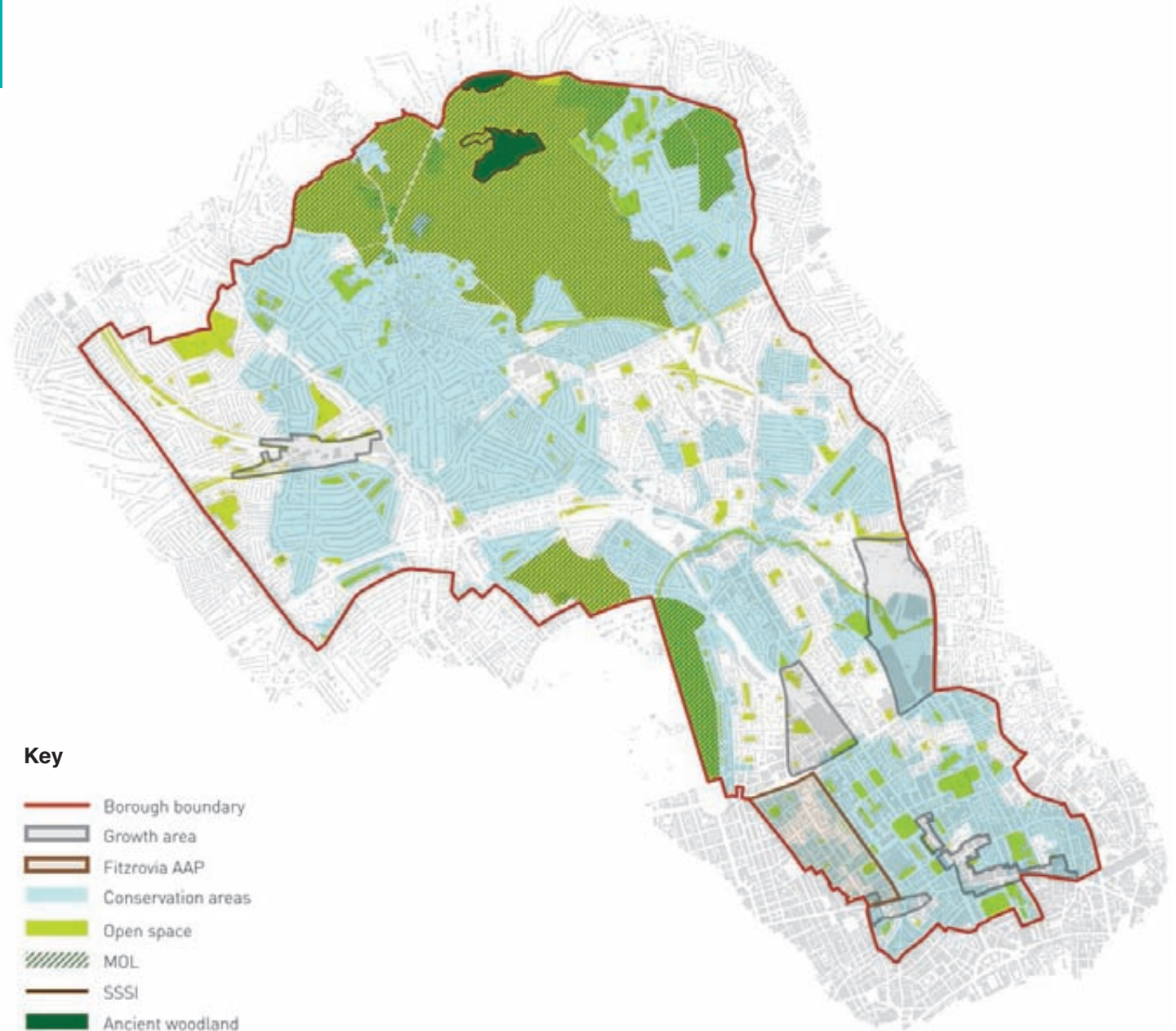
Figure 3.3: Green spaces - outside of the Character Study

3.4 Scope of Character Study

The adjacent plan indicates the scope of the Character Study.

Key

— Borough boundary

▨ Areas that are not conservation area, growth area or green space
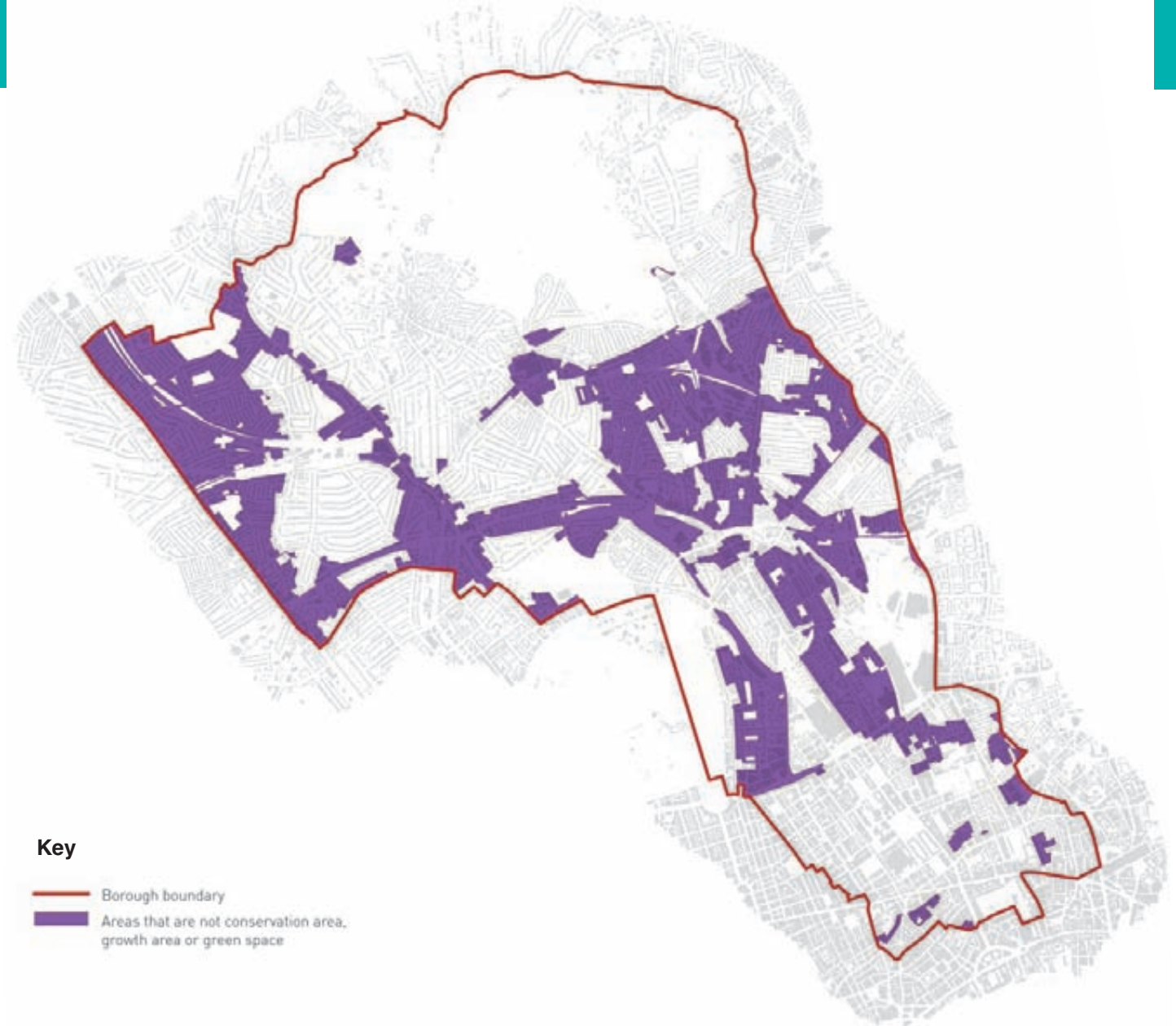
Figure 3.4: The Scope of the Character Study

04
Typologies

This section identifies the character typologies that can be found across the Borough, identifying their characteristics and location.

4.1 Town centres and corridors

High streets and local centres are the focus of Camden's communities and provide local services and facilities. They are also some of the most recognisable places in the Borough.

Three character typologies have been identified:

• High streets;

• Local centres; and

• Big box retail.

Key

——	Borough boundary
▬	High street
▬	Local centre
▬	Big box retail
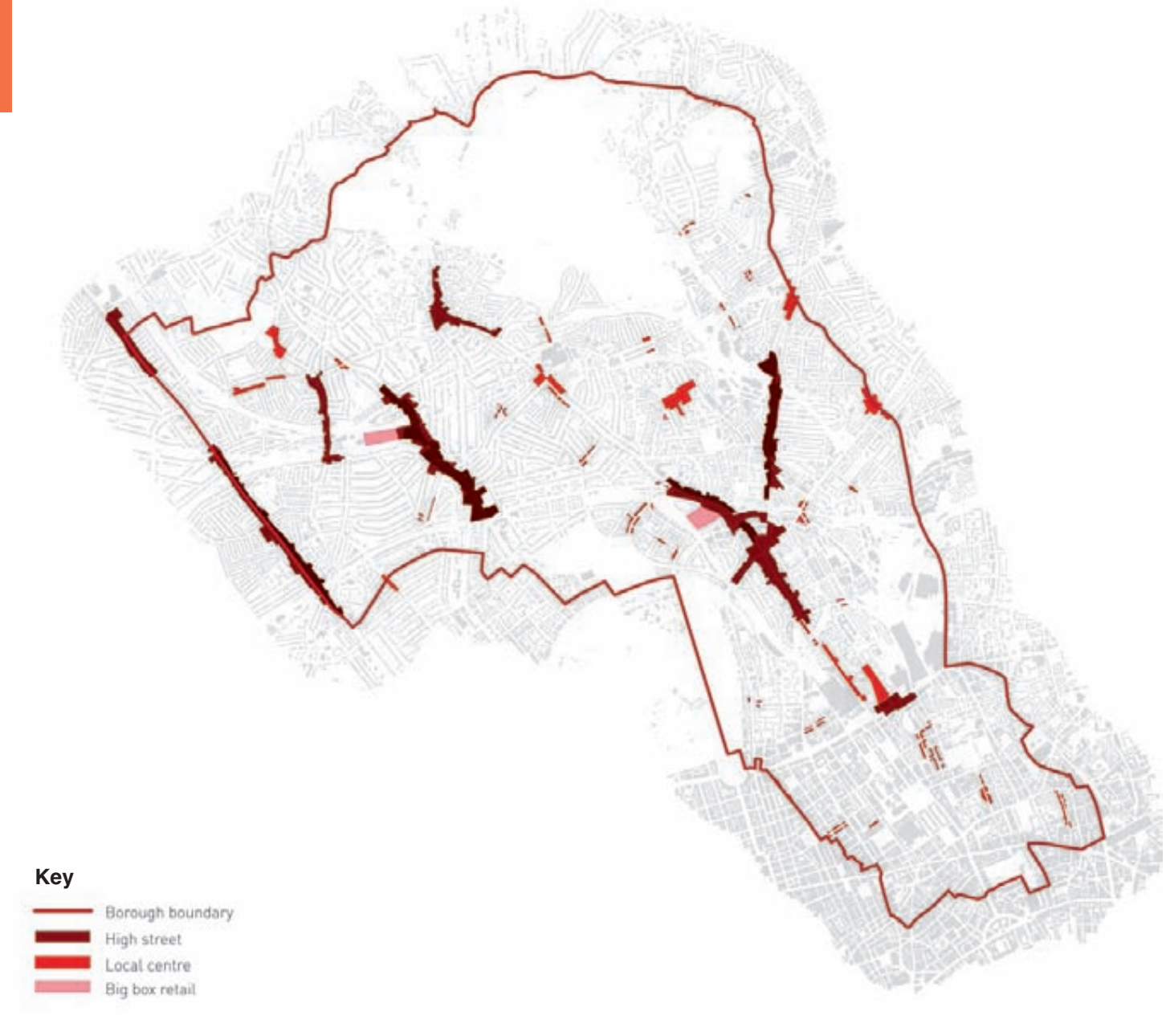
Figure 4.1: Town Centre, local centres and corridors

General description

Camdens high streets fulfill a dual function as both movement corridors and the focus for shops and services within the Borough's neighbourhoods. All can be traced back through Camdens history with the exception of Finchley Road which was planned in the 19th Century and are important to local identity.

Main characteristics

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.

Built form

- **Plots and blocks:** High streets are the highest order street in the network and numerous connections are made to these streets to gain access to the facilities along them. The frontage to the high street often forms the shorter end of elongated blocks extending to the rear. Individual plots often have service yards to the rear.

- **Scale and massing:** Frontage is normally composed of a number of buildings forming a terrace. In most cases the fabric is Victorian and fine grain (ie narrow plot sub-division) and composed of 3 to 4 storey buildings. The building interface is directly onto the footway.

- **Materials and details:** Pre-modern buildings are normally brick with the level of decoration varying from location to location with corner buildings and civic or ecclesiastical buildings more so. Modern interventions are generally less decorative and of simpler construction. Shop fronts vary with traditional timber replaced by aluminium in some places.

Movement

Camden's High Streets are the main movement corridors within the Borough. Traffic volumes are high and they are noisy environments with poor air quality. In some places the routes are difficult to cross. High Streets are also important bus corridors.

Strengths and weaknesses

- 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 streets are busy with traffic this is part of the vitality and crossing the street for pedestrians is not too difficult. Finchley Road however is a greater barrier to movement and the volume and intensity of the traffic flows both makes it difficult to cross and creates a less attractive environment. The quality of offer on either side of the high street is poorer.

- The level of investment in the public realm also varies across the Borough and most of Camden's high streets 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 high streets 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 grained, characterful, established or more historic fabric.

General description
Camden's neighbourhoods are served by local centres and these provide a mix of shops and services. They are normally located on secondary streets and many are Victorian in origin.

Main characteristics
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.

Built form

- **Plots and blocks:** Many of Camden's local centres are Victorian in origin and are composed of small plots linked to create terraces. As with High Streets local centres are usually linear and are well connected to the surrounding built fabric with numerous side streets. Plots often have service yards to the rear.

- **Scale and massing:** Frontage is normally composed of a number of buildings forming a terrace. In most cases the fabric is Victorian and fine grain and composed of 2 to 3 storey buildings. The building interface is directly onto the footway.

- **Materials and details:** Victorian buildings are normally brick with the level of decoration varying from location to location with corner buildings and civic or ecclesiastical buildings more so. Modern interventions are generally less decorative and of simpler construction. Shopfronts vary with traditional timber replaced by aluminium in some places.

Movement
Local centres are normally located on secondary streets. The traffic environment is busy and some places the routes are difficult to cross. Local centres are served by local bus routes.

Strengths and weaknesses

- Occupancy levels are generally fairly high in Camden's local centres however the offer varies in different parts of the Borough. As with high streets the small size of shop units favour independents and the offer is eclectic.

- 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 grained, characterful, established or more historic fabric.

General description

Big box retail is rare in Camden. The limited availability of sites and resistance from the Council means that within the area covered by this study there is only one area where large floorplate warehouse style retail is located. This is on former rail land in Kentish Town.

Main characteristics

Large floorplate retail stores only have one active side and are surrounded by significant areas of surface car parking. They also require significant service access.

Built form

• **Plots and blocks:** Big box retail area free standing buildings set within space and do not sit well in an urban fabric.

• **Scale and massing:** Buildings are of a significant scale and whilst they are only single storey the floor to ceiling heights are significant (approximately 6m).

• **Materials and details:** These large buildings present large blank facades and whilst they may be constructed in brick they are incongruous with the wider area.

Movement

Served by vehicle dominated highways that provide access to car parking and service yards. Buses are also routed to provide access. Access for pedestrians and cyclists is poor.

Strengths and weaknesses

• These buildings are incongruous with the built fabric and function as stand alone objects that do not contribute to the streetscene or urban fabric.

• They are designed to be accessed by car and create a poor environment for walking and cycling. Their size and the 'dead space' around them creates a barrier to movement through a neighbourhood.

• Visually they offer little to the identity and character of an area.

4.2 Campus development

The Borough's schools and health facilities also provide a focus. These however take a different form wit buildings generally sitting within their sites rather than activating streets.

Key

——	Borough boundary
■	Education
■	Health
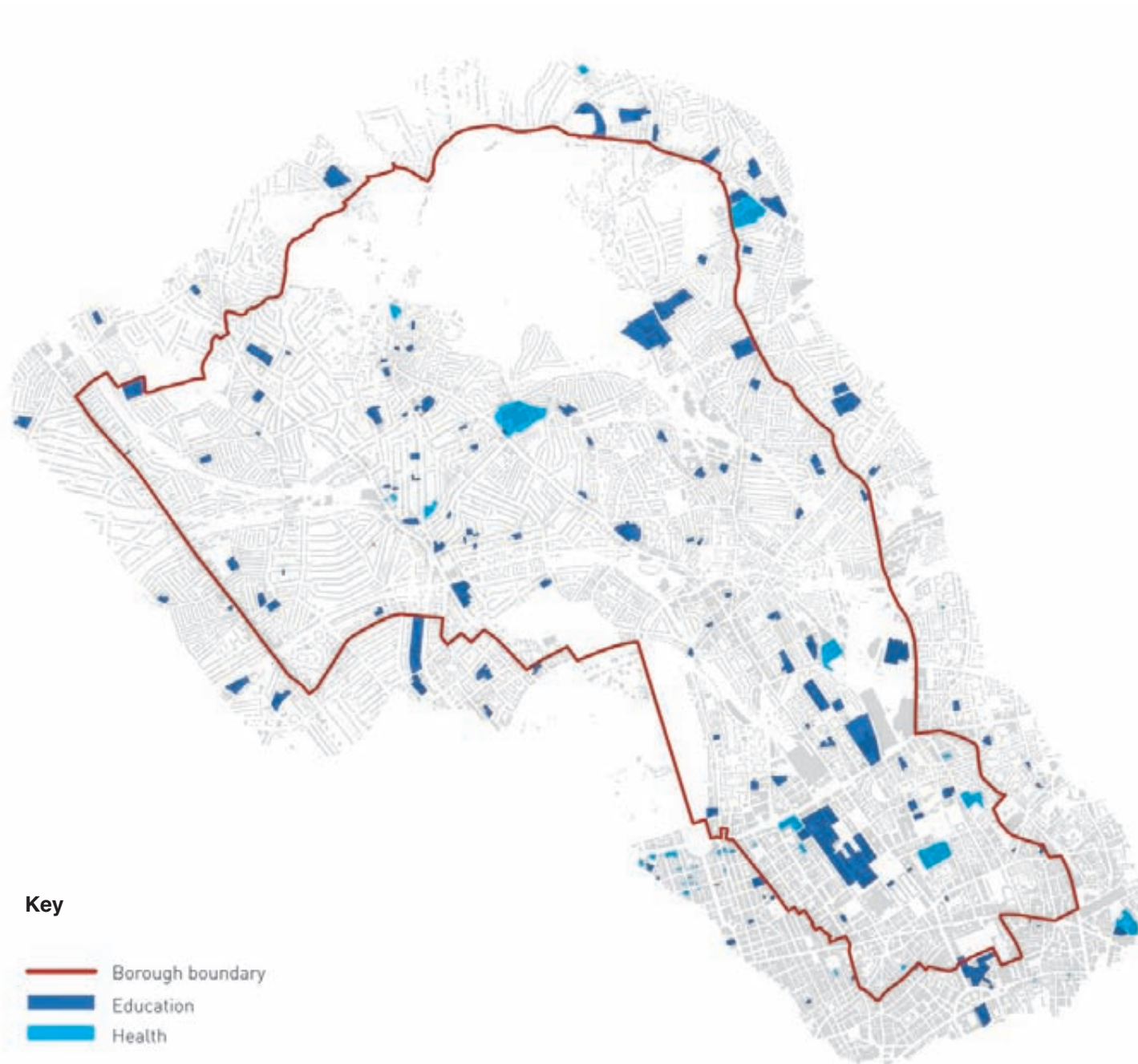
Figure 4.2: Campus development - Education and healthcare

Main characteristics

Each of Camden's hospitals is located within the urban fabric of the city but has, over time, intensified to respond to health need. Hospitals function as their own independent semi public 'islands' within the surrounding fabric. A concentration of hospital buildings and staff accommodation on a campus that is often incongruous with the pattern of street blocks in the area.

Built form

- **Plots and blocks:** Many of Camden's hospitals were founded in Victorian times but have grown and expanded in an unplanned manner since that period. This results in an arrangement of buildings on an increasingly intensified site which often do not relate either to each other or to the surrounding area. The resulting blocks are often large and hospitals become a barrier to movement and permeability.

- **Scale and massing:** The Victorian hospital buildings were of a significant scale rising to 4 or more tall storeys within impressive but extensive structures. Later additions have often been much larger and the Royal Free Hospital in Belsize Park and University College Hospital on Euston Road are buildings of a much greater scale and massing to anything within the surrounding area.

- **Materials and details:** Materials vary dependent on the era within which the hospital buildings were constructed. Victorian buildings are generally brick (St Pancras Hospital in Camden Town includes the converted former 18th Century workhouse building); later buildings are concrete and glass.

Movement

Hospitals are served by access roads that allow for quick access by emergency vehicles. The unplanned nature of hospital campuses often leads to unsightly service yards being revealed to the wider streetscape.

Strengths and weaknesses

- Hospitals and other health facilities create a focus for employment and therefore add activity / pedestrian footfall to areas.

- Health care buildings are often incongruous with the surrounding built fabric, are of a much more significant scale both in terms of height and layout and, as a result, reduce permeability and in some cases legibility of an area.

General description

Hospitals and health centres provide both local and a more regional focus for healthcare within the Borough. There are four major hospitals across the Borough:

- The Royal Free Hospital in Belsize Park;
- St Pancras Hospital in Camden Town;
- University College Hospital on Euston Road;
- Great Ormond Street Hospital on Guilford Street near to Russell Square; and
- Eastman Dental Hospital on Grays Inn Road.

General description

University College London, located in Bloomsbury, provides a focus for higher education in the Borough. Street blocks within this area are dominated by University colleges and student accommodation. Over its 18 colleges and 10 research institutes there area some 135,000 campus based students. The majority are located within the 180 buildings that constitute the Bloomsbury campus. Central St Martins College which moved to Granary Square in Kings Cross in 2011 is also in the Borough,

In addition to University education schools are located across all of Camden's neighbourhoods.

Main characteristics

University College London campus covers an extensive area and is an important part of the character of Bloomsbury. Buildings are structured around a number of public spaces which creates an open campus feel within the neighbourhood. Similarly Central St Martins presence in Kings Cross has a significant impact on the character of the area bringing large numbers of young creative individuals to the area.

The Boroughs schools take a range of forms from the impressive Victorian structures, generally set back within their plots, to the more modest post war school buildings and more recent additions including the UCL Academy in Swiss Cottage and Haverstock School in Chalk Farm.

Built form

- **Plots and blocks:** School buildings generally sit within plots and are wrapped by playground space rather than actively addressing streets. Secondary schools occupy larger sites and this often leads to large blocks that provide little animation to the surrounding area. The boundaries to the school environment are impermeable and often defined by high walls that restrict views.

- In contrast the University campus is more open and is permeable to pedestrian movement. Buildings follow a more defined block structure and are organized on the site.

- **Scale and massing:** Many schools stand out as significant building within a neighbourhood, being of greater stature than modest buildings within which they area set.

- **Materials and details:** Materials vary dependent on the era within which the educational buildings were constructed. Victorian buildings are generally brick, later buildings utilise a greater variety of materials.

Movement

Educational buildings create strong pedestrian flows but normally only at the start and end of the day

Strengths and weaknesses

- Universities in particular are economic drivers for Camden, and the wider city and create a focus for creativity, education and vitality which benefits both the immediate area and extends its reach across London and beyond.

- Educational campuses can reduce permeability in an area and when set back within their site they reduce overlooking of the street.

- However educational buildings create strong pedestrian flows that animate streets at particular times of the day.

4.3 Employment typologies

Employment within the Borough takes a number of forms and five character typologies have been identified within the Character Study area:

• Mixed-use;

• Office;

• Storage and distribution;

• Industrial estate; and

• Warehouse / factory conversions.

The character varies considerably and has a marked impact on the adjacent areas.

Note: There are other employment areas within the Borough that are not indicated in Figure 4.3 which identifies employment typologies within the Character Study area as defined in Figure 3.4 on page 33.

Key

— Borough boundary
— Mixed use
— Office
— Distribution / storage
— Industrial estate
— Warehouse / conversions
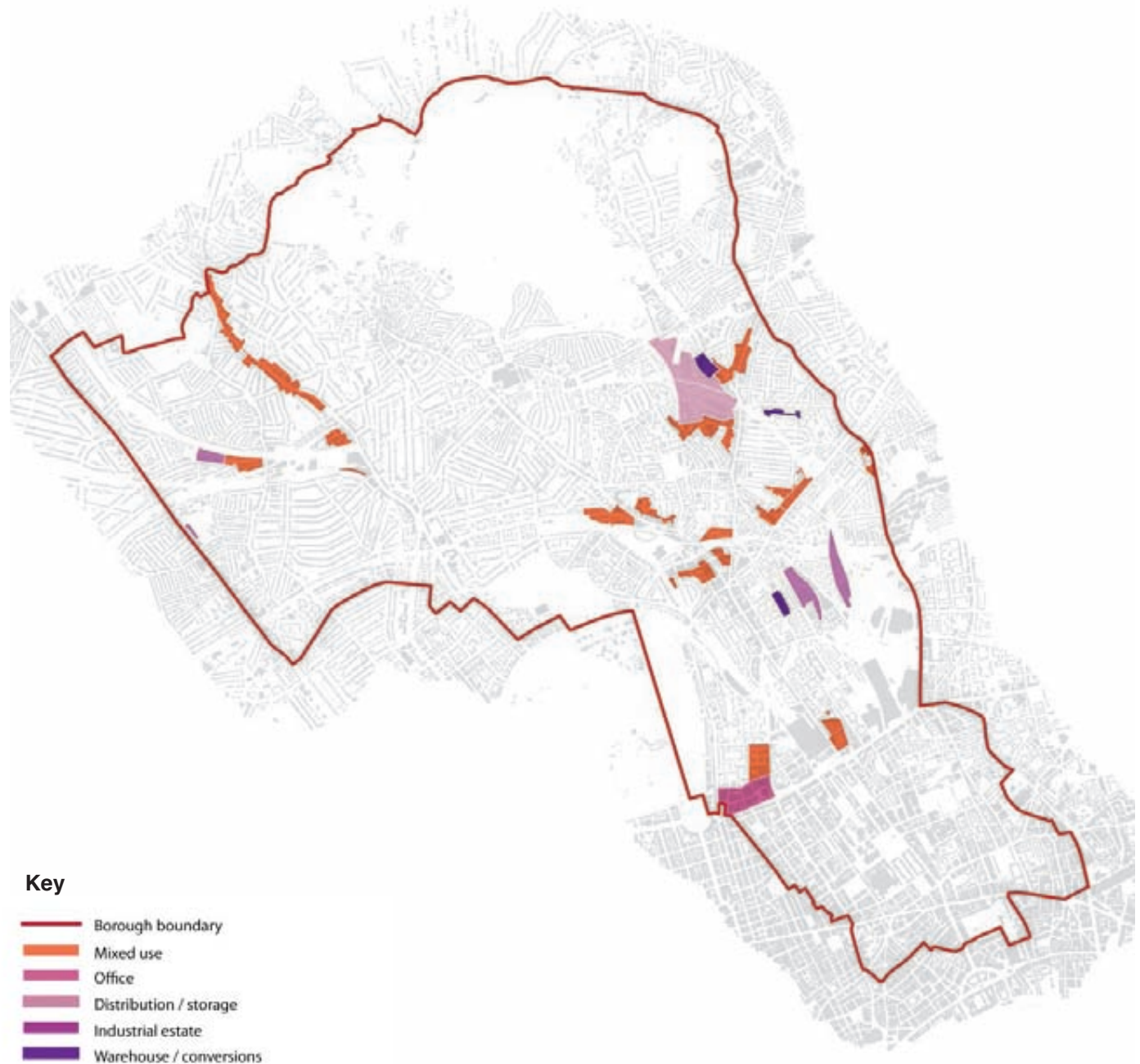
Figure 4.3: Employment character typologies

General description

These areas are perhaps the hardest to define within the Borough and are usually located adjacent to high streets or centres or on the back streets to the rear. They are comprised of a mix of uses including residential employment and sometimes retail.

Main characteristics

These areas are mixed both in terms of uses and also building types and scales and sometimes appear less loved or controlled than other parts of the Borough. This often brings with it potential for change or an opportunity for different uses and activities to emerge.

Built form

- **Plots and blocks:** As with uses plot and block sizes within these areas varies and this allows for a more mixed fabric and range of uses to be provided.

- **Scale and massing:** The scale of buildings varies dependant on context but is normally 3-4 storeys.

- **Materials and details:** Materials vary dependent on the era within which buildings are built with brick predominant but a greater variety of materials likely here than elsewhere in the Borough.

Movement

Uses generate some vehicular movement and footfall.

Strengths and weaknesses

- Provide opportunity for a vibrant mix of uses and potential for change.

- Sometimes untidy and presenting a poor image to passers by.
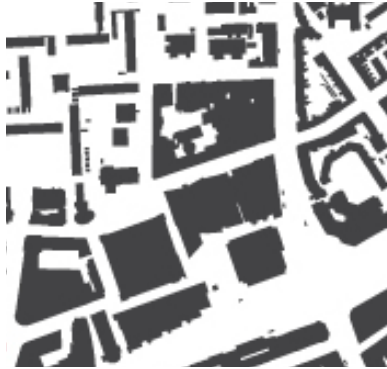
General description

Intensive focus for employment in large floorplate office accommodation. Only one area was identified in the study area to the north of Euston Road.

Main characteristics

Whilst the main use is office this is supported by some retail, food and drink and leisure uses but these areas generate very little activity when offices are closed. Buildings set within a high quality public realm and environment is managed.

Built form

- **Plots and blocks:** Large floorplate stand alone buildings within a high quality managed public realm.

- **Scale and massing:** Large footprint office buildings of six storey height and above.

- **Materials and details:** Distinctive character with steel and glass predominant materials. High quality stone paving and well manicured planting delivers a quality but controlled external environment

Movement

Attract significant footfall but only during office opening hours. High quality managed public realm with security provision. Car parking limited and underground.

Strengths and weaknesses

- Provide activity during the day and economic value .

- Devoid of activity outside of office working hours.

- Can feel out of place with adjacent uses.

General description

Extensive sites that allow for the storage of materials or goods and for its distribution to either other parts of the Borough or beyond.

Main characteristics

Generally level sites that may include large floorplate buildings for storage of goods and that are served by access roads utilized by large vehicles that service the sites. Often located on former rail land that was free from development.

Built form

- **Plots and blocks:** No defined plots or blocks but sites laid out to provide access to large floorplate buildings / sheds that are located on the sites. Sites are often secured with steel palisade fencing to prevent access and they therefore create barriers to movement.

- **Scale and massing:** Buildings are generally large floorplate single storey sheds.

- **Materials and details:** Concrete hardstandings with buildings composed of steel panels.

Movement

Access roads provide for articulated lorries. Car parking often dominates street scene. Usually single point of access and limited public accessibility and so create barrier to wider movement.

Strengths and weaknesses

- May provide important sites for storage of materials for construction or for distribution across the Borough and these type of uses must be located somewhere.

- Generate many movements by heavy goods vehicles that may have impact or not be appropriate in the surrounding area.

- Create poor interface with surrounding areas and restrict connections and permeability.

- Sites may be located where they are not desirable for other uses.

General description

Employment sites providing space for a range of businesses often light industrial but sometimes smaller scale services or storage and distribution.

Main characteristics

Generally level sites that are inward looking and provide small scale industrial sheds for small businesses and light industry.

Built form

- **Plots and blocks:** Buildings usually arranged to front onto a central service yard. Poor interface provided to wider street network and generally no frontage to streets.

- **Scale and massing:** Buildings are generally small to medium large floorplate single storey sheds.

- **Materials and details:** Concrete hardstandings with buildings composed of steel panels.

Movement

Usually single point of access and limited public accessibility and so create barrier to wider movement. Access is dominated by vehicular requirements. Car parking often dominates street scene.

Strengths and weaknesses

- Provide employment sites that are important to the Boroughs economy.

- Generate many movements by goods vehicles that may have impact or not be appropriate in the surrounding area.

- Create poor interface with surrounding areas and restrict connections and permeability.

- Sites may be located where they are not desirable for other uses.

General description

Across the Borough there are a number of former factory buildings that have been converted to provide employment space usually for creative businesses.

Main characteristics

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. Provide solid and robust structures within street scene.

Built form

• **Plots and blocks:** Buildings are clustered, and sometimes sit, within conventional blocks with their main entrances are opening onto back streets and in other occasions addressing a courtyard area

• **Scale and massing:** Typically 3 to 6 storey but with high ceilings making them taller in height and of significant massing sometimes extending along an entire street..

• **Materials and details:** Brick construction with normally simple detailing. Fenestration varies dependent on whether the former use required natural light.

Movement

Accessed off connected streets and mews courts and whilst some car parking is provided employees walk and cycle to workspace.

Strengths and weaknesses

• Provide employment sites that are important to the Boroughs economy.

• Provide solid and robust structures within street scene.

• Retain historic buildings with a new and viable function.

4.4 Residential typologies

The majority of the Character Study area has been developed with homes. The character of these homes and the neighbourhoods within which they are located varies considerably. This character is immediately experienced when walking or cycling through an area and is derived from both the building typology and how this is combined and arranged.

This is hugely influenced by the period within which the buildings originate. In parts of the Borough there are extensive areas where connected streets are lined with Victorian houses; elsewhere post-war flatted estates are more prevalent.

Through history the development form has changed and the character typologies identified reflect this. Twelve residential character typologies are identified. Four are composed of Victorian buildings, two derive from the first half of the 20th Century, two to the post-war period and two to latter part of the 20th century. One recognises areas where a mix of residential building types from different periods are found.

Key

Key:
- ——— Borough boundary
- Victorian mansion block
- Victorian villas/large house
- Victorian terraces (large)
- Victorian terraces (small)
- Early 20th century apartment blocks
- Inter-war housing
- Post war estates- low rise
- Post war estates- medium/high rise
- Large detached house
- Gated apartment complex
- Late 20th century estate
- Mixed residential
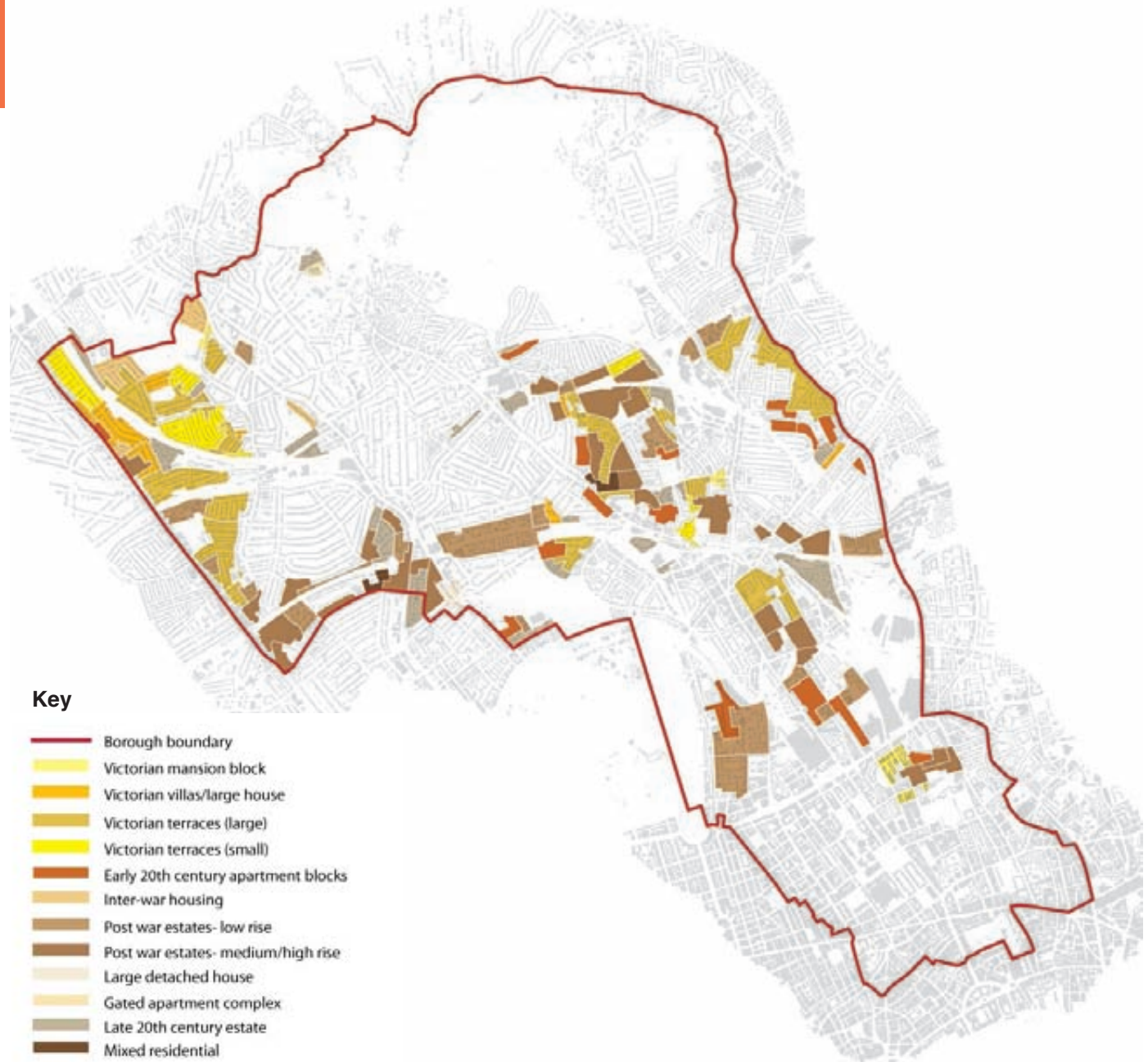
Figure 4.4: Residential character typologies

Victorian development

Victorian development accounts for a large proportion of development across the Borough with much of that within Conservation Areas (not covered by this study) together with housing in the west of the Borough in Kilburn, Kilburn Park and Fortune Green and Kentish Town, Camden Town, Chalk Farm and Primrose Hill dating from this period.

The highest quality Victorian development in the Borough is within Conservation Areas and that covered by the study is more modest in character, nevertheless it provides a robust form that provides both attractive and adaptable homes and a strong character. Properties are normally laid out in terraces or as semi-detached pairs and ornamentation on properties, including bay windows and recessed porches, create an attractive rhythm and verticality to the streetscape.

Layout

Victorian housing is generally developed on a grid system with properties fronting streets and backing onto one another. Block widths are typically between 5 and 8m wide and vary in length depending on location. Grids respond to topography, historic land ownership patterns and to other infrastructure including railway lines and open spaces.

Typologies

Four Victorian character typologies have been identified within the study area:

• Victorian mansion blocks;

• Victorian villas / large houses;

• Victorian terraces large; and

• Victorian terraces small.

Key

— Borough boundary
▬ Victorian mansion block
▬ Victorian villas/large house
▬ Victorian terraces (large)
▬ Victorian terraces (small)
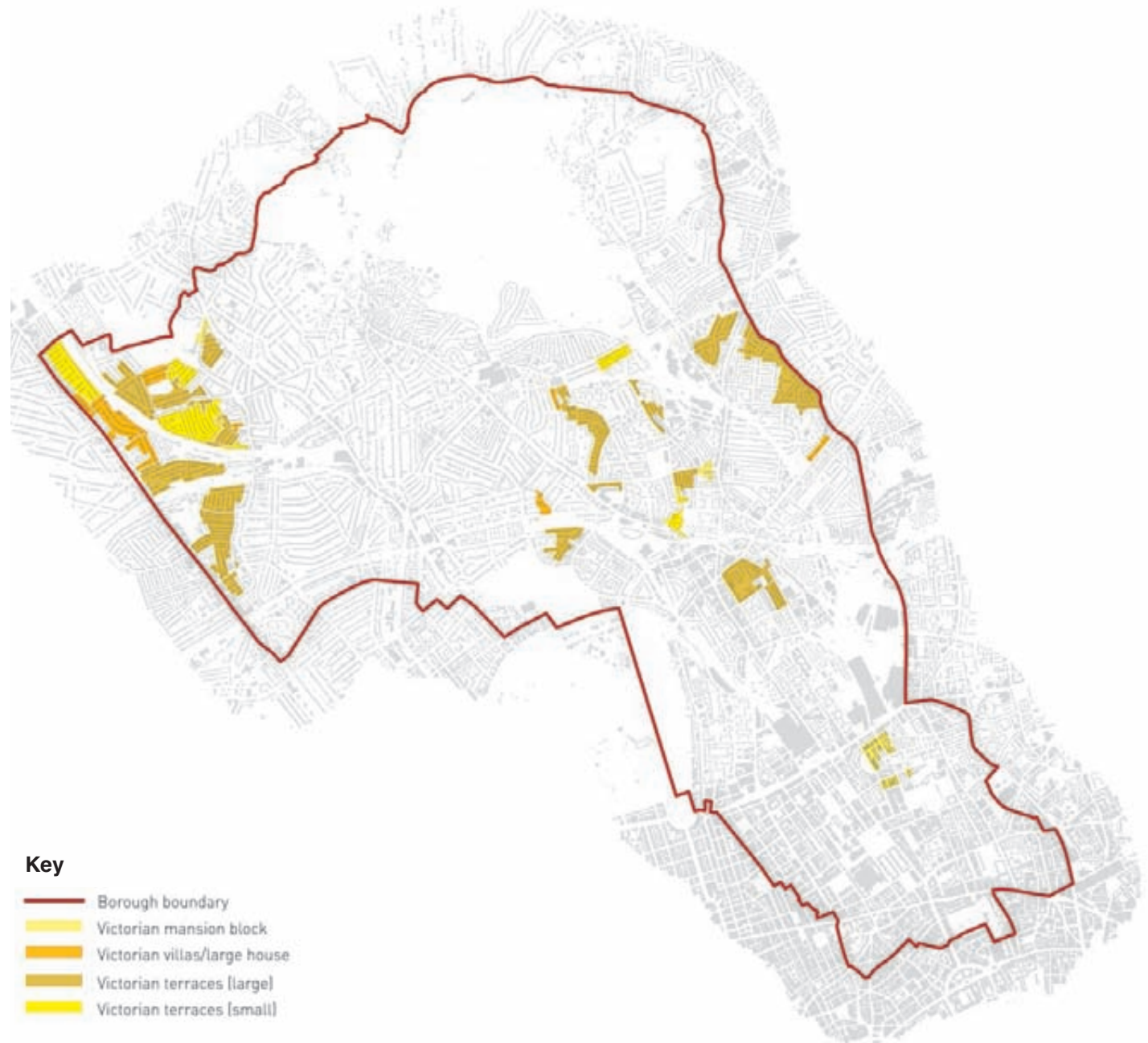
Figure 4.5: Residential character typologies - Victorian

Character of Victorian typologies

The character of each of these is identified further on the pages that follow. There are however some general characteristics.

- Properties are developed on individual plots (with the exception of mansion blocks) meaning that Victorian housing areas are in multiple ownership;

- Homes front the streets with car parking to the front of properties either on plot but more often on street;

- Homes are brick built, usually of London buff stock bricks or red brick or a combination of the two, and are roofed with slates (although these have frequently been replaced by concrete or clay tiles);

- Victorian properties are often highly ornate with decoration on front elevations highlighting windows and porches which are usually recessed;

- A feature of many Victorian properties is the bay window which, with its sash windows, provides additional light into the front of properties; and

- Properties benefit from a small front garden which is often defined by a boundary wall.

Sumatra Road, West Hampstead - a typical Victorian street

Larger Victorian properties in Kentish Town

An elegant street of Victorian homes at Agamemnon Road, Fortune Green

Small properties on Hadley Street in Chalk Farm

Victorian Villas at Shoot-up Hill, Cricklewood

Risks

Whilst the Victorian neighbourhoods are popular and provide a robust built form the ownership pattern of neighbourhoods allows personalisation and adaption of properties. The adaptability of Victorian properties is one of its enduring qualities however it is also a risk to its character and inappropriate changes can reduce the overall composition of the street.

Many of the Borough's larger Victorian properties have been sub-divided to provide several flats. This can lead to problems with a plethora of bins within the front garden or less attention and care given to common areas. Where front gardens are larger, owners have frequently removed front walls to provide parking forecourts with a loss of planting that softens the streetscape. Finally replacement of sash windows, doors or roofing materials with cheap alternatives damages the overall composition and character of the street.

Whilst each of these changes may have a small impact in combination they can transform the character of a street. Most of Camden's Victorian character areas are well cared for however changes that impact on their character should be resisted.

VICTORIAN MANSION BLOCKS

General description

Substantial residential buildings often addressing the street and providing residential apartments.

Density: approx 300 homes per Ha

Built form

- **Plots and blocks:** Mansion blocks usually form part of a tight urban block and front directly onto the street space with entrances clearly identifiable. In less urban contexts building set back with a green margin to the street.
- **Scale and massing:** Substantial buildings of 4-5 storeys often with a set back storey in the roofspace.
- **Materials and details:** Brick construction with regular fenestration patterns and elegant detailing around windows and entrances.

Parking

Limited car parking on the street.

Strengths and weaknesses

- Robust and elegant buildings that form part of a strong urban grid;
- Relatively high density; and
- Building usually in the control of one owner restricting modifications that may damage the overall composition.

VICTORIAN VILLAS / LARGE HOUSE

General description

Substantial residential properties that are normally semi-detached and usually sub-divided into a number of apartments

Density: 20-25 buildings per Ha (approx 100 homes per Ha)

Built form

- **Plots and blocks:** Homes usually form part of a tight urban block and front directly onto the street space and with entrances clearly identifiable. Plots are relatively large (8m wide x 40m long) with properties set back from the street space to the rear of a front garden and with a rear garden of typical 10-20m length.
- **Scale and massing:** Three storey often with additional accommodation provided in the roofspace.
- **Materials and details:** Brick construction with facades often elegantly detailed and often with bay windows extending to the full height of the building.

Parking

A mix of car parking on plot and on the street.

Strengths and weaknesses

- Robust and elegant buildings that form part of a strong urban grid;
- Attractive and elegant detailing;
- Usually sub-divided into flats and this sometimes results in a lack of care for the shared parts including front garden; and
- Relatively high density.

Built form

- **Plots and blocks:** Homes usually form part of a tight urban block and front directly onto the street space and with entrances clearly identifiable. Plots are typically 5m wide x 30m deep with properties set back from the street space behind a small front garden and with a rear garden of typical 10-20m length..
- **Scale and massing:** Homes are normally three storey often with additional accommodation provided in the roofspace.
- **Materials and details:** Brick construction with facades often elegantly detailed and often with bay windows usually extending to the full height of the building.

Parking

Car parking is located on street.

General description

Substantial residential properties that are normally arranged as part of a terrace.

Density: 40-50 buildings per Ha (approx. 100-150 homes / Ha)

Strengths and weaknesses

- Robust and elegant buildings that form part of a strong urban grid;
- Attractive and elegant detailing; and
- Usually sub-divided into flats and this sometimes results in a lack of care for the shared parts; and
- Relatively high density.

Built form

- **Plots and blocks:** Homes usually form part of a tight urban block and front directly onto the street space and with entrances clearly identifiable. Plots are relatively large (4.6-6m wide x 18-30m long) with properties set back from the street space to the rear of a front garden and with a small rear garden.
- **Scale and massing:** Two storey sometimes with additional accommodation provided in the roofspace.
- **Materials and details:** Brick construction with facades often elegantly detailed and often with bay windows.

Parking

Car parking is located on street.

General description

Small residential properties that are normally arranged as part of a terrace.

Density: 30 to 55 buildings per Ha (50 to 100 homes per Ha)

Strengths and weaknesses

- Robust and elegant buildings that form part of a strong urban grid;
- Attractive and elegant detailing;
- Potential for the quality of composition to be degraded through insensitive adaption; and
- Medium density.

Residential development from 1900-1939

The Victorian period saw the majority of open land in the Borough developed. The early part of the 20th Century offered limited opportunities for further change however in a number of locations older properties were removed to make way for early 20th century flatted estates.

These estates delivered a new typology to the area; substantial brick built structures rising to four or five storeys set around courtyards and creating strong frontage to streets, for instance at the Leighton Road Estate in Kentish Town, Primrose Hill Court in Primrose Hill and on Werrington Street in Somers Town. In other areas blocks are set within a more open landscape for instance at the Peckwater and Torriano estates in Kentish Town.

In some cases blocks have been refurbished in recent years and the public realm and courtyards provide an attractive environments within which the blocks sit.

The inter-war years saw a rapid growth in London's suburbs with a more suburban model of semi-detached properties set within generous plots. Very little of this type of housing was built within Camden as by this period there was little land available for development.

Key

— Borough boundary

▬ Early 20th century apartment blocks

▬ Inter-war housing
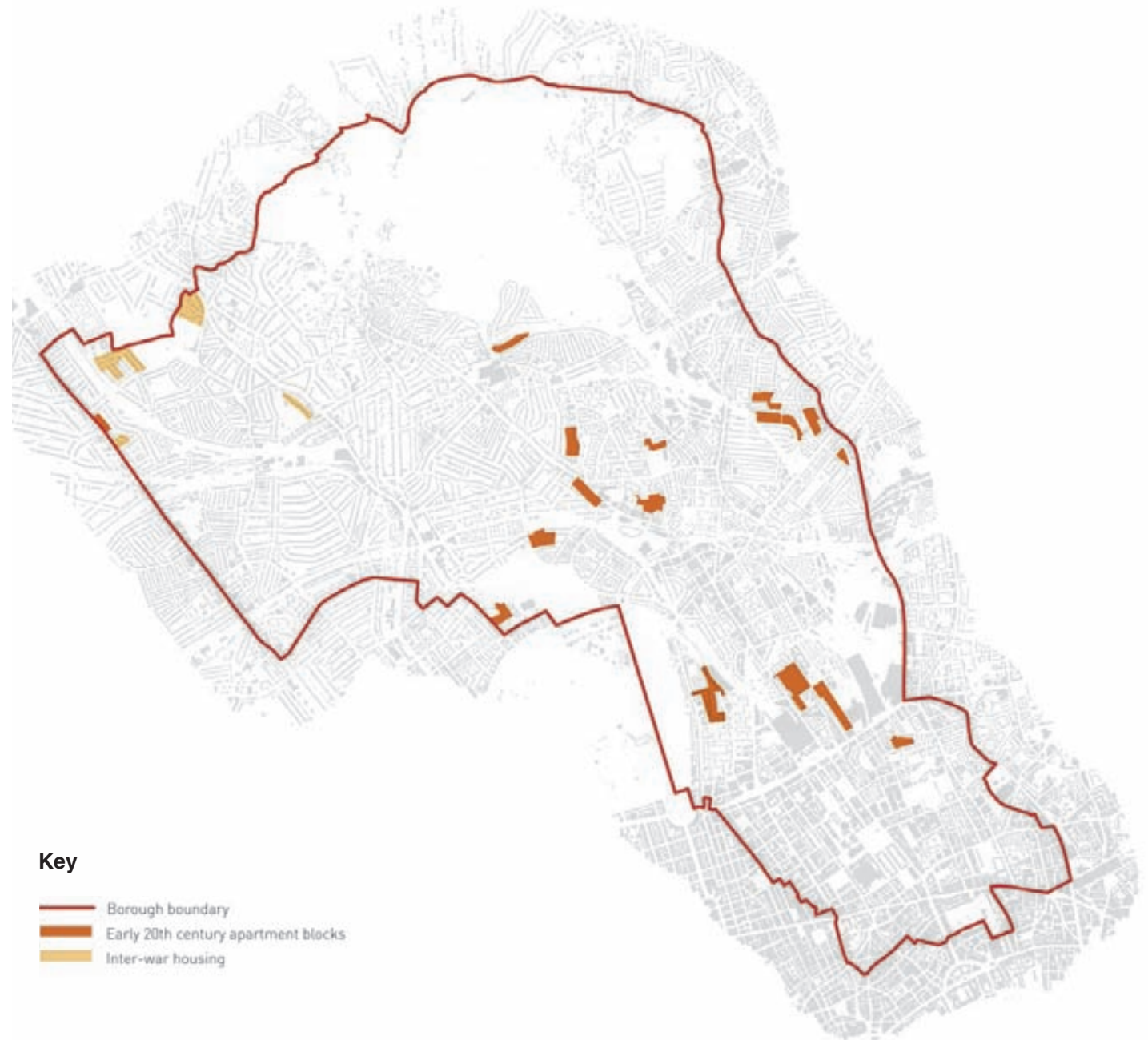
Figure 4.6: Residential character typologies - from 1900-1939

General description

Substantial residential blocks that front the street and either enclose a courtyard space or are located within a more generous landscape.

Density: Typically 100 - 150 homes per Ha

Built form

- **Plots and blocks:** Residential buildings are arranged so that they address a network of connected streets and provide positive frontage to these streets. Internally blocks are arranged around landscaped courtyards. Blocks provide apartment accommodation.
- **Scale and massing:** Blocks are normally four or five storey with additional accommodation often provided in the roofspace.
- **Materials and details:** Robust brick construction with simple but elegant detailing that utilises the arts and crafts detailing of the period with tall chimneys and handsome fenestration and door detailing.

Parking

Car parking is often located within the curtilage of the estate.

Strengths and weaknesses

- Robust and elegant buildings that form part of a strong urban grid;
- Attractive and elegant detailing;
- Single freehold ownership ensures consistency of maintenance; and
- Relatively high density.

INTER-WAR HOUSING

General description

Semi detached houses fronting residential streets.

Density: approx. 20 homes per Ha

Built form

- **Plots and blocks:** Homes are semi detached and arranged as symmetrical pairs. Plots are 8m wide and 30m long with a garden to the front and rear.
- **Scale and massing:** Homes are two storey with a pitched roof.
- **Materials and details:** Brick construction with facades often rendered with simple but elegant detailing. Bow windows increase light penetration into the front room.

Parking

Car parking is usually on plot to the front although streets also provide parking.

Strengths and weaknesses

- Robust building form that fronts onto a connected network of streets;
- Attractive and elegant detailing;
- Potential for the quality of composition to be degraded through insensitive adaption; and
- Low density.

Post-war estates

Many parts of Camden experienced significant bomb damage during WWII and this made sites available for new more experimental development forms in the Borough. In the post-war period many Victorian homes were regarded as substandard and replacing them with clean, bright and innovative new homes was promoted.

The building of council houses in the post-war era was shaped by a new approach to town planning enshrined in the 'Greater London Plan' of 1944 - a blue print for post-war reconstruction by Professor Patrick Abercrombie (1879-1957). The creation of new local authority estates took place in a mood of optimism where Modernist architects were given the opportunity to demonstrate that their rational, planned architecture would create a bright new, Utopian world of clean, functional places. The post-war estate layout was founded on the principle of the 'neighbourhood unit' – a planning concept which promoted the development of self-contained communities. A greater variety of house types typified the neighbourhood unit and included blocks and flats as well as three bedroom houses. Some houses utilised conventional brick construction but to reduce building costs, others were made of non-traditional methods of construction such as precast reinforced concrete.

Building tall was embraced with the high density, vertical city promoted to replace the outward expansion of the conventional city which threatened the surrounding countryside.

Key

Borough boundary
Post war estates- low rise
Post war estates- medium/high rise

Figure 4.7: Residential character typologies - Post-war

Layout

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. Development does not address or respond to the surrounding context and is often confusing or disorientating to move through.

Typologies

Post war housing in Camden took many forms and in the early years after the war some schemes replicated the built forms from an earlier age (Studholme Court on Finchley Road and Woodfield and Barnfield Houses in Belsize Park) albeit set within a much more open landscape.

Through the 1960's and 1970's more experimental forms were delivered that utilised modern materials and pioneered deck access apartments and residential towers.

Post-war housing is concentrated in certain parts of the Borough including Kilburn, Gospel Oak, Camden and Regents Park.

Within this study the post war estates are identified as either low rise or medium / high-rise. In some estates point blocks / towers have been built. Their impact extends beyond the immediate character area and often they are located within predominantly low-rise estates. These have therefore been identified separately.

Substantial blocks in Swiss Cottage

Waxham House on Mansfield Road, Gospel Oak

Regents Park Estate South

Character of post-war estates

There are some general characteristics for post war estates:

- Buildings are set in space rather than relating to the street network;

- The building scale varies but this does not relate to the surrounding context;

- Vehicular and pedestrian movement is separated sometimes by level as well as location;

- Estate normally provides a mix of typologies often within several building types;

- External space is primarily public rather than private but its function is often not defined;

- Buildings are constructed of a variety of materials including brick and pre-cast concrete however buildings are normally simple and plain; and

- Roofs are normally flat.

Wendling Estate, Gospel Oak

Risks and opportunities

Camden led the way in the design of modernist estates in the post war era and some are considered to be of exceptional architectural value and have been listed. Alexandra Estate on Abbey Road, built in 1972-78, was the first Council estate to be listed (Grade II* in 1993). The Dunboyne Road Estate in Belsize Park built in 1971-77 is Grade II listed. Both were designed by Neave Brown of Camden Council's Architects Department. The Brunswick Centre in Bloomsbury completed in 1972 is also Grade II listed.

Others like Maiden Lane Estate on York Way, Abbey Estate on Abbey Road and Ingestre Road Estate in Kentish Town also provide highly experimental models.

However many post-war estates have failed to deliver the quality of living environment that was intended. Construction was often sub-standard and layouts confusing and illegible. The separation of pedestrian and vehicle routes has meant that pedestrian paths lack overlooking and this makes them feel less comfortable to use. Whilst many of the estates are set within a landscape setting they generally provide little private external space and the public areas are often of limited amenity value.

In some cases significant investment has been made to enhance Camden's post war estates but others still require investment.

In some cases a decision has been made to remodel parts of an estate to deliver new development that will function more effectively for residents. This remains an option for some of Camden's post war estates.

From top left, clockwise:

Agar Grove Estate, Camden; Maiden Lane Estate, York Way; Abbey Estate, Abbey Road; Ingestre Road Estate, Kentish Town and Dunboyne Road Estate, Belsize Park.

Built form

- **Plots and blocks:** Estates are laid out in a manner that does not form either conventional plots or blocks.
- **Scale and massing:** Buildings take a range of forms but generally are 2 to 4 storey.
- **Materials and details:** Materials vary from estate to estate with brick and pre-cast concrete the most usual materials. Design is simple plain and simple.

Movement and parking

Vehicular and pedestrian movement is usually separated with cars parked in courts.

Strengths and weaknesses

- The layout of estates is often confusing and illegible for visitors;
- Properties are often laid out with front and back conflicts reducing security;
- Movement through estates is restricted and estates create barriers to wider movement. This often leads to physical isolation; and
- Opportunity for personalisation of properties is often limited.

General description

Residential estates developed in a range of forms in the post war years and that are predominantly low-rise (ie up to four stories). Provide a mix of apartment, maisonette and housing typologies.

Density: varies from 35 to 140 homes per Ha dependent on form

POST-WAR ESTATES - MEDIUM/HIGH RISE

Built form

- **Plots and blocks:** Estates are laid out in a manner that does not form either conventional plots or blocks;
- **Scale and massing:** Buildings sit within space and range from 4 storey to 7-8 or above;
- **Materials and details:** Materials vary from estate to estate with brick and pre-cast concrete the most usual materials. Design is simple plain and simple.

Movement and parking

Vehicular and pedestrian movement is usually separated with cars parked in courts.

Strengths and weaknesses

- The layout of estates is often confusing and illegible for visitors;
- Estates are often out of context with the surrounding context;
- Movement through estates is restricted and estates create barriers to wider movement. This often leads to physical isolation; and
- Opportunity for personalisation of properties is often limited.

General description

Residential estates developed in a range of forms in the post war years and that are predominantly medium to high-rise (four stories and above). Provide a mix of apartment and maisonette typologies.

Density: varies from 80 to 140 homes per Ha dependent on form

Modern development

In the last 30 years development across the Borough has been focused either on former railway land in Chalk Farm, Camden and more recently in Kings Cross or on infill and redevelopment sites within the main centres (Camden Town, Swiss Cottage and more centrally on Euston Road and Holborn).

In the central areas much of this development is office or leisure related. Within the study area there have however been a number of residential developments. Through the 1980's and 1990's these developments follow the layout and form promoted at that time with a network of cul de sacs being accessed off a larger estate roads. These developments tend not to connect well with the surrounding area, are confusing to navigate and create an environment that is less permeable. The Barkers Drive area in Camden is the most extensive development planned in this manner.

On some smaller sites development is gated or internalised with properties fronting an internal street and backing onto the existing road. Examples of this form can be found at Berridge Mews in Fortune Green and off Fairfax Road in Swiss Cottage.

Both the above residential forms provided new housing with less apartments however in the new millennium residential development has been brought forward to a higher density and within compact blocks and towers. Developments at Kings Cross, to the south–west of Primrose Hill and planned on some of the local authority estates in Gospel Oak and Camden Town take this form. Within the study area most of these developments are currently on small sites and contribute to a more mixed urban fabric.

Key

- Borough boundary
- Gated apartment complex
- Late 20th century estate
- Mixed residential
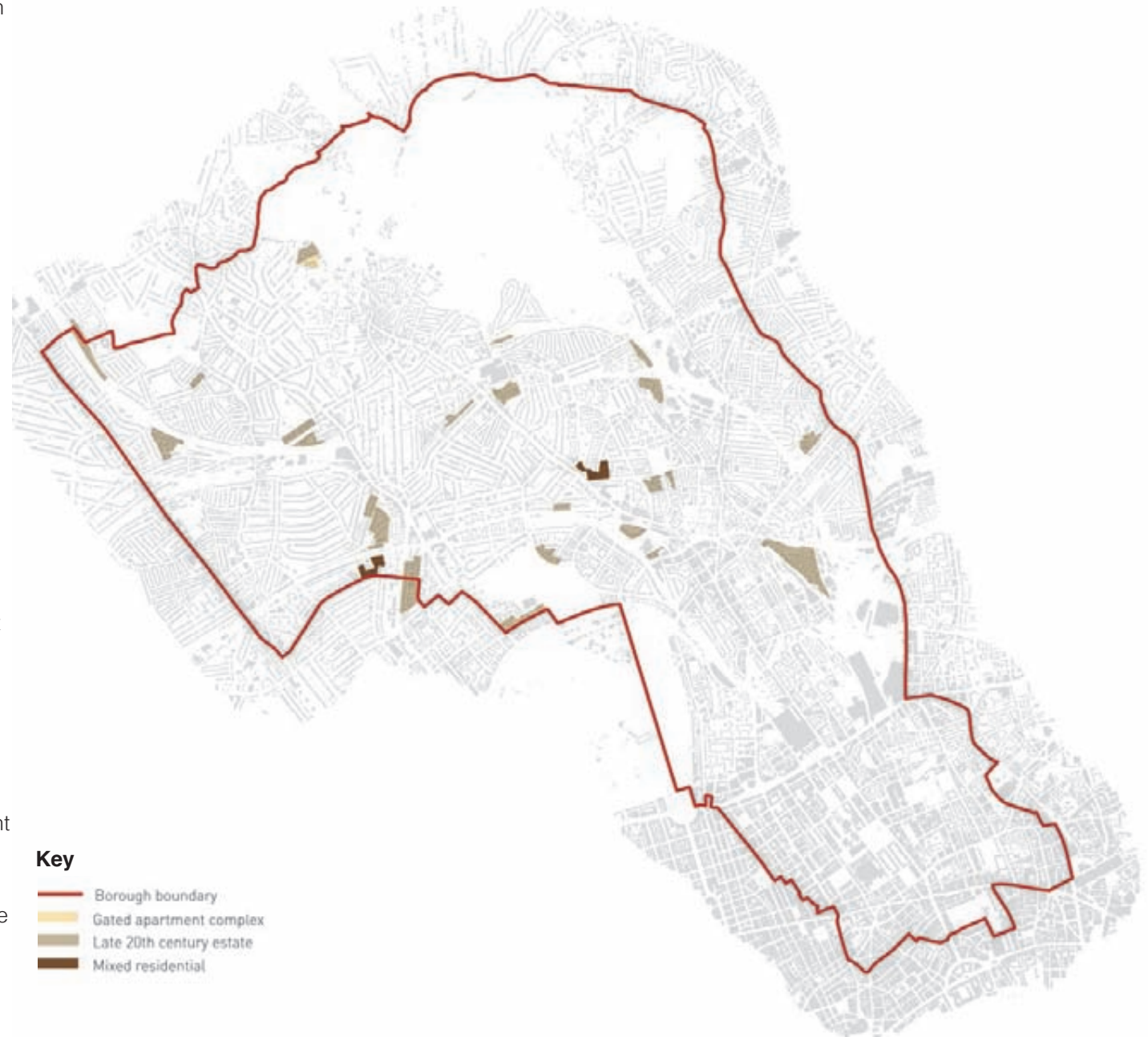
Figure 4.8: Residential character typologies - Modern
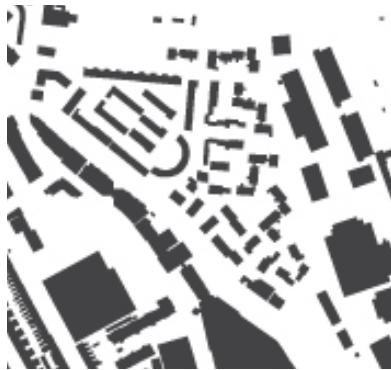
Built form

- **Plots and blocks:** Homes are developed on plots but these are not arranged in conventional blocks but as groupings of properties around a semi-private internalised space.
- **Scale and massing:** Buildings are generally 2 to 4 storey arranged as terraces or semi-detached.
- **Materials and details:** Generally brick built with simple forms and detailing.

Movement and parking

Designed to prevent through movement. Cars parked in courts, on street or on plot.

Strengths and weaknesses

- The layout of estates is often confusing and illegible for visitors;
- Estates are generally internalised and offer little to the surrounding streetscape;
- Properties are often laid out with front and back conflicts reducing security; and
- Movement through estates is restricted and estates create barriers to wider movement. This often leads to physical isolation.

General description

Mix of residential types including houses and apartments generally focused around cul de sacs or internalised courts.

Density: approx. 100 homes per Ha

Built form

- **Plots and blocks:** Buildings set within space and to a bespoke design that does not respond to conventional block and plot types.
- **Scale and massing:** Buildings are 4 to 6 storey.
- **Materials and details:** Brick built with simple forms and detailing.

Movement and parking

Estates are gated and access prohibited for non-residents and secure car parking provided.

Strengths and weaknesses

- High quality managed environment; and
- Area is gated and access is restricted this means that the development creates a barrier to wider movement.

General description

Private complex of apartments set within a high quality landscape.

Density: 50 homes per Ha

LARGE DETACHED HOUSES

General description
Large individual houses on their own plots.

Density: 6 homes per Ha

Built form
- **Plots and blocks:** Large plots that form part of conventional blocks with properties set back within these plots and with large gardens to the front and rear.
- **Scale and massing:** Buildings are two storey large detached structures. Some have additional accommodation within the roofspace.
- **Materials and details:** Generally brick built with simple forms and detailing. Design is individual and bespoke from plot to plot

Parking
Space for several car parking spaces within plots.

Strengths and weaknesses
- Set within an attractive landscaped environment;
- Well maintained properties that provide variety through their bespoke design;
- Set well back from the street and provide limited overlooking of the streetspace; and
- Low density.

MIXED RESIDENTIAL

General description
Mix of residential types and forms with new interventions that add to the mix.

Density: Varies

Built form
- **Plots and blocks:** Generally development on plots of various sizes laid out within conventional street blocks.
- **Scale and massing:** Buildings are generally two to six storey and fronting the streetspace.
- **Materials and details:** Include buildings fro a range of periods. The materials and detailing is reflective of the period within which they were built but is generally brick.

Parking
Either on plot or on street.

Strengths and weaknesses
- Variety is provided through the range of building types and the periods within which they were built; but
- Sometimes the mix creates an unclear and fragmented character with buildings of a variety of scales and designs providing a composition that is not harmonious.

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.

Many make positive and memorable impressions on London's skyline including historic churches with their projecting spires or towers for instance Christ Church in Hampstead, St Stephen's Church in Belsize Park or St Anne's Church on Highgate Road or well known landmarks like the BT Tower in Fitzrovia, or Centre Point at St Giles Circus.

The majority of Camden's tall buildings are however office buildings, hospitals or residential towers and these generally have a less positive impact.

Key

● Tall building

● Church spire/tower
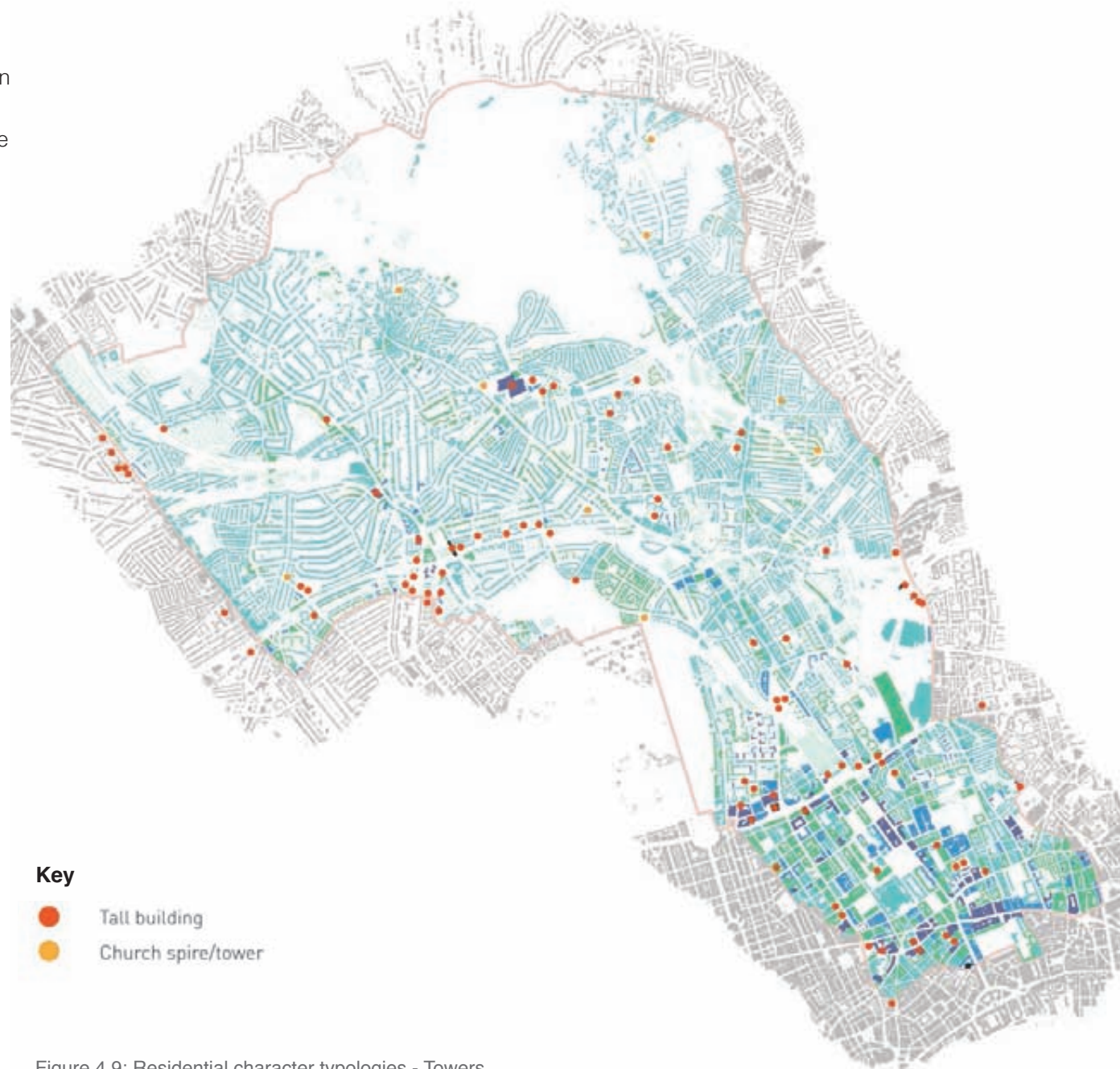
Figure 4.9: Residential character typologies - Towers

Office buildings are concentrated to the south of the Borough and clustered in a number of locations including along Euston Road and High Holborn.

Taller residential buildings were either built through the post-war period or in the last decade. The location of post-war tall buildings is less considered and reflects where development was being built through that period rather than a planned approach to taller buildings. In several locations including in Gospel Oak, on Abbey Road and along Adelaide Road (between Chalk Farm and Swiss Cottage) point blocks rise to twenty stories and are highly visible across the Borough.

These towers often feel out of place and detract from the wider character of an area. They frequently lack animation at ground floor level and can create a negative image. A number of towers have recently been refurbished to improve accommodation, building performance and enhance image including those along Adelaide Road.

Whilst tall residential buildings are normally point blocks hospitals are often both tall and with considerable bulk. They can loom large over the surrounding neighbourhood and have a significant impact. The Royal Free Hospital in Belsize Park and University College Hospital on Euston Road ae a case in point.

A recent revival of taller buildings in London has seen development of towers as part of the development at Kings Cross on York Way. These form part of a more intense urban proposal nevertheless care needs to be taken to assess the impact of such development on both the immediate and wider context.

From top left, clockwise:

Ellerton House on Mill Lane, West Hampstead; Cluster of taller buildings in Swiss Cottage; Abbey Estate, Abbey Road; Tall office buildings on Euston Road viewed from the north on Hampstead Road; The Royal Free Hospital, Belsize Park which looms over modest scale shops.

Summary of typologies

Figure 4.10 brings the typologies together to indicate
how they inter-relate across the study area.

Key

——	Borough boundary
	Victorian mansion block
	Victorian villas/large house
	Victorian terraces (large)
	Victorian terraces (small)
	Early 20th century apartment blocks
	Inter-war housing
	Post war estates- low rise
	Post war estates- medium/high rise
	Large detached house
	Gated apartment complex
	Late 20th century estate
	Mixed residential
	Education
	Health
	High street
	Local centre
	Big box retail
	Mixed use
	Office
	Distribution / storage
	Industrial estate
	Warehouse / conversions
○	Tall building
○	Church spire/tower

Figure 4.10: Summary of typologies

05
Character Areas

This section sub-divides the Character Study area into a number of neighbourhoods, identifies the broader character and identity of each and further sub-divides the areas into character areas based on the typologies identified in Section 04.

The Character Study area has been sub-divided into 15 broad neighbourhoods as indicated in Figure 5.1. These are:

- 5.1: North Kilburn /Cricklewood
- 5.2: Kilburn;
- 5.3: West Hampstead / Fortune Green;
- 5.4: Finchley Road;
- 5.5: Swiss Cottage
- 5.6: Primrose Hill / Adelaide Road;
- 5.7: Hampstead;
- 5.8: Hampstead Heath /Belsize Park;
- 5.9: Gospel Oak;
- 5.10: Kentish Town /Tufnell Park;
- 5.11: Chalk Farm / Camden Town North;
- 5.12: Camden Town South;
- 5.13: Somers Town;
- 5.14: Regents Park; and
- 5.15: Kings Cross.

Each of these areas and the character areas of which they are composed is described in the pages that follow.

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CHARACTER AREAS

Each neighbourhood is sub-divided into a number of character areas and for each the broad characteristics are described. The opportunities for change are identified as either Low, Medium or High and a brief description is provided. These opportunities can be broadly defined as:

- LOW - Minor changes only likely to be possible;

- MEDIUM - Potential to address urban design weaknesses with possibility of some sensitive infill development but with demolition unlikely; and

- HIGH - Significant opportunity for change that may involve restructuring of the area.

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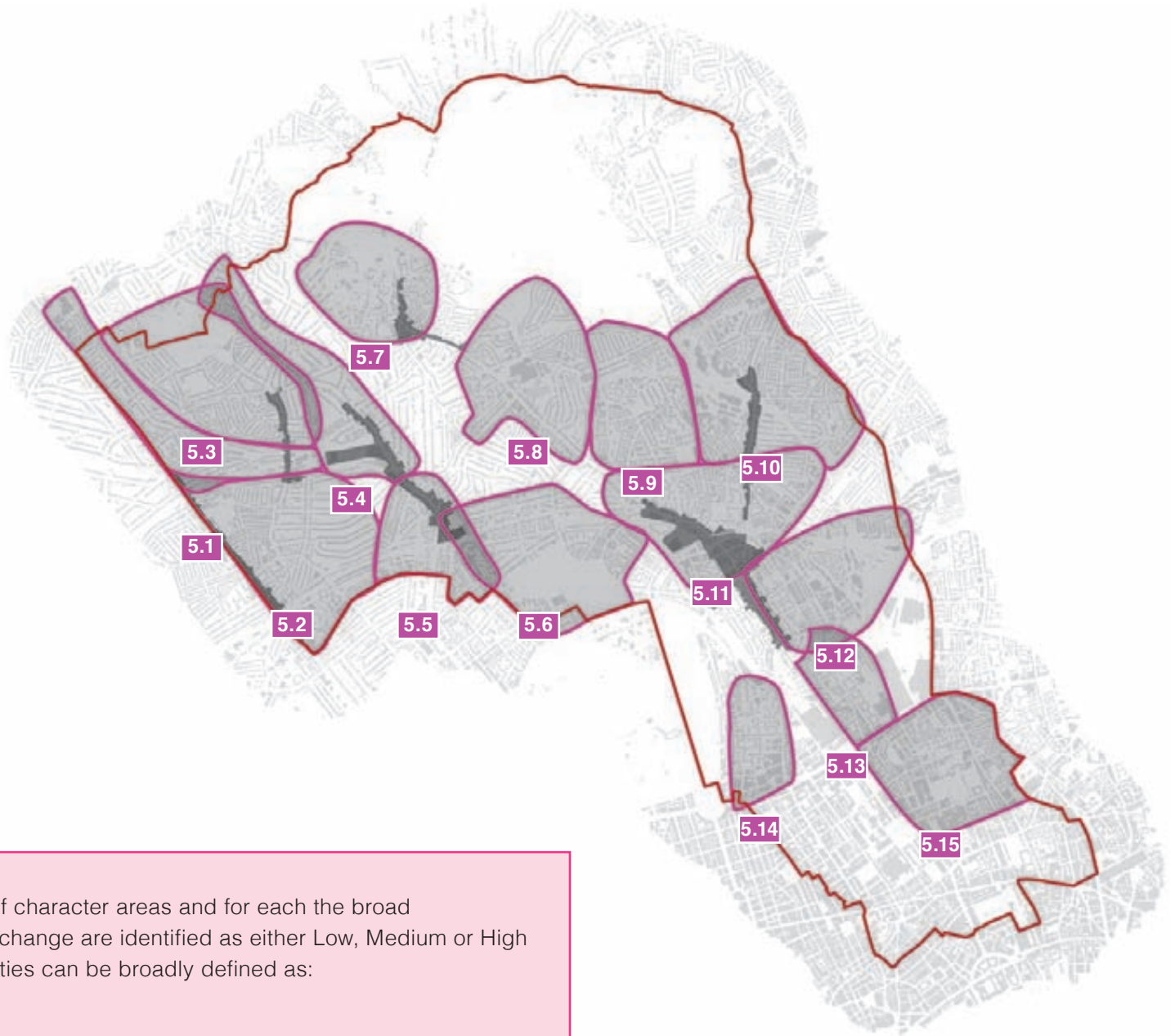
Figure 5.1: Neighbourhoods

5.1 North Kilburn / Cricklewood

Brief description

This area is defined by Cricklewood Broadway / Shoot Up Hill (A5) to the west, by the main railway line out of St Pancras Station to the east and by the London Overground and Jubilee lines which run overhead to the south of the area.

The A5 is an important movement corridor through the area and connects southwards to Kilburn and beyond to Marble Arch in Central London. Kilburn station and the elevated railway provide a gateway to the area and a transition from the busy Kilburn High Street to the south to a more leafy residential area to either side of Shoot Up Hill. The route rises upwards before dropping down into a Victorian high street in Cricklewood. This high street forms the main focus for the northern portion of the area; residents living in the southern portion of the area are more likely to turn towards Kilburn High Road to the south or West Hampstead to the east.

The main open space in the area is the Maygrove Peace Park on Maygrove Road

Figure 5.2: North Kilburn / Cricklewood Context Analysis
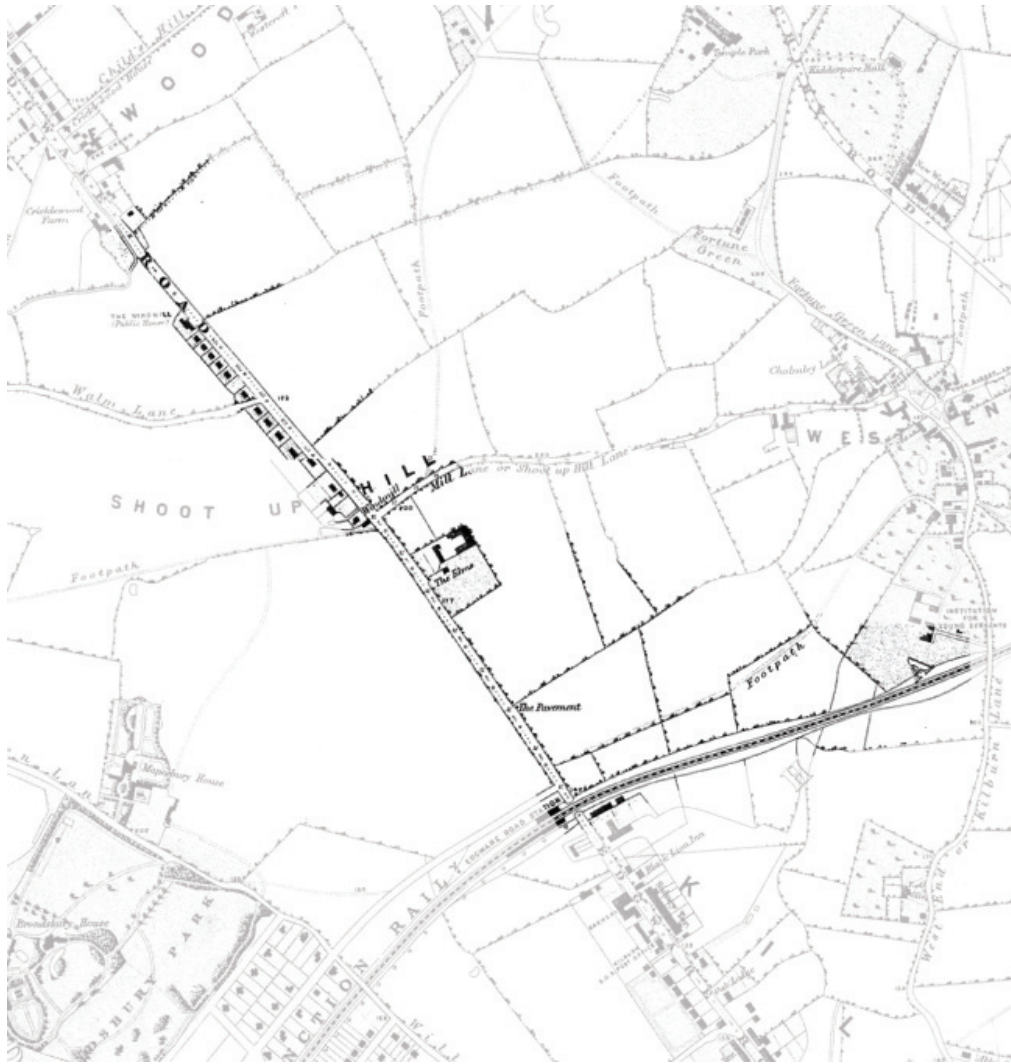
Figure 5.3: Cricklewood /North Kilburn Historic Plan 1862

Figure 5.4: Cricklewood /North Kilburn Historic Plan 1890

Historical development

Cricklewood Broadway / Shoot Up Hill form part of the historic Watling Street a Roman Road that extended from Dover to Holyhead in Wales via Westminster.

Aside from a few houses on this route historic plans indicate limited development of this area until the late Victorian period and after the introduction of the railway line in the 1860's.

The area was largely laid out in the late Victorian period as a network of connected streets that feed back onto the main road corridor.

The railway line severs connections to the north and south and isolates this area. Only two routes, Minster Road and Mill Lane, cross the mainline railway tracks eastwards. Iverson Road provides an important link to West Hampstead.

Public transport accessibility

The area has a PTAL of 4 or 5 reflecting the access to Cricklewood, Kilburn, Brondesbury and West Hampstead Stations. Shoot Up Hill / Cricklewood Broadway is an important bus corridor in the city.

Socio-economic issues

The area ranks as:

- Northern and southern portions of the area are within the 20-30% most deprived areas in respect of Index of Multiple Deprivation;
- Within the 20-30% most deprived in respect of crime and disorder and in the worst 10% at the northern end (Cricklewood Broadway);
- The 20-30% most deprived in respect of employment deprivation and health and disability deprivation (southern portion only); and
- 10-20% most deprived in respect of income deprivation and this impacts strongly on children and older people across the area (southern portion only) .

Existing character

The area was laid out as a Victorian neighbourhood in the late 19th Century and the network of connected streets lined by Victorian terraced and semi detached properties of varying scales is largely intact. The character varies along Kilburn High Road / Shoot-up Hill which forms a clear boundary to the west and adjacent to the railway tracks to the east. These area have seen change through the 20th Century and the character is more mixed and less robust.

The area has been subdivided into ten character areas as identified in Figure 5.5. These are described further on the pages that follow.

Figure 5.5: North Kilburn / Cricklewood Character Areas

Identity

Kilburn High Road / Shoot Up Hill is the main route through the area and the neighbourhood is served by shops at the northern and southern ends of the route. Cricklewood Broadway to the north provides a distinctive Victorian shopping parade with an impressive and uniform terrace to either side of the street.

Kilburn station and the associated viaduct create identity and focus to the south.

There are no tall buildings within the area but a number of post-war point blocks on estates in the London Borough of Brent are highly visible along Shoot Up Hill.

Retaining character
The Victorian neighbourhoods provide 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.

Opportunities for improvements
The Victorian shopping parade at Cricklewood Broadway could be an impressive feature in the area but the shop fronts are of poor quality unbefitting of the frontage above. A shop front improvement scheme or tighter regulations on shop front design would be a benefit.

There is opportunity for intensification linked to the West Hampstead Interchange Growth Area on Maygrove Road (a site here is already being developed) and at the adjacent Liddell Industrial Estate which appears to be underutilised.

From top left, clockwise:

Cricklewood Broadway; Kilburn Station, the southern gateway to the area; Victorian terrace on Maygrove Road; housing on Barlow Road and mansion blocks on Shoot Up Hill.

NK1 - Cricklewood Broadway

Typology: HIGH STREETS

05

Building type / age	Victorian shops with residential or other use above
Scale and massing	Typically 4 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	Victorian terraces create a robust built fabric but shop front design is of mixed quality. Footways are surfaced in concrete flags and street trees add to character
Opportunity for improvements	**LOW: Co-ordinated investment in shopfronts would enhance the street character**

NK2 - Fordwych Road Terraces

Typology: VICTORIAN TERRACES (SMALL)

Building type / age	Late Victorian terraced housing
Scale and massing	Typically 2 storey
Street character / building interface	Quiet residential streets with properties providing active frontage and car parking on street
Interface with surrounding area	Well connected with Cricklewood Broadway / Shoot Up Hill but railway line is a barrier to eastward movement
Public realm character	Properties are set behind small front gardens with brick walls providing the boundary treatment. Street trees and planting in front gardens are important to the character of the streets
Opportunity for improvements	**LOW: Resist loss of front gardens and introduce more street tree planting**

NK3 - Fordwych Road Villas

Typology: VICTORIAN VILLAS / LARGE HOUSE

Building type / age	Substantial late Victorian properties (semi-detached)
Scale and massing	Typically 3 storey plus basement
Street character / building interface	Quiet residential streets with properties providing active frontage. Mature trees adds 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 are important to the character of the streets
Opportunity for improvements	**LOW: Resist loss of front gardens and introduce more street tree planting**

NK4 - Shoot-Up Hill Mansion Blocks

Typology: EARLY 20TH CENTURY APARTMENT BLOCKS

Building type / age	Substantial early 20th Century mansion blocks
Scale and massing	Typically 5 storey with additional upper floor set-back
Street character / building interface	Front onto Shoot Up Hill - the main street in the area
Interface with surrounding area	Well connected with wider street network
Public realm character	Residential blocks are set back from the street to the rear of front gardens / parking areas with a wall and high hedge providing the boundary to the street
Opportunity for improvements	**LOW**

Building type / age	A mix of inter-war properties together with recent additions
Scale and massing	Typically 2 storey with additional upper floor set-back
Street character / building interface	Quiet residential street with buildings fronting the street
Interface with surrounding area	Well connected with wider street network
Public realm character	Properties are set behind small front gardens with brick walls providing the boundary treatment. Street trees and planting in front gardens are important to the character of the streets
Opportunity for improvements	**LOW: Resist loss of front gardens and introduce more street tree planting**

NK6 - Templar House　　　　　　　　　　　Typology: POST-WAR ESTATES - MEDIUM/HIGH RISE

Building type / age	Flatted accommodation within free standing post-war blocks
Scale and massing	3 to 7 storey with taller buildings adjacent Shoot Up Hill
Street character / building interface	Undefined semi-private network of routes. Buildings accessed from internal spaces rather than streets
Interface with surrounding area	Development pattern and form contrasts with adjacent area but similar to form to the west of Shoot Up Hill
Public realm character	The public space is dominated by roadways and servicing areas. Mature trees soften the impact of the blocks but open grassed areas offer limited amenity.
Opportunity for improvements	**MEDIUM: Investment and redesign of the public realm could create more useable space and there may be potential to address urban design weaknesses**

NK7 - Barlow Road

Typology: LATE 20TH CENTURY ESTATES

Building type / age	Late 20th century brick and tile housing with a mix of houses and flatted accommodation
Scale and massing	2-3 storey terraced structures fronting streets
Street character / building interface	Buildings front onto a connected network of narrow streets, that operate as a one way circulation system
Interface with surrounding area	Single point of access off Maygrove Road and in effect an extended cul de sac backing to the railway line
Public realm character	Streets lack trees and the streetscape is dominated by bollards that restrict car parking. Some homes overlook Maygrove Peace Gardens
Opportunity for improvements	**LOW: The character of the area would be enhanced through a comprehensive public realm enhancement**

NK8 - Maygrove Road

Typology: VICTORIAN TERRACES (LARGE)

Building type / age	Late Victorian residential terraces
Scale and massing	Typically 3 storey with accommodation set in the roof
Street character / building interface	Quiet residential streets with properties providing active frontage and with car parking on street
Interface with surrounding area	Well connected with wider street network
Public realm character	Properties are set behind small front gardens with brick walls providing the boundary treatment. Street trees and planting in front gardens are important to the character of the streets
Opportunity for improvements	**LOW: Resist loss of front gardens and introduce more street tree planting**

Building type / age	Light industrial sheds
Scale and massing	Single storey
Street character / building interface	Estate set back from the street with single point of access to an internal street off which buildings are accessed
Interface with surrounding area	Estate backs onto railway line a provides a poor interface with Maygrove Road
Public realm character	Estate functions for light industrial uses but the public realm quality is poor
Opportunity for improvements	**HIGH: Estate is in poor condition and with some vacancy. There is potential to better address the street while maintaining green character**

NK10 - Iverson Road East | **Typology: MIXED USE**

Building type / age	Mixed age residential and employment buildings
Scale and massing	Typically 2 storey
Street character / building interface	Frontage to Iverson Road but internalised courts to rear
Interface with surrounding area	Adjacent West Hampstead station with railway lines to the north and south
Public realm character	New high quality public realm delivered at West Hampstead station and further enhancement could extend westwards
Opportunity for improvements	**HIGH: Part of area is within the West Hampstead Growth Area and there is potential for intensification**

5.2 Kilburn

Brief description

This area is defined by the busy Kilburn High Road (A5) to the west, by the London Overground and Jubilee lines to the north, by St John's Wood to the south and South Hampstead to the east.

The Kilburn High Road is an important movement corridor through the area and connects northwards to Cricklewood and southwards to Marble Arch in Central London. This street provides the boundary with the London Borough of Brent and forms the main focus for the area. It is a lively but busy high street with a mix of shops, bars and cafes.

The majority of the area is laid out as a connected network of Victorian streets but there are a number of post-war estates, notably along the mainline rail corridor out of Euston Station and close to Kilburn High Road.

The main open space in the area is Kilburn Grange Park close to Brondesbury Station. This park is attractive and popular but lacks overlooking.

Figure 5.6: Kilburn Context Analysis

Figure 5.7: Kilburn Historic Plan 1862

Figure 5.8: Kilburn Historic Plan 1890

Historical development

Kilburn High Road forms part of the historic Watling Street a Roman Road that extended from Dover to Holyhead in Wales via Westminster. Historic plans indicate early development along this road and with West End Lane running northwards to West End Green.

The majority of the area was however undeveloped until the arrival of the railway in the mid 19th Century. At this point the boundary with Westminster marked the edge of the city. By 1890 development extended to the mainline railway line and the remaining fields were quickly developed in the years that followed.

Public transport accessibility

The area has a PTAL of between 4 and 6a with access to several stations including Kilburn, Brondesbury, Kilburn High Road, South Hampstead and West Hampstead. Kilburn High Road is an important bus corridor in the city.

Socio-economic issues

The area ranks as:

- Northern and southern portions of the area are within the 10-20% most deprived areas in respect of Index of Multiple Deprivation;
- Parts of Kilburn High Road are within the 10% most deprived in respect of crime and disorder;
- Parts of Kilburn High Road are within the 10-20% most deprived in respect of income deprivation and health and disability deprivation; and
- The area is within the 10-30% most deprived in respect of employment deprivation.

Existing character

The area was laid out as a Victorian neighbourhood in the late 19th Century and the network of connected streets lined by Victorian terraced and semi detached properties of varying scales is largely intact. Kilburn High Road forms the main movement corridor and High Street through the area and defines western boundary of the neighbourhood. This street is lively and lined by a mix of buildings mostly dating from the Victorian period Towards the south a number of post-war estates have been built adjacent to the railway line. These disrupt movement through the area. In places the poor condition of buildings and lack of investment in public realm creates a negative impression

The area has been subdivide into 14 character areas as identified in Figure 5.9. These are described further on the pages that follow.

Figure 5.9: Kilburn Context Analysis

Identity

The defining feature of the area is the busy Kilburn High Road with its Victorian architecture and active uses. The Victorian streets within the area are modest in scale and extend eastwards and northwards into the broader and greener streets of the neighbouring South Hampstead.

To the south the Abbey and Abbey Road Estates include several high rise towers that are highly visible within the wider area.

Retaining character

The Victorian neighbourhoods provide 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.

Opportunities for improvement

The area includes a number of post war estates that are laid out in a manner that makes them confusing or intimidating to move through. In some cases they have been developed at low densities and offer potential for intensification in others consideration should be given to enhancement or redevelopment to create better functioning neighbourhoods.

The main open space within the area Kilburn Grange Park lacks frontage and overlooking and changes her that would deliver an improved frontage condition would enhance the character of both this space and the wider neighbourhood.

Decluttering the streetscape and enhancing shop fronts on Kilburn High Road would also be beneficial to the area.

From top left, clockwise:

Abbey Estate; Kilburn High Road; Typical Victorian properties; Webheath Estate and Kilburn Vale Estate..

K1 - Kilburn High Road — Typology: HIGH STREETS

Building type / age	Victorian shops with residential or other use above
Scale and massing	Typically 4 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	Kilburn High Road is dominated by traffic and the footways are relatively narrow and cluttered with street furniture. Shop frontages are of variable quality.
Opportunity for improvements	**LOW: Co-ordinated investment in shopfronts and public realm improvements would enhance the street character**

K2 - Webheath Estate — Typology: POST-WAR ESTATES - LOW RISE

Building type / age	Post-war residential estate with mix of deck access apartments and maisonettes
Scale and massing	2-4 storey linear blocks aligned east to west
Street character / building interface	Street pattern is confusing and buildings do not provide overlooking or passive surveillance
Interface with surrounding area	Built form is out of context does not integrate with context and provides a poor interface with streets and park
Public realm character	Illegible network of spaces and walkways including garden areas and concrete decks offer poor amenity
Opportunity for improvements	**MEDIUM: Area requires investment and improvement to public realm. There may be potential to address urban design weaknesses and improve relationship to park**

K3 - Grangeway Workshops — Typology: INDUSTRIAL ESTATE

Building type / age	Outbuildings / workshops to rear of shops
Scale and massing	Single storey
Street character / building interface	Unattractive spaces to rear of shops that are accessed off Kilburn High Road
Interface with surrounding area	Provide a poor interface with Kilburn Grange Park
Public realm character	Unloved and detract from appearance of the wider area
Opportunity for improvements	**MEDIUM: Potential to redevelop to improve relationship with park**

K4 - Sherriff Road / Hemstal Road — Typology: VICTORIAN TERRACES (LARGE)

Building type / age	Late Victorian residential terraces
Scale and massing	Typically 3 storey with accommodation set in the roof
Street character / building interface	Quiet residential streets with properties providing active frontage and car parking on street
Interface with surrounding area	Well connected with wider street network
Public realm character	Properties are set behind small front gardens with brick walls providing the boundary treatment. Street trees and planting in front gardens are important to the character of the streets
Opportunity for improvements	**LOW: Resist loss of front gardens and introduce more street tree planting**

K5 - Kingsgate Road area

Typology: VICTORIAN TERRACES (LARGE)

Building type / age	Late Victorian residential terraces
Scale and massing	Typically 3 storey with small gardens to rear
Street character / building interface	Quiet residential streets with properties providing active frontage and car parking on street
Interface with surrounding area	Well connected with wider street network
Public realm character	Properties are set behind small front gardens with brick walls providing the boundary treatment. There are few street trees or plants in these streets
Opportunity for improvements	**LOW: Resist loss of front gardens and introduce more street tree planting**

K6 - Kingsgate Place

Typology: POST-WAR ESTATES - LOW RISE

Building type / age	Post-war flatted estate
Scale and massing	3 storey blocks
Street character / building interface	Quiet semi-private streets accessed off Kingsgate Road or Kilburn High Road
Interface with surrounding area	Blocks orientated perpendicular to main street and contrast with adjacent connected street network
Public realm character	Public realm is of mixed quality with smaller private and semi-private spaces attractive and the larger concrete areas to the west less so
Opportunity for improvements	**LOW: Public realm could be enhanced to the west on the approaches from Kilburn High Road**

K7 - Birchington Road   Typology: VICTORIAN TERRACES (LARGE)

Building type / age	Late Victorian residential terraces
Scale and massing	Typically 3 storey properties with gardens to rear
Street character / building interface	Residential streets connecting to Kilburn High Road with properties providing active frontage and parking on street
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 are important to the character of the streets
Opportunity for improvements	**LOW: Resist loss of front gardens and introduce more street tree planting**

K8 - Sycamore Court   Typology: LATE 20TH CENTURY ESTATES

Building type / age	Mix of late 20th century townhouses and flats
Scale and massing	Typically 3 storey
Street character / building interface	Ground floor garages impact on the streetscape and some blocks present a poor interface with the street
Interface with surrounding area	Connected with wider street network
Public realm character	The public realm is disjointed and lacks investment or street trees
Opportunity for improvements	**LOW: Investment in public realm here would enhance the setting of homes and the character of the area**

K9 - Kilburn Vale Estate

Typology: POST-WAR ESTATES - MEDIUM/HIGH RISE

Building type / age	Brick built residential blocks with flats accessed from stair cores
Scale and massing	4 storey blocks set within an undefined public realm
Street character / building interface	Public / private interface is poorly defined
Interface with surrounding area	Estate is close to station and north south movement through the area is important
Public realm character	Residential blocks are set within a green environment but spaces offer poor amenity and lack investment
Opportunity for improvements	**MEDIUM: Potential for investment to enhance the public realm and there may be potential to address urban design weaknesses**

K10 - Abbey Road Estate

Typology: POST-WAR ESTATES - MEDIUM/HIGH RISE

Building type / age	Post-war residential estate with mix of pre fabricated deck access blocks with retail ground floor and high rise towers
Scale and massing	Two towers rising to 16 storeys are highly visible from the surrounding area and medium rise blocks
Street character / building interface	Towers set back from road within green space, medium rise blocks front Abbey Road but poor interface to south
Interface with surrounding area	The estate is located on a highly visible location and the current development form contrasts with surrounding context
Public realm character	Towers are set within a private green space. Shops are set back behind a well treed open area.
Opportunity for improvements	**HIGH: Existing car parking structure is vacant and there is potential for development that is more harmonious with the character of the wider area**

K11 - Belsize Road — Typology: POST-WAR ESTATES - LOW RISE

Building type / age	Post war terraced properties
Scale and massing	2-3 storeys
Street character / building interface	Buildings front onto the street and back onto the railway line. Car parking is on street
Interface with surrounding area	Railway line forms a barrier to north south movement
Public realm character	Buildings front onto a grassed strip with some street trees and hedging
Opportunity for improvements	**LOW: Introduction of further street trees / planting would enhance the streetscape**

K12 - Mortimer Estate — Typology: POST-WAR ESTATES - MEDIUM/HIGH RISE

Building type / age	A mix of buildings the majority post-war estates
Scale and massing	Typically 4-5 storey
Street character / building interface	Quiet tree lined streets.
Interface with surrounding area	Links southwards to high street. Connectivity northwards is restricted by the railway line and by the Abbey Estate
Public realm character	Blocks overlook and enclose open green areas and these and mature trees are a significant asset that enhances the area.
Opportunity for improvements	**LOW**

K13 - Abbey Estate

Typology: POST-WAR ESTATES - LOW RISE

Building type / age	Post-war residential estate composed of brick and concrete inter-linked blocks
Scale and massing	Typically 2-4 storeys and with a 17 storey residential tower on Abbey Road
Street character / building interface	Confused and illegible network of internal routes
Interface with surrounding area	Feels impenetrable from outside and is a barrier to movement in the area
Public realm character	Blocks are clustered around courtyards that include childrens' play facilities and trees. In places quality of public realm is very poor
Opportunity for improvements	MEDIUM: Potential for investment to enhance the public realm or to address urban design weaknesses

K14 - Ainsworth Estate

Typology: POST-WAR ESTATES - MEDIUM/HIGH RISE

Building type / age	Post-war brick built blocks with apartments accessed from cores
Scale and massing	Six storey blocks fronting onto well treed green space
Street character / building interface	Buildings set back from the road and overlooking well treed communal green areas
Interface with surrounding area	Some north-south pedestrian connections to the Ainsworth Estate to the north
Public realm character	Attractive green setting provided by communal gardens and mature trees.
Opportunity for improvements	LOW

5.3 West Hampstead / Fortune Green

Brief description

This area is defined by the mainline rail corridor out of St Pancras Mainline Station to the south and west, by Hampstead Cemetery and the Borough boundary to the north and by Finchley Road to the east.

The main route through the area is the historic West End Lane which becomes Fortune Green Road before meeting Finchley Road to the north. West End Green and Fortune Green centres are focused along this route and provide the areas local services. Local shops are also provided on Mill Lane which links the area westwards with Cricklewood.

The area has seen only limited change since Victorian times and, with the exception of inter-war housing to either side of the Cemetery to the north of the area, is largely unchanged.

The Cemetery is the main open space within the area but Fortune Green also provides an attractive focus to that local centre.

Figure 5.10: West Hampstead / Fortune Green Context Analysis

Figure 5.11: West Hampstead / Fortune Green Historic Plan 1862

Figure 5.12: West Hampstead / Fortune Green Historic Plan 1890

Historical development

West End Lane, Mill Lane and Finchley Road are all historic routes through the area and are apparent on historic plans prior to the arrival of the railway lines. West End Green was a village at the meeting point of Mill Lane and West End Lane and until the late 19th Century remained the only developed land in the area. However the rapid growth of London in the late Victorian period saw the laying out of many of the streets that can be seen today.

Public transport accessibility

The PTAL varies across the area from 5 in the south close to South Hampstead station to just 2 at Gondar Gardens to the north. The majority of the area is PTAL 3 or 4.

Socio-economic issues

The area does not rank within the worst 30% most deprived except in respect of crime and disorder in the most northerly portion of the area close to the cemetery.

Existing character

The historic settlement of West End Green expanded in the Victorian period providing an attractive network of connected streets lined by Victorian terraced and semi detached properties of varying scales. This is largely intact.

The area has been subdivide into 14 character areas as identified in Figure 5.13. These are described further on the pages that follow.

Figure 5.13: West Hampstead / Fortune Green Character Areas

Identity

The centres at West End Green with its attractive historic streets and shops and Fortune Green with its open space and mature trees are the focus of the area. The Victorian local centre at Mill Lane also provides a local focus for the surrounding residential area.

There have been few interventions in the post-war period but one significant introduction is the 12 storey Ellerton House on Mill Lane. This tower is prominently located on elevated ground and contrasts markedly with the surrounding Victorian townscape.

Retaining character

The Victorian neighbourhoods provide 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.

Opportunities for change

There are no significant development opportunities within the area however South Hampstead to the south east is identified as a Growth Area and change is anticipated here.

From top left, clockwise:

Ellerton House on Mill Lane; Victorian housing on Dennington Park Road; homes on Ulysses Road; recent housing overlooking Fortune Green and homes on Westcroft Close.

WH1 - Sumatra Road East   Typology: VICTORIAN TERRACES (SMALL)

Building type / age	Late Victorian terraced housing
Scale and massing	Typically 2 storey
Street character / building interface	Quiet residential streets with properties providing active frontage. On street car parking
Interface with surrounding area	Well connected network of streets and easy access to West Hampstead
Public realm character	Properties are set behind small front gardens with brick walls providing the boundary treatment. Street trees and planting in front gardens are important to the character of the streets
Opportunity for improvements	**LOW: Resist loss of front gardens and introduce more street tree planting**

WH2 - Dennington Park Road   Typology: VICTORIAN TERRACES (LARGE)

Building type / age	Large late Victorian terraced housing
Scale and massing	Typically 3 storey with additional storey in the roof
Street character / building interface	Quiet residential streets with properties providing active frontage. On street car parking.
Interface with surrounding area	Well connected network of streets and easy access to West Hampstead
Public realm character	Properties are set behind small front gardens with brick walls providing the boundary treatment. Street trees and planting in front gardens are important to the character of the streets
Opportunity for improvements	**LOW: Resist loss of front gardens and introduce more street tree planting**

Building type / age	Substantial late Victorian houses and mansion blocks
Scale and massing	Typically 3 to 4 storey
Street character / building interface	Quiet residential streets with properties providing active frontage. On street car parking
Interface with surrounding area	Well connected network of streets and easy access to West Hampstead
Public realm character	Properties are set behind small front gardens with brick walls providing the boundary treatment. Street trees and planting in front gardens are important to the character of the streets
Opportunity for improvements	**LOW: Resist loss of front gardens and introduce more street tree planting**

Building type / age	Late Victorian and Edwardian terraced housing
Scale and massing	Typically 2 storey
Street character / building interface	Quiet residential streets with properties providing active frontage. On street car parking
Interface with surrounding area	Well connected network of streets and easy access to West Hampstead and Mill Lane local centre
Public realm character	Properties are set behind small front gardens with brick walls providing the boundary treatment. Street trees and planting in front gardens are important to the character of the streets
Opportunity for improvements	**LOW: Resist loss of front gardens and introduce more street tree planting**

Building type / age	Victorian shops with residential or other use above
Scale and massing	Typically 3-4 storey with upper floors set-back
Street character / building interface	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**

WH6 - Mill Lane North   Typology: **VICTORIAN TERRACES (LARGE)**

Building type / age	Large late Victorian or Edwardian houses
Scale and massing	Typically 2-3 storey
Street character / building interface	Quiet residential streets with properties providing active frontage. On street car parking.
Interface with surrounding area	Well connected network of streets but railway line is a barrier to westerly movement
Public realm character	Properties are set behind small front gardens with brick walls providing the boundary treatment. Street trees and planting in front gardens are important to the character of the streets
Opportunity for improvements	**LOW: Resist loss of front gardens and introduce more street tree planting**

WH7 - Gondar Gardens

Typology: VICTORIAN VILLAS / LARGE HOUSE

Building type / age	Substantial late Victorian terraced houses
Scale and massing	3 storey properties with large gardens
Street character / building interface	Quiet residential streets with properties providing active frontage. On street car parking
Interface with surrounding area	Good connections south and east but connections to north and west convoluted
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**

WH8 - Menelik Road

Typology: INTER-WAR HOUSING

Building type / age	Inter-war semi detached properties
Scale and massing	2 storey
Street character / building interface	Quiet residential streets with properties providing active frontage. Mix of on street and on plot parking
Interface with surrounding area	Connected street network but Hampstead School, Cemetery and railway line are all barriers to movement
Public realm character	Few street trees and mixed front garden boundary treatment mixed - wall or hedge. Planting is important to street character.
Opportunity for improvements	**LOW: Resist loss of front gardens and introduce more street tree planting**

WH9 - Westcroft Close   Typology: LATE 20TH CENTURY ESTATES

Building type / age	Mix of late 20th century houses and apartments
Scale and massing	2-4 storey
Street character / building interface	Housing set back from main street and fronts an access road and green amenity space
Interface with surrounding area	Connected network of streets but backs onto railway line
Public realm character	Open grassed areas and mature London Plane trees provide amenity. Car parkking courts on the strret interface are less attractive.
Opportunity for improvements	**LOW**

WH10 - Fortune Green South   Typology: VICTORIAN TERRACES (SMALL)

Building type / age	Late Victorian terraced housing
Scale and massing	Typically 2 storey
Street character / building interface	Quiet residential streets with properties providing active frontage. Parking is on street
Interface with surrounding area	Well connected network of streets and easy access to Fortune Green local centre
Public realm character	Properties are set behind small front gardens with brick walls providing the boundary treatment. Street trees and planting in front gardens are important to the character of the streets
Opportunity for improvements	**LOW: Resist loss of front gardens and introduce more street tree planting**

WH11 - Berridge Mews

Typology: LATE 20TH CENTURY ESTATES

Building type / age	Late 20th Century town houses
Scale and massing	3 storey terraced properties
Street character / building interface	Properties front onto a shared surface mews street
Interface with surrounding area	Internalised layout that is gated and provides poor interface with surrounding network of connected streets
Public realm character	Shared surface street and planting but this is within gated court
Opportunity for improvements	**LOW**

WH12 - Fortune Green Centre

Typology: LOCAL CENTRES

Building type / age	Victorian shops with residential or other use above
Scale and massing	Typically 2-3 storey
Street character / building interface	Active uses at ground floor with buildings fronting directly onto the street and overlooking Fortune Green
Interface with surrounding area	Fortune Green Road is an important route through the area and connects Finchley Road with West End Green
Public realm character	Private courtyards to rear of footway and shop fronts are of variable quality. Mature London Plane trees and 'Fortune Green' itself provide attractive amenity.
Opportunity for improvements	**LOW: Co-ordinated investment in shopfronts and private forecourts would enhance the street character**

WH13 - Fortune Green North

Typology: VICTORIAN TERRACES (LARGE)

Building type / age	Large late Victorian or Edwardian houses
Scale and massing	Typically 2-3 storey
Street character / building interface	Quiet residential streets with properties providing active frontage. Parking is on street
Interface with surrounding area	Well connected network of streets linking Finchley Road with Fortune Green and West End Green
Public realm character	Properties are set behind small front gardens with brick walls providing the boundary treatment. Street trees and planting in front gardens are important to the character of the streets
Opportunity for improvements	**LOW: Resist loss of front gardens and introduce more street tree planting**

WH14 - Fortune Green Mansions

Typology: VICTORIAN MANSION BLOCKS

Building type / age	Substantial properties including Victorian mansion blocks
Scale and massing	3-4 storey properties with additional set back storey above
Street character / building interface	Buildings provide positive frontage to the street
Interface with surrounding area	Fortune Green Road is an important route linking Finchley Road with Fortune Green and West End Green
Public realm character	Mature planting and trees add to the streetscape quality but footways are in places very narrow.
Opportunity for improvements	**LOW: Resist loss of front gardens and planting and where possible introduce more street trees**

5.4 Finchley Road

Brief description

Finchley Road (A41) is a strategic route that extends from Central London via Swiss Cottage to Hendon and ultimately the A1. It carries a significant volume of traffic including numerous heavy goods vehicles and as such is both an important artery for the city and a barrier to movement. The character of the route through Swiss Cottage to the south is examined separately.

The road rises as it passes northwards through the area and this exacerbates the feeling that the route is a barrier with vehicles accelerating upwards or appearing to approach quickly when passing southwards. Along most of its length the route is lined by properties but many are in poor condition particularly in the centre between Finchley Road and Frognal and Finchley Road stations. The environment is noisy and air quality is also an issue. To either side of the route the streets quickly change with attractive neighbourhoods of Fortune Green and West Hampstead to one side and Hampstead to the other.

To the west of Finchley Road centre railway lines fragment the area and reduce the opportunity for north-south movement. In these areas a mix of residential estates and workspaces have been developed.
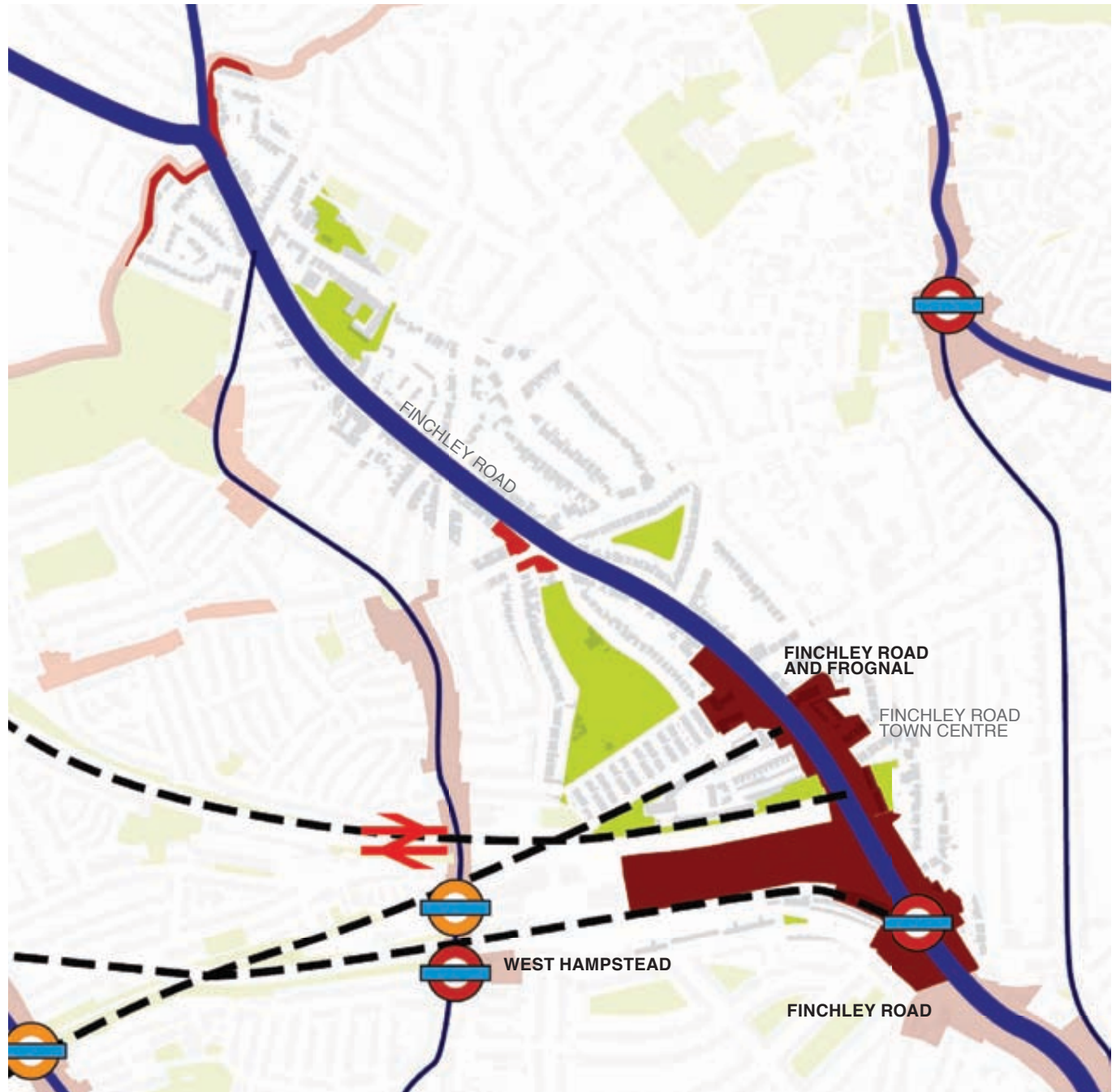
Figure 5.14: Finchley Road Context Analysis

Figure 5.15: Finchley Road Historic Plan 1862

Figure 5.16: Finchley Road Historic Plan 1890

Historical development

Finchley Road was built as a turnpike in the early 19th Century to provide a by pass to the route north through Hampstead. Up until the end of the 19th Century it passed through open fields and development stopped at Swiss Cottage. A few large estates, Temple Park and Kidderpore Hall were located either side of the route as it crossed Fortune Green Lane to the north.

In the late 19th Century the areas to either side were developed so that by 1930 historic plans indicate development to either side.

Public transport accessibility

The PTAL changes along the corridor from level 5 at Finchley Road Centre to level 3 as the route leaves the Borough to the north.

Socio-economic issues

The area around Finchley Road centre ranks as:

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

Existing character

The character of Finchley Road varies along its length. The northern section is tree lined and this serves to reduce the impact of the traffic. Behind the trees is a Victorian fabric with larger properties set back within a green environment or presenting themselves as terraces hard up to the footway. Further south and within Finchley Road town centre the Victorian fabric is more mixed with later interventions adding to the street. The street in this section is lined by shops with residential uses above but many frontages are run down and the quality of the public realm treatment is poor.

The area has been subdivide into 9 character areas as identified in Figure 5.17. These are described further on the pages that follow.

Identity

The Victorian buildings and mature trees at the northern end of street give the corridor a quality that is lost within the centre. Here the traffic dominates and the lack of investment in properties creates an unwelcoming impression and a place that it is not pleasant to spend time.
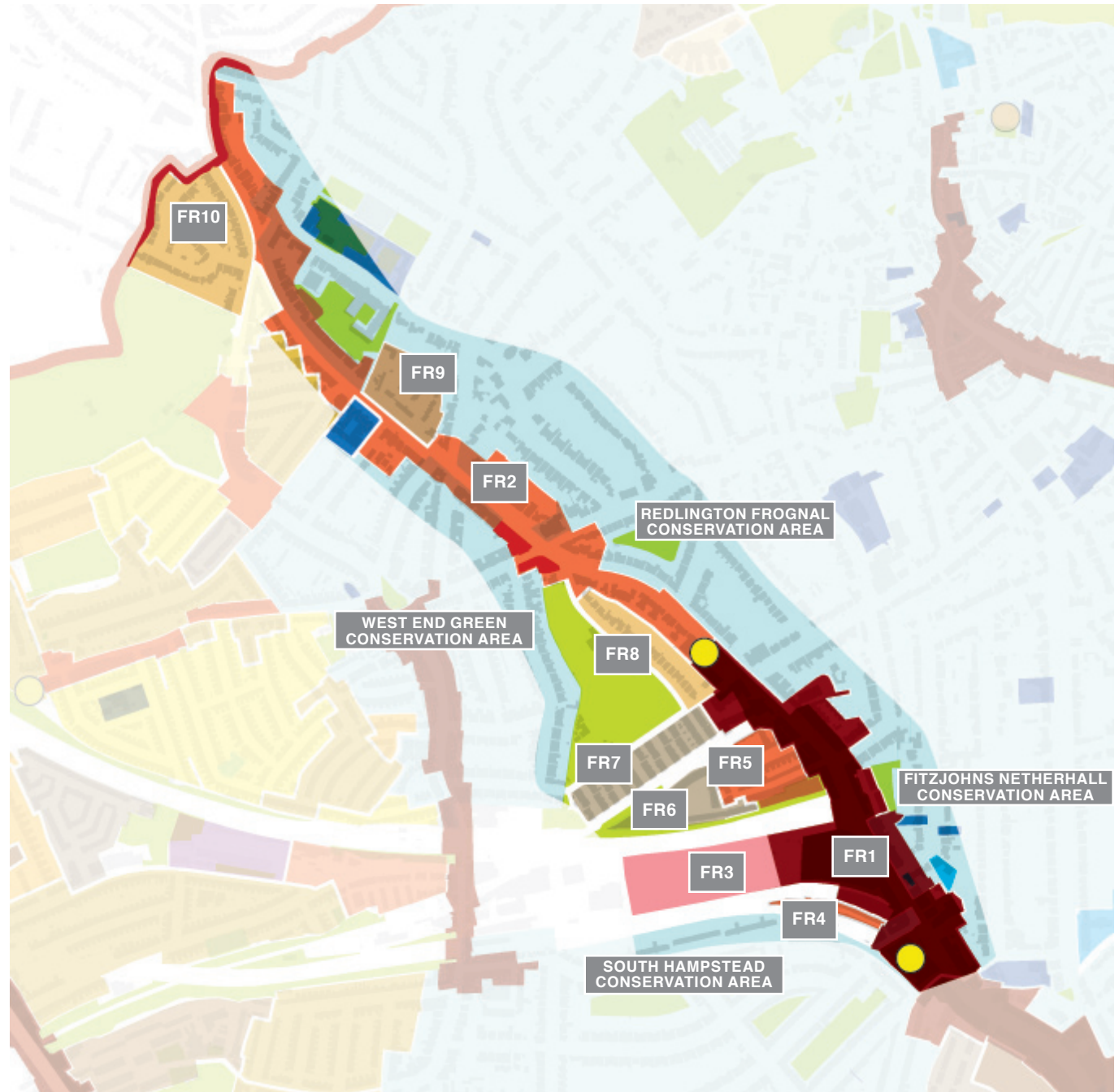
Figure 5.17: Finchley Road Character Areas

A number of buildings add to the quality of the corridor including St Andrews Reform Church at the junction with West End Lane and the Art Deco St Johns Court in the heart of the centre. The O2 Centre occupies a prominent site in the centre and provides a mix of leisure and shopping away from the bustle and traffic on the street

Retaining character

At street level the public realm and shopfronts are uncoordinated however look up and many of the Victorian shopping terraces are attractive and ornate and provide good enclosure to the street. The centre requires significant investment in its public realm and in shop fronts and this could serve to enhance the Victorian fabric. Existing mature street trees are important to the streets character and must be retained.

Opportunities for change

The corridor is an important route into the city and as such highly visible to many visitors. Whilst he route benefits from mature trees towards the northern end of the corridor further south the environmental quality is poorer. A unified public realm treatment could be introduced along the length of the route with improved crossing facilities and measures to reduce the impact of the traffic.

The quality of the streetscape is mixed in the centre with some poor buildings set within a predominantly Victorian frontage. Their is potential for intensification and redevelopment around Finchley Road centre and development could be intensified on a number of other sites along the corridors length.

From top left, clockwise:

The northern part of Finchley Road is lined with mature trees; Finchley Road centre; Waitrose in the ground floor of St Johns Court; housing at Dresden Close on Lymington Road and housing at Studholme Court.

FR1 - Finchley Road Centre   Typology: HIGH STREETS

Building type / age	Mix of properties fronting Finchley Road, ranging from fine grain Victorian shopfronts to large floorplate shopping centre
Scale and massing	Variable from 2 to 7 storey
Street character / building interface	Busy but fragmented high street with active uses at ground floor and buildings fronting directly onto the street
Interface with surrounding area	Focus and centre for the area but is dominated by the highway which is a major barrier to movement
Public realm character	The public realm is cluttered and its design lacks coordination or quality. Many shopfronts are unattractive
Opportunity for improvements	**MEDIUM: Public realm is in need of serious investment and there are opportunities to remodel existing buildings and for some redevelopment**

FR2 - Finchley Road Corridor   Typology: MIXED USE / CORRIDOR

Building type / age	Mix of properties fronting Finchley Road
Scale and massing	Variable from 2 to 7 storey
Street character / building interface	Busy main street and movement corridor. Generally buildings front directly onto the street. Mature trees soften impact
Interface with surrounding area	Important strategic movement corridor through the area but road is a significant barrier to pedestrian movement
Public realm character	The quality of the public realm varies along the corridor and is more attractive where mature trees are present
Opportunity for improvements	**MEDIUM: Potential to enhance the public realm along the corridor and there are a number of potential development sites**

FR3 - O2 Car park and Homebase — Typology: BIG BOX RETAIL

Building type / age	Large retail store with car park
Scale and massing	Large 'shed' within car park
Street character / building interface	Poor interface with surrounding area
Interface with surrounding area	Incongrous 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 unnattractive for walking or cycling
Opportunity for improvements	**MEDIUM: Potential to remodel and intensify to create a more urban model befitting of the wider area**

FR4 - Canfield Place — Typology: MIXED USE

Building type / age	Mixed age employment and residential
Scale and massing	Typically 2 storey buildings
Street character / building interface	Mews street sandwiched between rail lines and with variety of small scale employment and some resi uses
Interface with surrounding area	Single point of access off Canfield Gardens and connecting to Finchley Road
Public realm character	Lacks investment and is of a basic design with very narrow footways and bollards making these almost unusable
Opportunity for improvements	**LOW: Would benefit from a unified shared space scheme. May be potential to develop over garages at the western end**

FR5 - Lithos / Rosemont Road

Typology: MIXED USE

Building type / age	Mix of Victorian terraced homes and mews courts
Scale and massing	Typically 2-3 storey buildings
Street character / building interface	Quiet streets sandwiched between rail lines and with variety of small scale employment and residential uses
Interface with surrounding area	Access and egress off Finchley Road via Lithos Road and Rosemont Road
Public realm character	Public realm lacks investment and is dominated by parked cars.
Opportunity for improvements	**LOW: Would benefit from a unified shared space scheme. Further greening would enhance the character**

FR6 - Lithos Road West

Typology: LATE 20TH CENTURY ESTATES

Building type / age	Late 20th Century residential estate
Scale and massing	Typically 3-5 storey with additional upper floor set-back
Street character / building interface	Quiet internally focused residential court sandwiched between rail lines. Car parking on street
Interface with surrounding area	Access and egress off Finchley Road via Lithos Road and Rosemont Road
Public realm character	Green space at heart of area and overlooked by surrounding properties. Kick about area and garages to the west are less attractive
Opportunity for improvements	**LOW: Western end of the area requires investment and may be potential for further development here**

FR7 - Dresden Close — Typology: LATE 20TH CENTURY ESTATES

Building type / age	1980's residential development
Scale and massing	3 storey terraced homes
Street character / building interface	Buildings aligned perpendicular to Lymington Road and rail line. Blank gables presented to street.
Interface with surrounding area	Internalised layout with pedestrian access via path from the north and vehicular via Dresden Close to the south
Public realm character	Paths and access roads are basic and lack overlooking. Car parking courts are unattractive
Opportunity for improvements	**MEDIUM: Investment required in public realm and there may be potential to address urban design weaknesses**

FR8 - Alvanley Gardens — Typology: INTER-WAR HOUSING

Building type / age	Large detached inter war houses with gardens
Scale and massing	2 storey
Street character / building interface	Properties set back from street with parking within gardens to the front. Overlook cricket and tennis clubs
Interface with surrounding area	Street connects to wider network to north and south but railway lines, reduce walkability.
Public realm character	Properties are set behind front gardens which incorporate car parking. Planting in these gardens and street trees are important to the streets character
Opportunity for improvements	**LOW: Resist paving of front gardens to accommodate further parking and introduce more street trees**

FR9 - Studholme Court

Typology: POST-WAR ESTATES - LOW RISE

Building type / age	Mix of post-war brick built houses and flats
Scale and massing	Mix of 4 storey blocks and 2 storey houses
Street character / building interface	Buildings set back from the road within a landscaped estate
Interface with surrounding area	Estate accessed off Finchley Road but is less urban than the surrounding context
Public realm character	Blocks are set within an extensive grassed area but much of this is of limited amenity value. Public realm is basic and uninspiring
Opportunity for improvements	**MEDIUM: There may be potential to address urban design weaknesses or for infill development**

FR10 - Ardwick Road / Burgess Hill

Typology: INTER-WAR HOUSING

Building type / age	Large inter-war detached and semi-detached houses
Scale and massing	2 storey with additional accommodation in roofspace
Street character / building interface	Quiet residential streets with properties set back from street with parking within gardens to the front.
Interface with surrounding area	Well connected with wider street network but Finchley Road is a major barrier to the north and east
Public realm character	Properties are set behind front gardens which incorporate car parking. Planting in these gardens and street trees are important to the streets character
Opportunity for improvements	**LOW: Resist paving of front gardens to accommodate further parking and introduce more street trees**

5.5 Swiss Cottage

Brief description

This area is defined by the edge of The Swiss Cottage Town Centre to the east by Fairfax Road to the west and by the Borough boundary with Westminster at Boundary Road to the south.

The centre is bisected by Finchley Road (A41), a strategic route that extends from Central London via Swiss Cottage to Hendon and ultimately the A1. It carries a significant volume of traffic including numerous heavy goods vehicles and as such an important artery for the city. This road acts as a one way gyratory around the 'Swiss Cottage' at the heart of the centre and has a significant impact on the character of the centre creating a barrier to movement through the area. The centre has seen significant development in recent years including construction of a new leisure centre and central library.

For much of its length Finchley Road is flanked by post-war residential estates developed over parades of shops. Beyond the main street the character of the area changes to either side. To the east Adelaide Road connects Swiss Cottage with Chalk Farm (this area is discussed separately) and side streets lead directly to Victorian neighbourhoods. To the west the land steps downwards towards South Hampstead station and is dominated by post-war estates. Southwards large houses fronting leafy streets creating a contrasting urban form.

Figure 5.18: Swiss Cottage Context Analysis
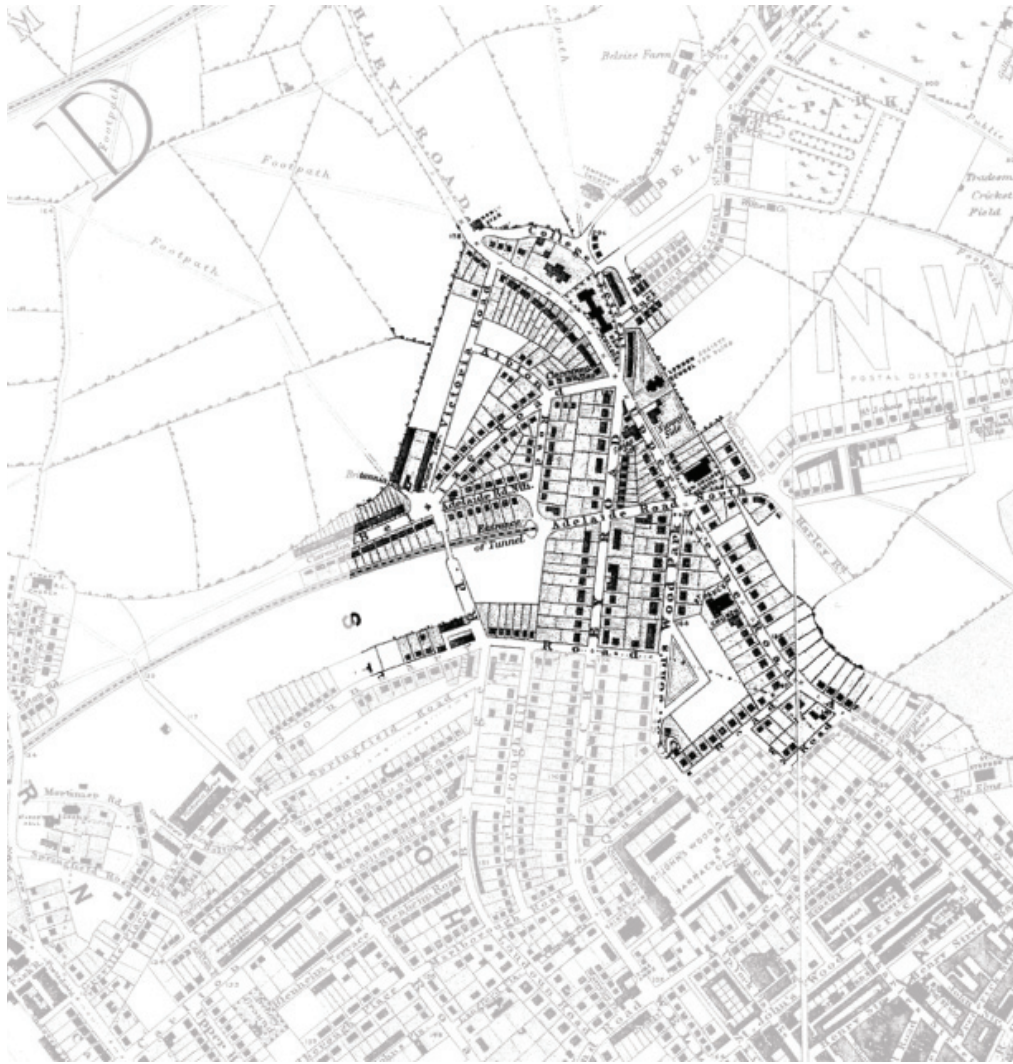
Figure 5.19: Swiss Cottage Historic Plan 1862

Figure 5.20: Swiss Cottage Historic Plan 1890

Historical development

Finchley Road was built as a turnpike in the early 19th Century to provide a by pass to the route north through Hampstead. Swiss Cottage was named after a Swiss chalet located on the site of the tollgate keepers cottage where Finchley Road and Avenue Road met. By the mid 19th Century a network of connected streets had been laid out within the Swiss Cottage area with open fields to the north.

The historic pattern of streets remains broadly the same now but post-war development on Finchley Road and on adjacent blocks has transformed the environment around the centre.

Public transport accessibility

The area has a PTAL of 5 to 6a reflecting the access to Swiss Cottage, Finchley Road and South Hampstead stations and the bus routes along the main road corridor.

Socio-economic issues

The area ranks as:

- Within the 20-30% most deprived areas in respect of Index of Multiple Deprivation;
- Within the 20-30% most deprived in respect of health and disability deprivation; and
- Within the 10-20% most deprived in respect of income deprivation and this impacts strongly on children and older people across the area.

Existing character

Swiss Cottage feels fragmented as a result of the significant road passing through it and the band of post-war estates that have been developed to the immediate west. The main street, Finchley Road, is fronted by and enclosed by development on the northern approach to the centre but the quality of buildings is mixed and the scale is not consistent ranging from two to ten storeys. To the south of the centre development is set back from Finchley Road and in some cases it backs onto the route.

Significant investment has recently been made in a new leisure centre and library and these are positive changes in the centre but reducing the impact of traffic in the centre is the biggest challenge to enhancing its character.

The land falls away to west of the centre and here there is a mix of pleasant Victorian streets lined by modest buildings from a variety of periods and significant post-war blocks set within space and with little relationship with the streets.
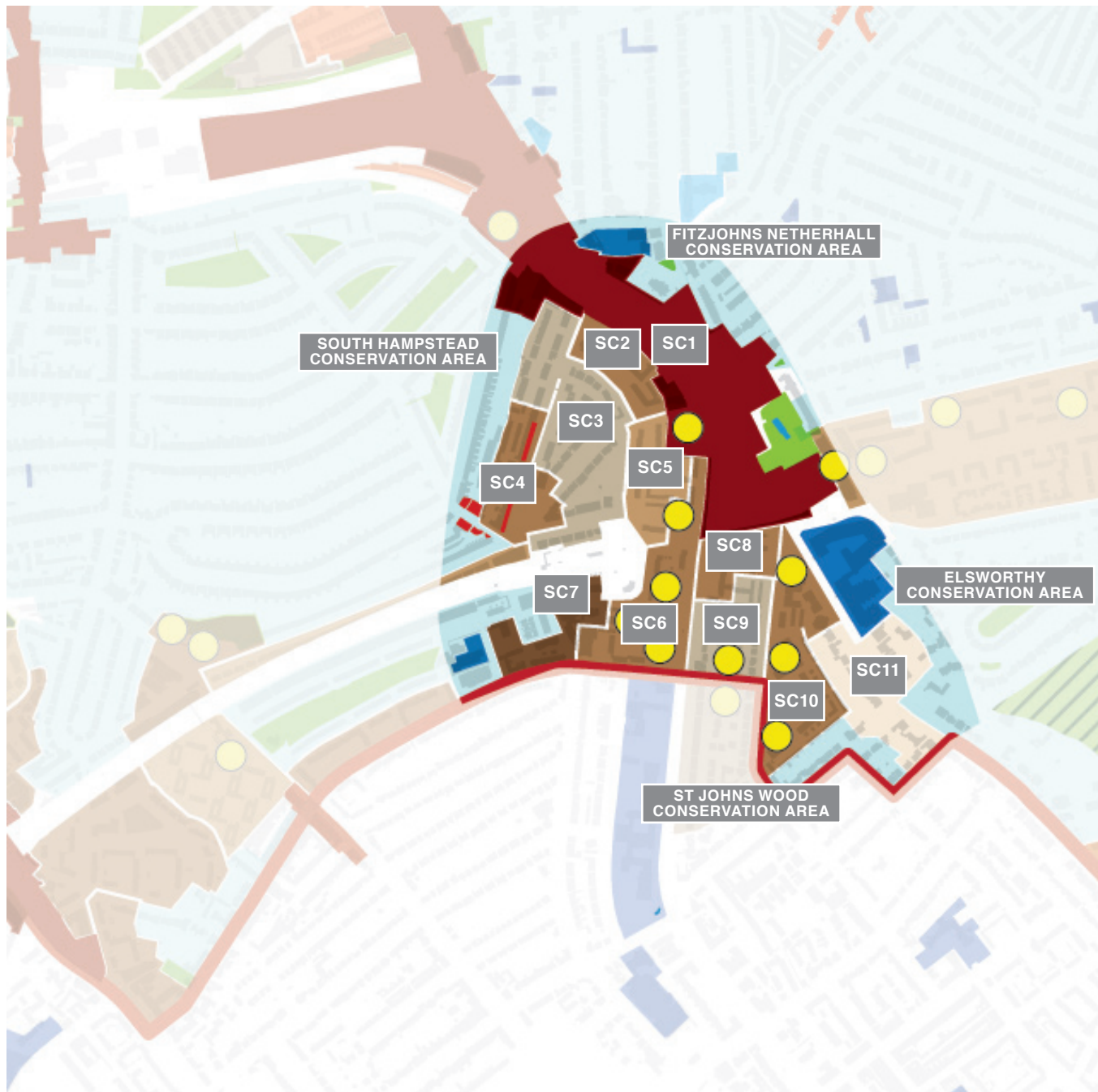
Figure 5.21: Swiss Cottage Character Areas

Identity

Post-war development in Swiss Cottage is of a significant scale with a cluster of blocks of 8-10 storeys on the approach to the centre. Recent residential development to the east is of an even greater height. Some of the centres new additions may help to strengthen the centres identity but the Swiss chalet that gives Swiss Cottage its name is dwarfed by the much larger structures around it.

Enhancing character

Swiss Cottage is a dense and intense centre that can take development of a significant scale however this must be managed to reinforce the structure of the centre and to reduce its current fragmented character.

Opportunities for change

The Finchley Road corridor is an important route into the city and as such highly visible to many visitors. Currently the environmental quality is poor. A unified public realm treatment could be introduced along the length of the route (extending northwards beyond Swiss Cottage) with improved crossing facilities and measures to reduce the impact of the traffic.

The post war estates to the west of the centre create a fragmented development pattern and investment is required here to enhance the environments around these estates. There may be opportunity to comprehensively re-plan this area and to improve the interface and integration of the centre into the wider area.

From top left, clockwise:

New development in the centre; Finchley Road; Harben Road Estate, Post-war blocks i the centre and Homes backing onto Finchley Road.

SC1 - Finchley Road / Swiss Cottage — Typology: HIGH STREETS

Building type / age	Mix of properties fronting Finchley Road
Scale and massing	Typically 4-5 storeys but varies from 2 up to 7-8 storeys
Street character / building interface	Busy but fragmented high street with active uses at ground floor and buildings fronting directly onto the street
Interface with surrounding area	Focus and centre for the area but centre is dominated by road and some buildings and public realm quality poor
Public realm character	The public realm is cluttered and its design lacks coordination or quality. Many shopfronts are unattractive
Opportunity for improvements	**MEDIUM: Public realm and shopfronts are in need of investment. There may be potential to address urban design weaknesses or for infill development**

SC2 - Harben Road Estate — Typology: POST-WAR ESTATES - MEDIUM/HIGH RISE

Building type / age	Post-war housing blocks providing flatted accommodation
Scale and massing	7-9 storey housing blocks; single storey garages
Street character / building interface	Blocks set back from street within a predominantly hard landscaped estate
Interface with surrounding area	Fragmented built form to the rear of Finchley Road, southwards development is street based
Public realm character	Public realm creates a poor setting for the blocks and is disjointed. Mix of hardstanding and grassed areas but poorly defined by blocks 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**

SC3 - Harben Road South

Typology: LATE 20TH CENTURY ESTATES

Building type / age	Predominantly late 20th century town houses
Scale and massing	Typically 2 storey with additional upper floor set-back
Street character / building interface	Streets generally fronted by housing but in some cases homes are internalised around a semi-private mews court
Interface with surrounding area	Well connected with wider street network
Public realm character	Broad footways and street trees create an attractive setting for development
Opportunity for improvements	**LOW: Resist paving of front gardens to accommodate further parking and introduce more street trees**

SC4 - Fairfax Road

Typology: POST-WAR ESTATES - MEDIUM/HIGH RISE

Building type / age	Post-war housing blocks providing flatted accommodation
Scale and massing	4 storey linear block on Fairfax Road; 4-6 storey elsewhere
Street character / building interface	Local Centre on Fairfax Road with shops at ground floor fronting the street. Other blocks set back from road
Interface with surrounding area	Well connected with wider street network. Railway line reduces permeability to the south
Public realm character	Broad footways in front of shops and street trees add to amenity. Roundabout at junction reduces attractiveness of area for pedestrians
Opportunity for improvements	**LOW: Enhancement of the roundabout and road crossings to reduce vehicle priority would improve the setting**

SC5 - Dobson Close, Hillgrove Estate | Typology: POST-WAR ESTATES - LOW RISE

Building type / age	Brick built post-war housing and flatted accommodation
Scale and massing	Mix of 2 storey housing and 4 storey blocks
Street character / building interface	Properties front onto estate roads
Interface with surrounding area	Fragmented built form to the rear of Finchley Road, and whilst connections are provided estate feels semi-private
Public realm character	Public realm is in need of investment and is basic and uninspiring. Street trees add to amenity
Opportunity for improvements	**MEDIUM: Investment required in public realm and there may be potential to address urban design weaknesses or for infill development**

SC6 - Hillgrove Estate | Typology: POST-WAR ESTATES - MEDIUM/HIGH RISE

Building type / age	Post-war housing and flatted accommodation
Scale and massing	3-9 storey blocks
Street character / building interface	Properties set within a landscaped estate but with poor relationship to streets
Interface with surrounding area	Blocks are set back from Finchley Road, and whilst connections are provided estate feels semi-private
Public realm character	Public realm is in need of investment and is basic and uninspiring. Mature trees set within green courtyards add to amenity
Opportunity for improvements	**MEDIUM: Investment required in public realm and there may be potential to address urban design weaknesses or for infill development**

SC7 - Loudon Road

Typology: MIXED RESIDENTIAL

Building type / age	Mix of Victorian and contemporary houses and apartment blocks
Scale and massing	Typically 2-3 storey with taller buildings up to 8 storeys
Street character / building interface	Mix of building types but with frontages onto the streets
Interface with surrounding area	Well connected with wider street network
Public realm character	Mature planting and trees add to the streetscape quality but footways are in places very narrow.
Opportunity for improvements	**LOW: Resist loss of front gardens and planting and where possible introduce more street trees**

SC8 - Boycell Court

Typology: POST-WAR ESTATES - MEDIUM/HIGH RISE

Building type / age	Post war high-rise residential blocks
Scale and massing	10 storey blocks with additional upper floor set-back
Street character / building interface	Apartment building set back from street within a gated estate
Interface with surrounding area	Tall blocks are prominent in the streetscene
Public realm character	Broad footways and tree lined streets but blocks set within well maintained private spaces
Opportunity for improvements	**LOW**

SC9 - Middlefield | Typology: MIXED RESIDENTIAL
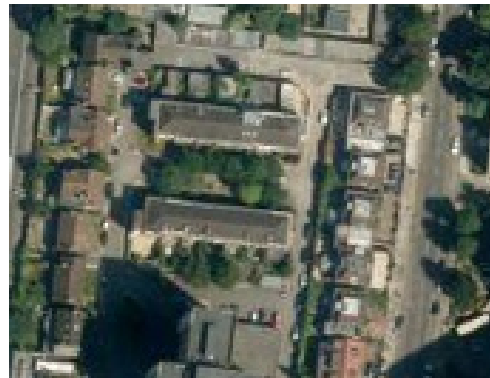
Building type / age	Mix of detached houses, townhouses and taler blocks
Scale and massing	Predominantly 2-3 storey but with 12 storey tower
Street character / building interface	Properties front onto St. Johns Wood Park but poor interface with Finchley Road and front / back conflicts
Interface with surrounding area	Development form is suburban in this location close to Swiss Cottage centre. Form extends southwards
Public realm character	Varied quality with car parking dominating some areas and others well landscaped. Some streets feel semi-private
Opportunity for improvements	**MEDIUM: Investment required in public realm and there may be potential to address urban design weaknesses or for infill development**

SC10 - St John's Wood Park | Typology: POST-WAR ESTATES - MEDIUM/HIGH RISE

Building type / age	Post-war residential estates
Scale and massing	4-10 storey high blocks
Street character / building interface	Buildings set back from road within a well landscaped estate
Interface with surrounding area	Well connected with wider street network and Swiss Cottage centre
Public realm character	Attractive green landscaped environment fronting the street, car parking courts to the rear. Mature trees enhance the character
Opportunity for improvements	**LOW**

Building type / age	Large detached houses of variable age
Scale and massing	2 storey with additional accommodation in roofspace
Street character / building interface	Attractive well treed street with buildings set back behind front gardens
Interface with surrounding area	Well connected with wider street network
Public realm character	Attractive tree lined streets with homes set behind large, well landscaped gardens
Opportunity for improvements	**LOW: Resist loss of front gardens to create further parking space**

5.6 Primrose Hill / Adelaide Road

Brief description

This area is defined by Harley Road in Swiss Cottage to the west by Eton Road to the north, Chalk Farm to the east and by the Borough boundary with Westminster to the south.

The area wraps around one of London's most significant and well-loved open spaces Primrose Hill from where panoramic views across the centre of London can be had. The neighbourhood is broadly residential and laid out as a network of connected streets. Much of the area has been designated as Conservation Area however there are a number of areas, notably to either side of the mainline rail corridor out of Euston station and alongside Adelaide Road which have been developed through the 20th Century. The rail line itself severs movement towards Chalk Farm (a pedestrian bridge provides connectivity) but disappears into tunnel under land to the south of Adelaide Road.

The local centre on Regents Park Road in Primrose Hill provides a mix of cafes and boutiques catering for visitors and the wealthy local population. Chalk Farm and Swiss Cottage provide facilities to the east and west. Regents Park is located immediately to the south within Westminster.

Figure 5.22: Primrose Hill / Adelaide Road Context Analysis
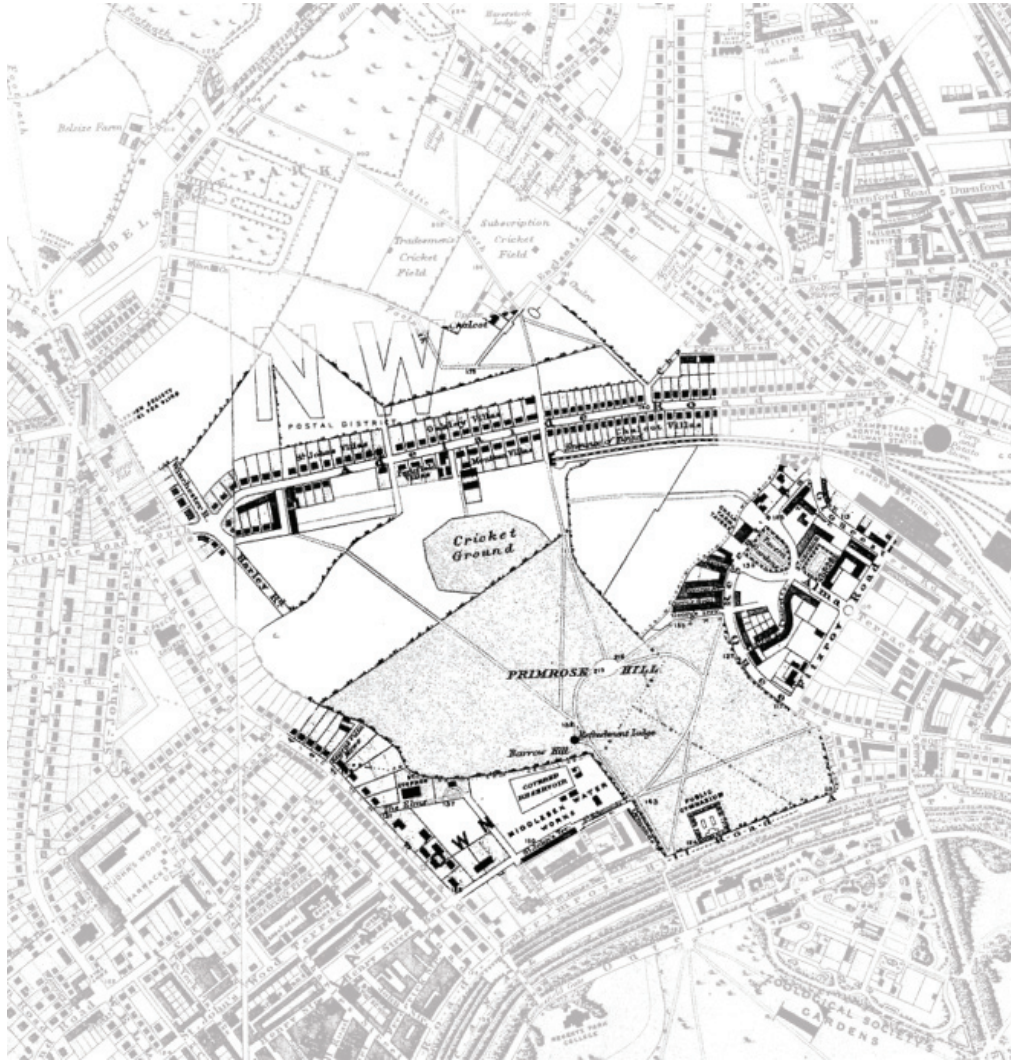
Figure 5.23: Primrose Hill / Adelaide Road Historic Plan 1862

Figure 5.24: Primrose Hill / Adelaide Road Historic Plan 1890

Historical development

The London to Birmingham railway line was constructed in the 1830's and Adelaide Road was laid out shortly after in 1840 connecting to Finchley Road.

Primrose Hill was acquired for public recreation in 1842 as an addition to Regents Park and around this time the Southampton Estate was developed as large villas and semi-detached houses at Primrose Hill. By 1890 open land was still evident to both the north and south of Adelaide Road but this was developed in the late 19th and early 20th century.

The land to either side of Adelaide Road was redeveloped in the post-war years replacing the historic terraced housing laid out on a grid of streets within the area.

Public transport accessibility

PTAL levels vary across the area but are relatively low compared to other parts of the Borough. Along Adelaide Road the level is 3 -4 but it falls 1b and 2 within Primrose Hill. The area to the south west of Primrose Hill is level 3-4.

Socio-economic issues

The area does not have any significant deprivation issues.

Existing character

This area could be considered as three separate neighbourhoods, the predominantly Victorian area around Primrose Hill with its centre on Regents Park Road; the Adelaide Road area with its post-war homes laid out on a loose grid pattern and the more mixed area to the southwest of Primrose Hill that could be considered to be an extension of St Johns Wood to the west.

The former area is an attractive extension of the Primrose Hill Centre with a range of Victorian homes fronting directly onto a network of streets. Whilst there have been some later developments within this area they sit comfortably within the context.

To either side of Adelaide Road two to four storey terraces of modest post-war homes are laid out around a series of courts. These back onto Adelaide Road. A number of point blocks rise to over 20 storeys from this low rise fabric. These, and the public spaces at their base have recently been refurbished.

New development is providing a contemporary addition to the leafy streets to the south-west of Primrose Hill. The new blocks front the streets and replace post war blocks that were out of context in this location.

Figure 5.25: Primrose Hill / Adelaide Road Character Areas

Identity

This area includes two elements that are perceived more widely beyond the neighbourhood. The first is Primrose Hill, an extensive green space that provides an attraction both locally and more widely. This well maintained space connects to Regents Park to the south and from its south facing slopes broad views can be had across Central London.

The second element are the five high rise towers spaced at regular intervals along Adelaide Road. Their height makes them visible from afar and they are a defining reference point on the link between Chalk Farm and Swiss Cottage.

Retaining character

The Victorian neighbourhood 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.

Housing on Adelaide Road whilst of a different form is plot based and its qualities as a place are dependent on the actions of many. The character could be enhanced through the treatment of both the public realm and of private frontages and can be undermined through removal of front gardens to provide additional car parking space or through insensitive modifications to properties.

Opportunities for change

Development is ongoing to provide new residential apartments on St Edmunds Terrace to the southwest of Primrose Hill and there is further opportunity for change within this area. There may also be opportunity for some intensification of use on estates along Adelaide Road.

From top left, clockwise:

Primrose Hill centre on Regents Park Road; housing near to Adelaide Road; the view from Primrose Hill, new development on St Edmunds Terrace to the south west of Primrose Hill and the adjacent Kingsland .

PH1 - Ainger Road | Typology: VICTORIAN TERRACES (LARGE)

Building type / age	Large Victorian houses
Scale and massing	Typically 3 storey semi-detached or terraced properties
Street character / building interface	Quiet residential streets with properties providing active frontage. Car parking on street.
Interface with surrounding area	Well connected network of streets but railway line is a barrier to northerly movement
Public realm character	Properties are set behind small front gardens with brick walls providing the boundary treatment. Street trees and planting in front gardens are important to the character of the streets
Opportunity for improvements	**LOW: Resist loss of front gardens and retain street tree planting**

PH2 - Primrose Hill Court | Typology: EARLY 20TH CENTURY APARTMENT BLOCKS

Building type / age	Early 20th century flatted residential estate
Scale and massing	6 storey buildings laid out around a landscaped courtyard
Street character / building interface	Fronts King Henry's Road to the north and presents a well treed landscape to Oppidans Road to the south
Interface with surrounding area	Contrasts with surrounding built form but well landscaped estate ensures that the relationship is positive
Public realm character	Buildings enclose an attractive open green courtyard area which is set at a lower level than surrounding streets. Mature trees add to the quality
Opportunity for improvements	**LOW**

PH3 - Meadowbank

Typology: LATE 20TH CENTURY ESTATES

Building type / age	Late 20th century town houses
Scale and massing	4 storey town houses laid out as terraces
Street character / building interface	Homes back onto but overlook Primrose Hill with internalised shared surface streets and cul de sac
Interface with surrounding area	Integrates with wider street network
Public realm character	Street space is dominated by car parking and lacks street trees or other vegetation.
Opportunity for improvements	LOW

PH4 - Avenue / St Stephen Close

Typology: EARLY 20TH CENTURY APARTMENT BLOCKS

Building type / age	Early 20th Century apartment blocks
Scale and massing	3-4 storey with an additional upper floor set-back
Street character / building interface	Gated estate accessed off private streets
Interface with surrounding area	Connects to Avenue Road to the west and St Edmunds Terrace to the south
Public realm character	Blocks are set within attractive landscape of green spaces and mature trees
Opportunity for improvements	LOW

PH5 - Kingsland | Typology: POST-WAR ESTATES - LOW RISE

Building type / age	Modernist low rise estate providing flats and maisonettes
Scale and massing	3 storey development over undercroft car parking
Street character / building interface	Two linear blocks front onto an internal street
Interface with surrounding area	Poor relationship with surrounding context
Public realm character	Blocks front onto an internal concrete flagged deck. This space is bleak and lacks greenery or interest
Opportunity for improvements	**MEDIUM: Investment required in public realm and there may be potential to address urban design weaknesses or for infill development**

PH6 - St Edmund's Terrace | Typology: LATE 20TH CENTURY ESTATES
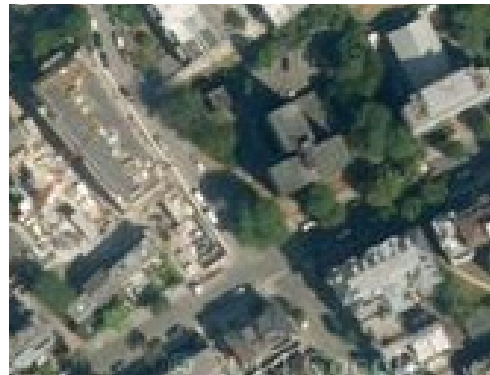
Building type / age	Mix of residential apartments including new build
Scale and massing	4-7 storeys with upper floors set-back
Street character / building interface	New apartment blocks front onto tree lined street
Interface with surrounding area	Well connected with wider street network
Public realm character	Green corridor adjacent to blocks with mature trees
Opportunity for improvements	**ALREADY HAPPENING: Development under construction in 2014**

PH7 - Adelaide Road

Typology: POST-WAR ESTATES - LOW RISE

Building type / age	Post-war residential estate providing a mix of town house and apartment typologies
Scale and massing	2-3 storey homes laid out as terraces / 23 storey towers
Street character / building interface	Layout of housing is confusing and properties back onto the main route Adelaide Road
Interface with surrounding area	Main routes connect east-west; north-south connections are poor
Public realm character	Network of streets and parking courts with larger spaces over car parking at base of towers
Opportunity for improvements	**LOW: High rise towers have recently been refurbished. Investment required in public realm and may be potential for localised remodelling in some areas**

PH8 - Fellows Road Estate

Typology: POST-WAR ESTATES - LOW RISE

Building type / age	Post-war brick built pitched roof residential blocks providing flatted accommodation
Scale and massing	3-4 storey blocks set within landscaped estate
Street character / building interface	Blocks are set back from the street behind a shared garden
Interface with surrounding area	Well connected with wider street network
Public realm character	Buildings do not engage with the open grass areas within the estate and the space lacks interest or identity
Opportunity for improvements	**MEDIUM: Investment required in public realm and there may be potential to address urban design weaknesses or for infill development**

130

PH9 - Fellows Road Villas

Typology: VICTORIAN VILLAS / LARGE HOUSE

Building type / age	Large Victorian houses and villas
Scale and massing	Typically 4 storey
Street character / building interface	Homes front onto the streets and there is a mix of on street and on plot car parking
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. Planting in front gardens are important to the character of the streets
Opportunity for improvements	**LOW: Resist loss of front gardens and introduce more street tree planting**

PH10 - Beaumont Walk

Typology: LATE 20TH CENTURY ESTATES

Building type / age	Late 20th century brick built housing
Scale and massing	3 storey blocks
Street character / building interface	Blocks laid out to align north-south and perpendicular to Adelaide Road
Interface with surrounding area	Railway line restricts north-south movement
Public realm character	Homes are hidden from view behind mature trees and pedestrian paths provide access. Public realm design is intimate and create a series of semi-private areas.
Opportunity for improvements	**LOW**

5.7 Hampstead

Character and identity

Hampstead Village is one of the most desirable neighbourhoods in London and is known for its artistic, musical, and literary associations. The main village is focused around Hampstead High Street and this route leads northwards to Hampstead Heath. The area is hilly and elevated above most of Greater London with expansive views across the city possible from Hampstead Heath and Parliament Hill in particular.

The majority of Hampstead and its immediate surroundings were developed historically and have been designated as Conservation Area and in that context only a small area has been examined as part of this study.

Figure 5.26: Hampstead Context Analysis

Figure 5.27: Hampstead Historic Plan 1862

Figure 5.28: Hampstead Historic Plan 1890

Historical development

Hampstead's origins date back to the 17th Century when the medicinal qualities of the local waters drew people to the area. This function declined with the popularity of other spas but Hampstead grew more expansively after the North London Railway's construction in the 1860's (now the London Overground). Large luxurious homes were developed in the latter part of the 19th Century and these continue to provide homes within the areas leafy streets.

Public transport accessibility

Whilst Hampstead has an underground station on the northern line public transport accessibility is not particularly good and PTAL ranges from 1a to 3.

Socio-economic issues

The area does not have any significant deprivation issues.

Opportunities for change

There are no significant opportunities for change within the area.

H1

H2

REDINGTON FROGNAL
CONSERVATION AREA

HAMPSTEAD
CONSERVATION AREA

FITZJOHNS NETHERHALL
CONSERVATION AREA
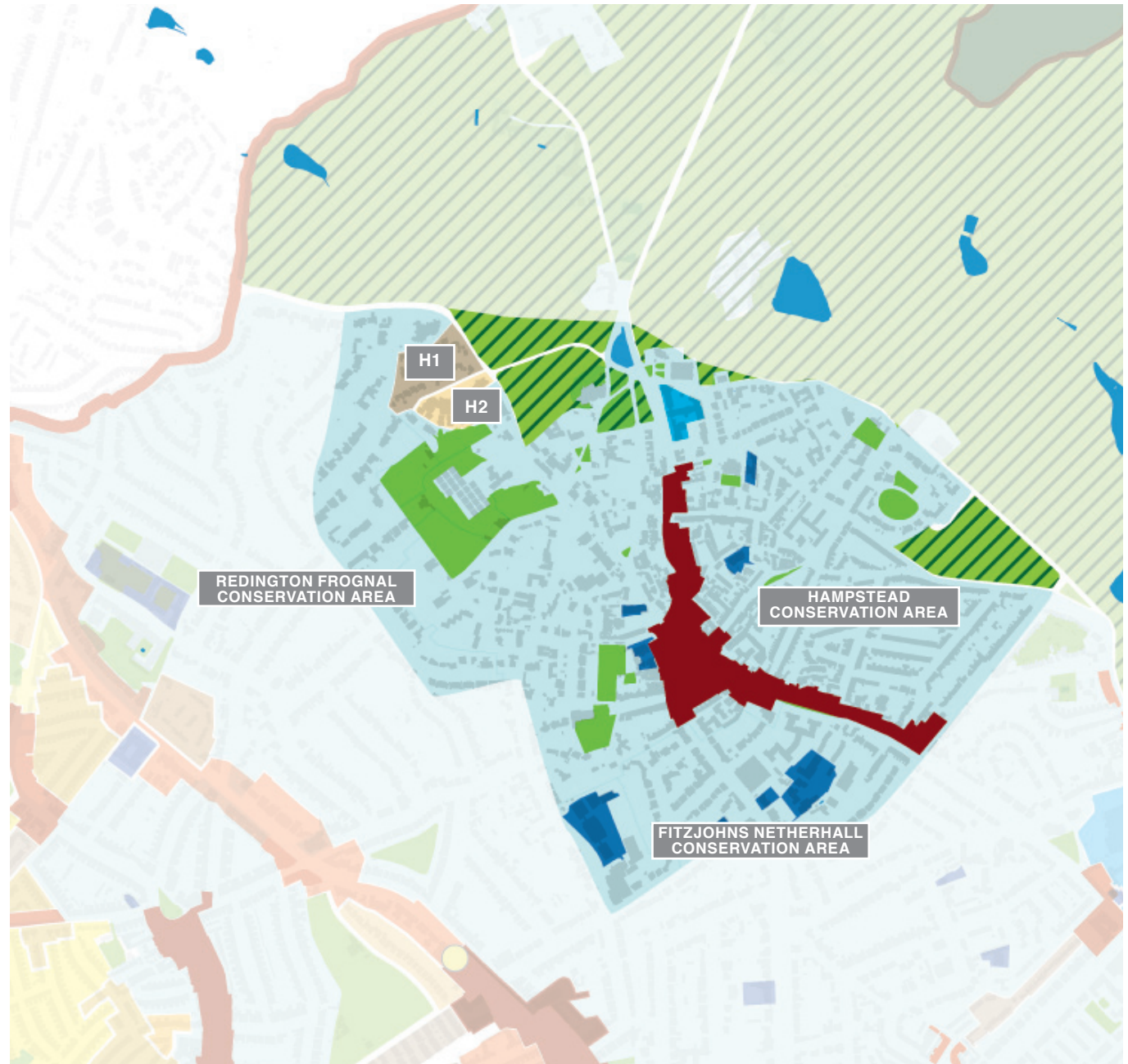
Figure 5.29: Hampstead Character Areas

H1 - Grange / Mansion Gardens   Typology: LATE 20TH CENTURY ESTATES

Building type / age	Late 20th Century houses
Scale and massing	Large 2 storey dwellings with gardens to front and rear
Street character / building interface	Dwellings set back from gated shared surface access road
Interface with surrounding area	Single point of connection to wider street network
Public realm character	Homes are set within a highly manicured and well maintained mature landscape. Road is shared with pedestrians and surfaced in block pavers
Opportunity for improvements	**LOW**

H2 - Savoy Court / St Regis Heights   Typology: GATED APARTMENT COMPLEX

Building type / age	Late 20th Century apartment complex
Scale and massing	2-4 storey buildings
Street character / building interface	Buildings set within a mature landscape with access off a gated street
Interface with surrounding area	Single point of connection to wider street network
Public realm character	Homes are set within a highly manicured and well maintained mature landscape. Road is shared with pedestrians and surfaced in block pavers
Opportunity for improvements	**LOW**

5.8 Hampstead Heath / Belsize Park

Brief description

This area is defined by Hampstead Heath to the north by Malden Road / Southampton Road to the east and extends southwards and westwards to the west of Haverstock Road. It borders Gospel Oak to the east and Hampstead to the north.

Haverstock Road is an important north south route through the Borough linking Hampstead to the north with Chalk Farm and Camden Town and onwards to Euston Station to the south. Local shops are clustered in a parade at Belsize Park along this route. Dropping downhill to the east, Pond Street leads to South End Green where further local facilities are clustered around South End Green. For many this is the entry point onto Hampstead Heath and Hampstead Heath station opens onto the green. The rail line disappears into tunnel to the west of the station but to the east it severs easy movement northwards.

The area is predominantly residential with a mix of historic streets and later interventions however the campus of the Royal Free Hospital is also a significant feature in the area. The hospital is a substantial structure and associated accommodation blocks together with the access and service routes ensure that this is both a barrier to movement and a dominant element in the areas character. The hospital also brings with it significant employment and further visitors to the area.
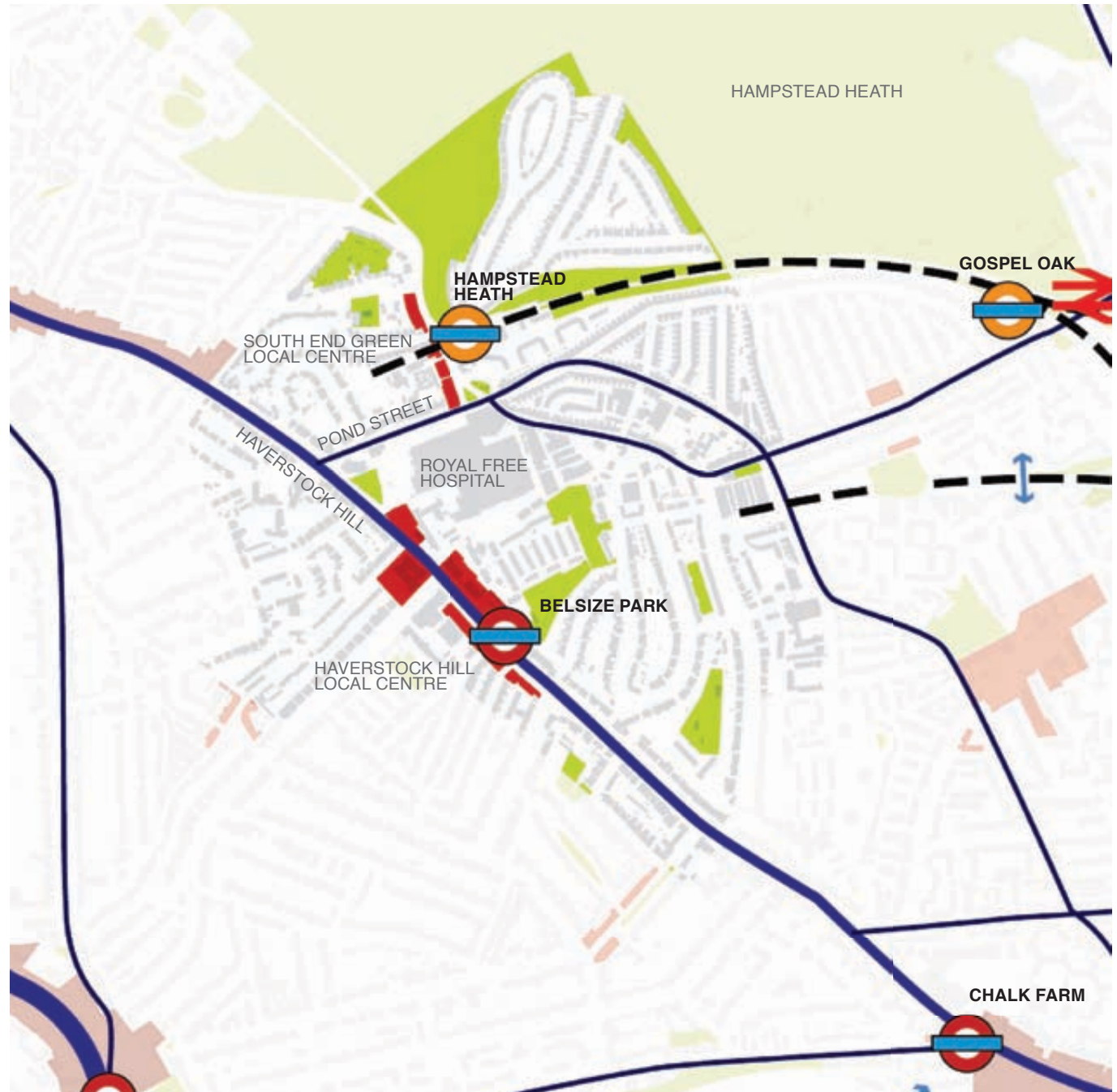
Figure 5.30: Hampstead Heath / Belsize Park Context Analysis

Figure 5.31: Hampstead Heath / Belsize Park Historic Plan 1862

Figure 5.32: Hampstead Heath / Belsize Park Historic Plan 1890

Historical development

Haverstock Road is a historic route and predates the planned Finchley Road to the west. Historic plans from 1862 indicate properties strung along Haverstock Road together with a cluster of properties at South End Green around the newly opened Hampstead Heath station. Through the 19th century the Heath became increasingly popular with visitors and the village grew around the station. Plans from 1890 indicate that whilst Gospel Oak to the east had been developed, open land still existed to the south of South End Green.

In the early part of the 20th Century some of this land was developed with flatted accommodation and these blocks are evident in the 1930's plans of the area. Some have survived to today. In 1975 the Royal Free Hospital was built on the site of the former Hampstead Hospital.

Public transport accessibility

The area has a PTAL of 4 to 5 reflecting the access to Belsize Park and Hampstead Heath stations and the bus routes both along the Haverstock Road corridor and through South End Green local centre.

Socio-economic issues

The area ranks as:

- Within the 10-20% most deprived in respect of health and disability deprivation; and

- Within the 20-30% most deprived in respect of income deprivation and this impacts strongly on children and older people across the area.

Existing character

The wider area is an attractive leafy Victorian suburb with large homes set on tree lined streets. The two centres at South End Green and Haverstock Road create focii but the fabric around these centres is mixed. The collection of buildings that form the Royal Free Hospital loom over South End Green and the area to the east is fragmented and lacking a clear identity or character.

Post war interventions have severed connections and there is no clear pattern or form to development in the area
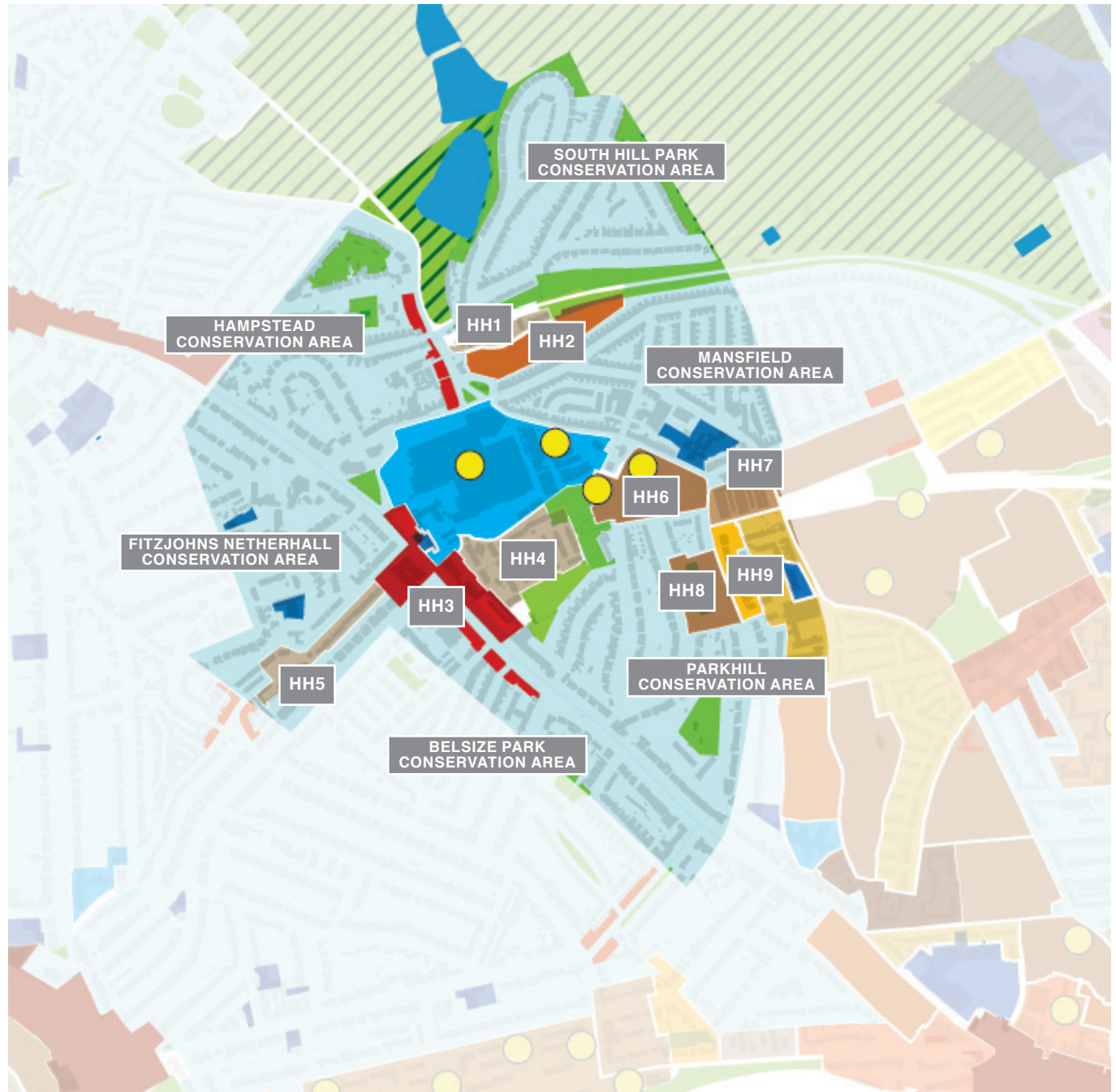
Figure 5.33: Hampstead Heath / Belsize Park Character Areas

Identity

The Royal Free Hospital is an imposing building that is highly visible from the surrounding area. It is of significant mass and detracts from the wider appearance and character of the area.

To the east of the hospital are a number of tall post-war residential towers and these combine with the hospital to create a cluster.

The notable modernist Dunboyne Estate is adjacent but of a modest scale.

Retaining character

The hospital and post-war development areas are surrounded by areas designated as Conservation Area. Their setting is impacted by the scale and appearance of buildings on the hospital lands and in the area to its immediate east.

The lack of investment in public realm in some places detracts from character and improvements would improve and enhance the setting of buildings of all periods.

Opportunities for change

The area is mixed and the biggest opportunity remains around the Royal Free Hospital and land immediately to the east on Fleet Road. Residential estates in this area could be restructured to contribute better to the wider area.

From top left, clockwise:

Cayford House on Lawn Road; view of the Royal Free Hospital from Fleet Road; the centre on Haverstock Hill; private homes on Ornan Road and housing at Aspern Grove

HH1 - St Crispins Close

Typology: LATE 20TH CENTURY ESTATES

Building type / age	Late 20th Century houses and apartments
Scale and massing	2-3 storey
Street character / building interface	Quiet cul de sac alongside railway line
Interface with surrounding area	Single point of access from South End Road and South End Green Local Centre
Public realm character	Properties front onto semi-private courtyard spaces that incorporate car parking. Trees and planting are important to the areas character
Opportunity for improvements	**LOW**

HH2 - South End Close

Typology: EARLY 20TH CENTURY APARTMENT BLOCKS

Building type / age	Early 20th Century substantial brick built apartment blocks with pitched roofs
Scale and massing	4 storey U-shaped blocks with additional floor set-back
Street character / building interface	Blocks front onto an estate road and onto semi-private courtyard gardens to the south side
Interface with surrounding area	Single point of access from South End Road and South End Green Local Centre
Public realm character	Blocks are set within a green environment with blocks wrapping around courtyard spaces. There are few trees to break up the substantial car parking areas
Opportunity for improvements	**LOW: The area could be enhanced through tree planting to break up the substantial car parking areas**

HH3 - Haverstock Hill   Typology: LOCAL CENTRES

Building type / age	Victorian shops with residential or other use above
Scale and massing	2-4 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	Whilst footways are wide they are cluttered and paving is tired. Street trees add to the areas quality
Opportunity for improvements	**LOW: Public realm improvements could reduce impact of side turnings, unify the area and add street trees**

HH4 - Aspern Grove   Typology: LATE 20TH CENTURY ESTATES

Building type / age	Late 20th Century residential estate composed of town houses and apartments
Scale and massing	2-3 storey terraces of town houses together with 4 storey apartments also laid out as terraced block
Street character / building interface	Quiet semi-private streets with buildings fronting directly onto them
Interface with surrounding area	Single point of vehicular access off Haverstock Hill to the west. Pedestrian access through Belsize Wood eastwards
Public realm character	Public realm has been carefully designed but is a little tired. Further trees would enhance the character.
Opportunity for improvements	LOW

HH5 - Ornan Road

Typology: LATE 20TH CENTURY ESTATES

Building type / age	Late 20th Century houses
Scale and massing	2 storey houses with front and rear gardens
Street character / building interface	Properties front the street with space for car parking within garden to the front
Interface with surrounding area	Connected network of streets and good access to Belsize Park and local centres but poor connections southwards
Public realm character	Properties are set behind front gardens with low walls or hedging providing the plot boundary. Street trees and planting in front gardens are important to the character of the streets
Opportunity for improvements	**LOW: Resist loss of front gardens and retain street tree planting**

HH6 - Garnett Road

Typology: POST-WAR ESTATES - MEDIUM/HIGH RISE

Building type / age	Post war residential blocks
Scale and massing	Typically 4-5 storey; 14 storey tower
Street character / building interface	Buildings set within landscaped estate but provide frontage to Garnett Road to south
Interface with surrounding area	Built form contrasts with surrounding area and north-south movement along Upper Park Road disrupted by layout
Public realm character	Public realm disjointed and lacking identity. Mature trees are an asset but open green spaces offer limited amenity value
Opportunity for improvements	**HIGH: Car park structure is vacant and offers development opportunity. There may be potential to address urban design weaknesses elsewhere**

Building type / age	Modernist estate built in concrete in 1970's providing maisonettes and flats. Grade II listed
Scale and massing	2-3 storey linear blocks orientated north-south
Street character / building interface	Internalised layout with poor interface with surrounding streets. Access gated
Interface with surrounding area	Well connected with wider street network
Public realm character	Network of walkways and paths integrated into the bespoke estate design Mature trees enhance the estates setting
Opportunity for improvements	**LOW: Estate has recently been refurbished and is Grade II listed**

HH8 - Woodfield / Barnfield

Typology: POST-WAR ESTATES - MEDIUM/HIGH RISE

Building type / age	Substantial brick built flatted residential estate, built in 1949. Blocks are Grade II listed
Scale and massing	4/5 storey linear blocks orientated north-south
Street character / building interface	Blocks set back from streets behind a landscaped strip with front door access. Central communal garden
Interface with surrounding area	Well connected with wider street network
Public realm character	Blocks look over a significant green courtyard space and mature trees add to the quality of the area
Opportunity for improvements	**LOW: Blocks are Grade II listed but courtyards could be enhanced through more planting**

Building type / age	Large Victorian semi-detached houses
Scale and massing	3 storey with additional accommodation within roofspace
Street character / building interface	Properties front directly onto the street with gardens to front and rear
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 are important to the character of the streets
Opportunity for improvements	**LOW: Resist loss of front gardens and retain street tree planting**

5.9 Gospel Oak

Brief description

The Gospel Oak area is defined by the London Overground rail line to the north and east by Prince of Wales Road to the south and by Maitland Park to the west. It is bordered by Belsize Park to the west, Hampstead Heath to the north, Kentish Town to the east and Chalk Farm to the south.

The area has seen considerable change through the 20th Century with much of the historic housing and street pattern replaced by a series of post-war estates of varied form and character. In some places the layout is confusing and illegible making navigation through the area difficult. This is exacerbated by the rail mainline from St Pancras that cuts through the area and the London Overground line that restricts movement eastwards to Kentish Town.

Two east-west routes break these barriers, Mansfield Road to the north and Prince of Wales Road to the south. Malden Road provides the most connected north-south road. The focus of local services is Queens Crescent where a historic parade of shops is enlivened by a street market. This centre receives local footfall only.

Talacre Gardens provides the areas main open space; a local space is located at Lismore Circus, a historic space within the area.

Figure 5.34: Gospel Oak Context Analysis

Figure 5.35: Gospel Oak Historic Plan 1862

Figure 5.36: Gospel Oak Historic Plan 1890

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.

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 the10% (part) and 10-20% most deprived areas in respect of Index of Multiple Deprivation;
- Within the the10% (part) and 10-20% most deprived in respect of income deprivation and health and disability deprivation; and
- Within the the10% (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.
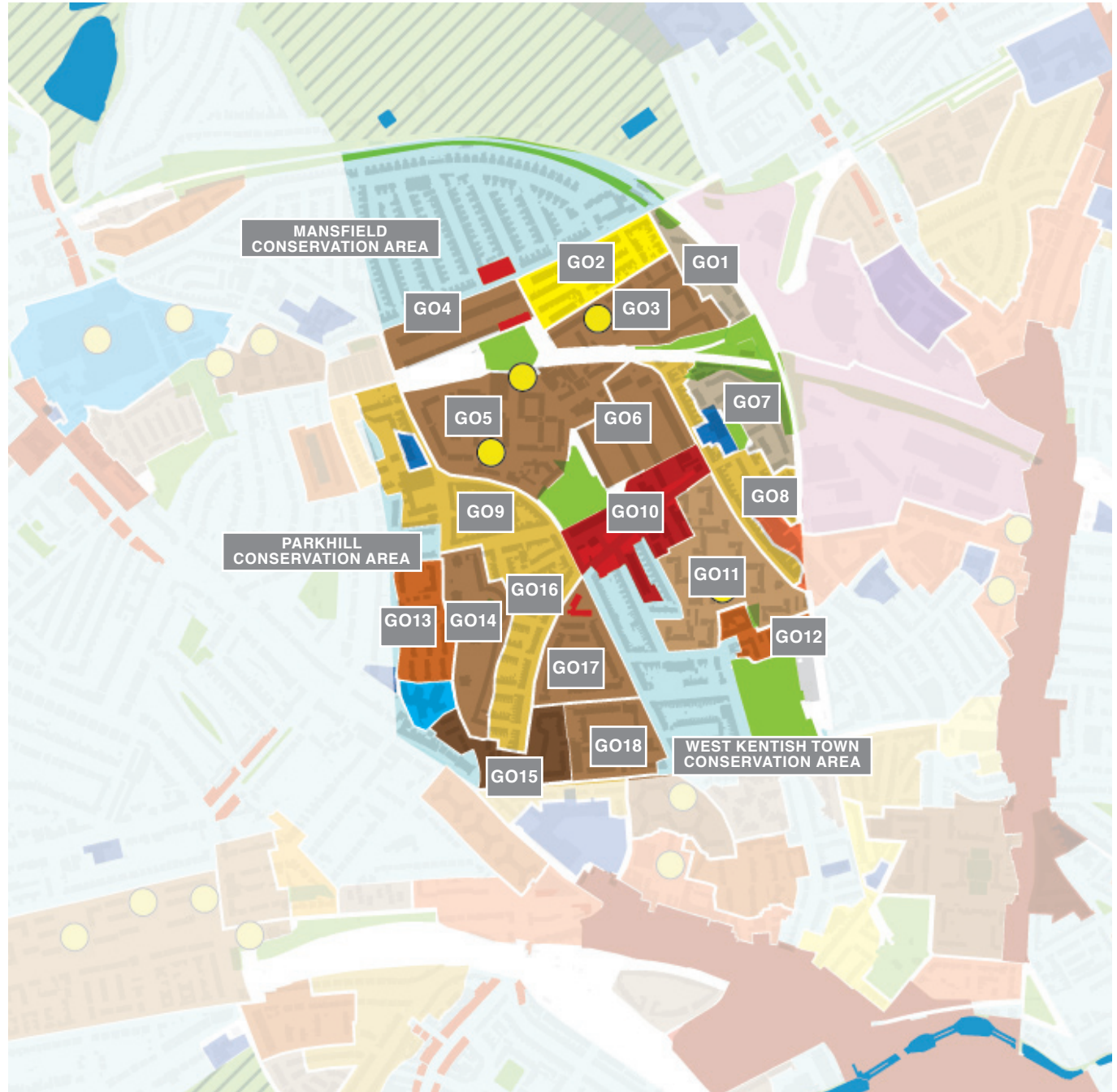
Figure 5.37: Gospel Oak Character Areas

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.

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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

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)

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**

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GO13 - Maitland Park Villas

Typology: EARLY 20TH CENTURY APARTMENT BLOCKS

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**

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 / Fortess 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

Figure 5.40: Kentish Town / Tufnell Park Historic Plan 1890

Historical development

Whilst Kentish Towns 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.

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.
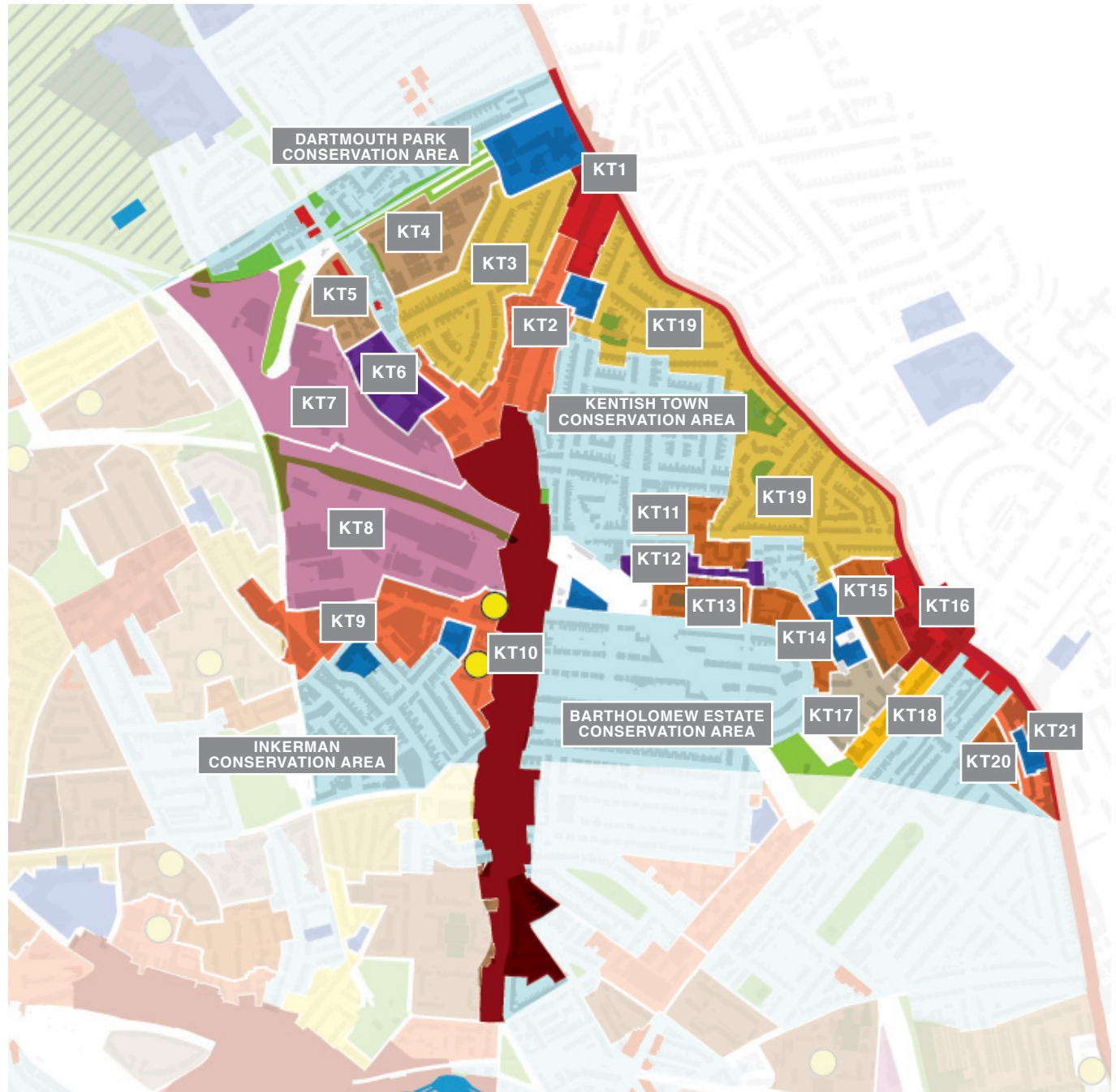
Figure 5.41: Kentish Town / Tufnell Park Character Areas

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 a 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 enhance 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 - Fortess 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)

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 area 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

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 he 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

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 surroundings streets and over Cantelowes 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. Cantelowes Gardens provides a well maintained park to the south
Opportunity for improvements	**LOW**

KT18 - Camden Road Vilas

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)

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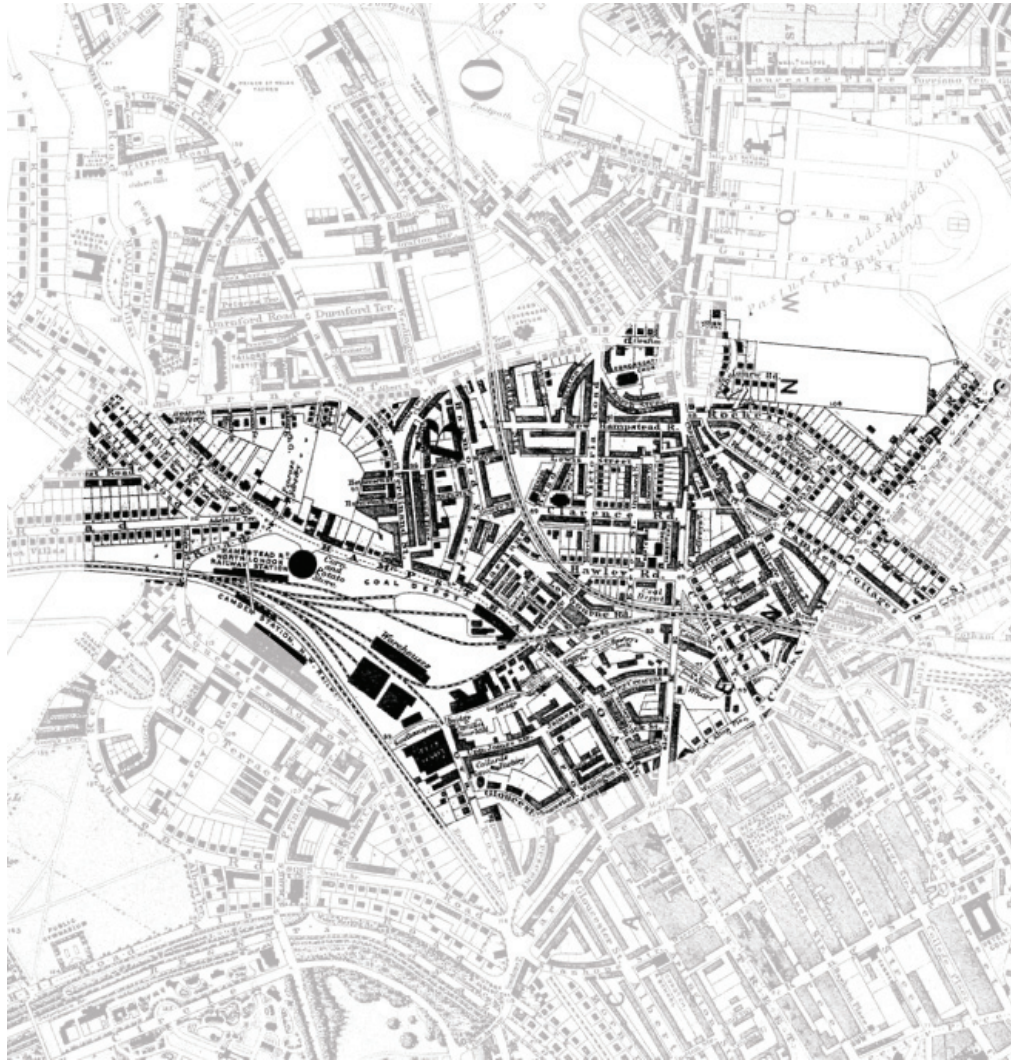
Figure 5.43: Chalk Farm / Camden Town North Historic Plan 1862

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

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.

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).
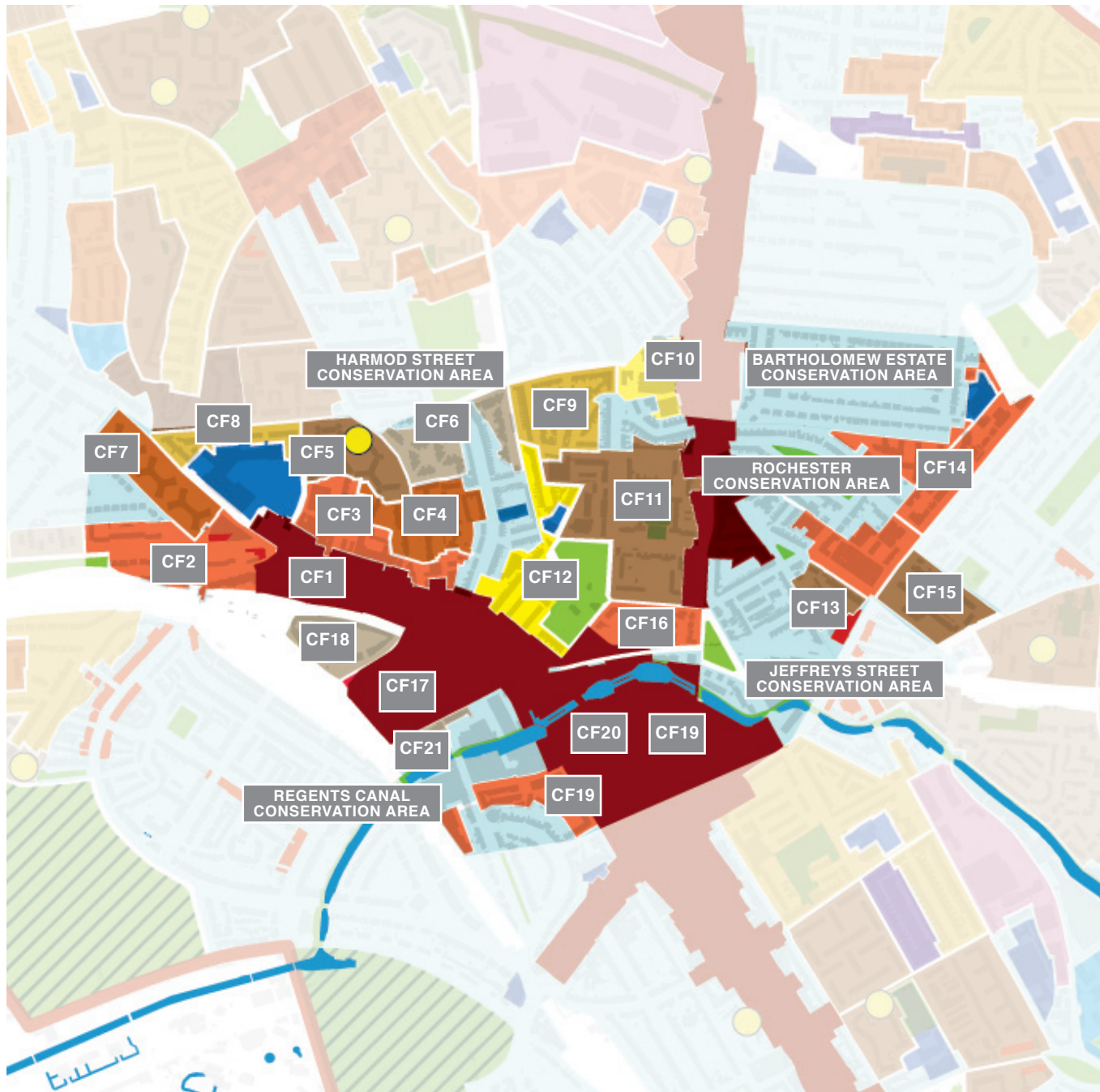
Figure 5.45: Chalk Farm / Camden Town North Character Areas

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

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

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**

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**

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 amity 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

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	Incongrous 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

Figure 5.48: Camden Town South Historic Plan 1890

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.

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.
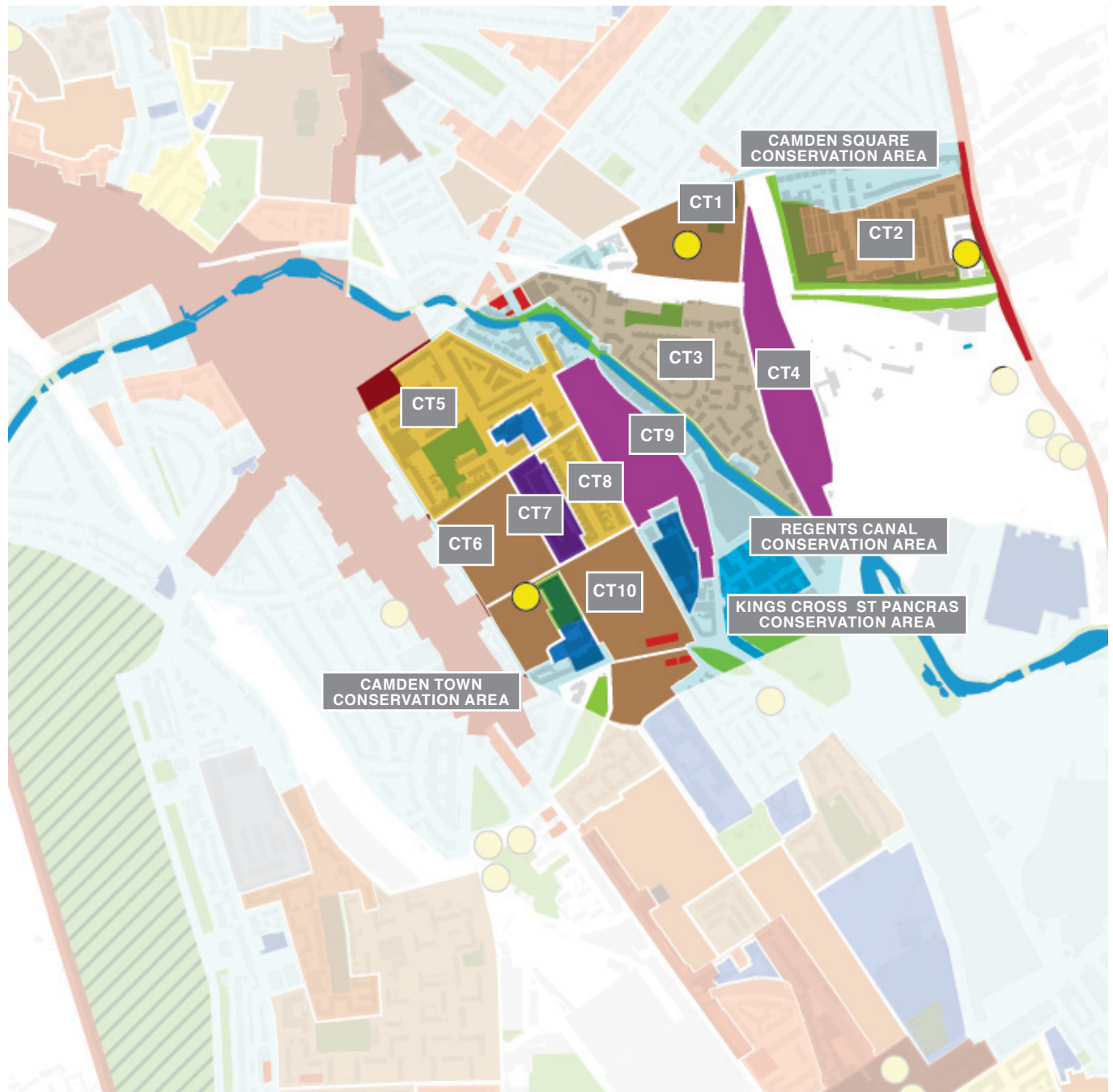
Figure 5.49: Camden Town South Character Areas

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**

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

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	Incongrous 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

Figure 5.52: Somers Town Historic Plan 1890

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.

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

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

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

Figure 5.56: Regents Park Historic Plan 1890

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.

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**

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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

Figure 5.60: Kings Cross Historic Plan 1890

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.

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 wit 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

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 adaptions 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.
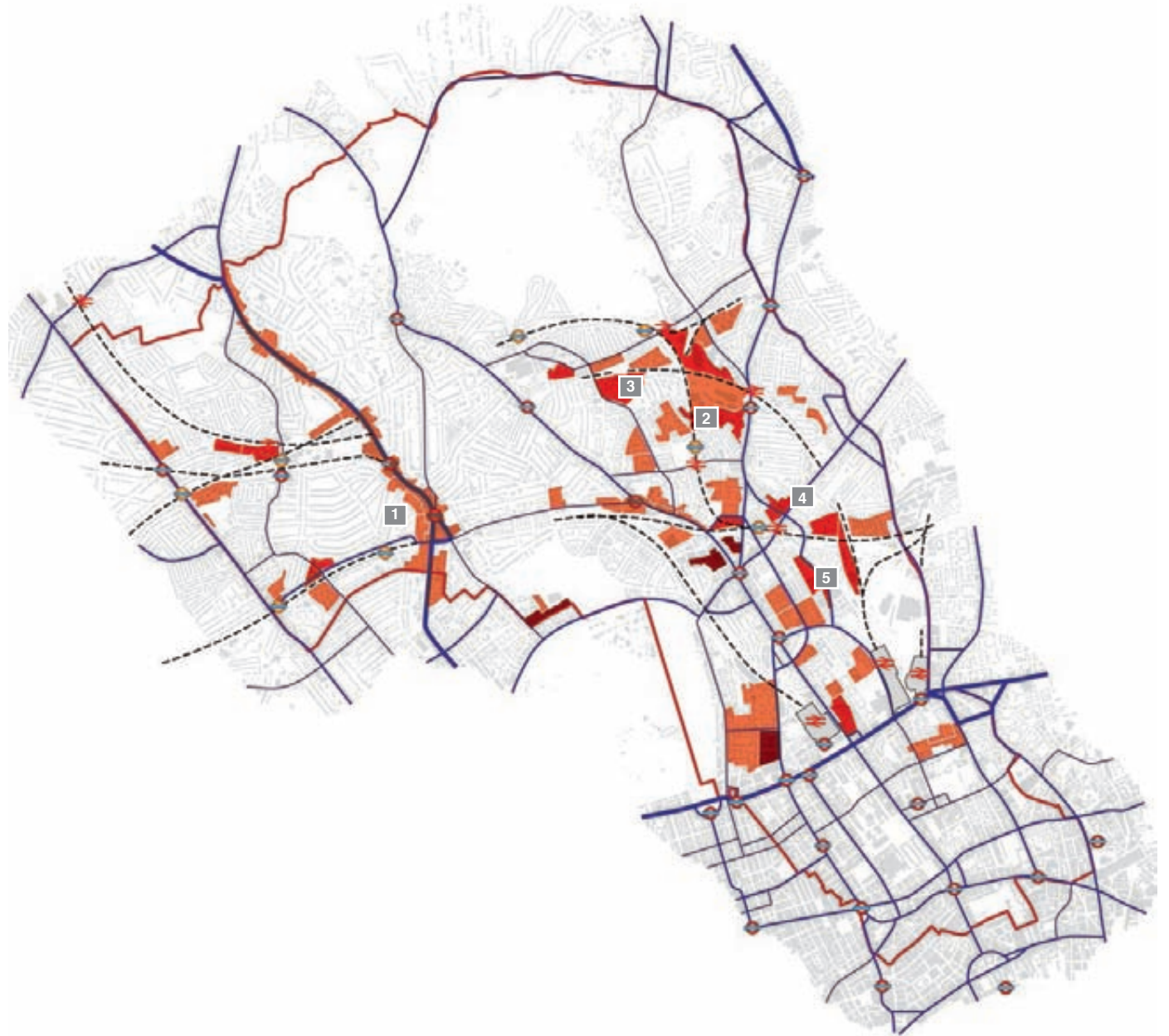

Figure 6.1: Potential areas for change

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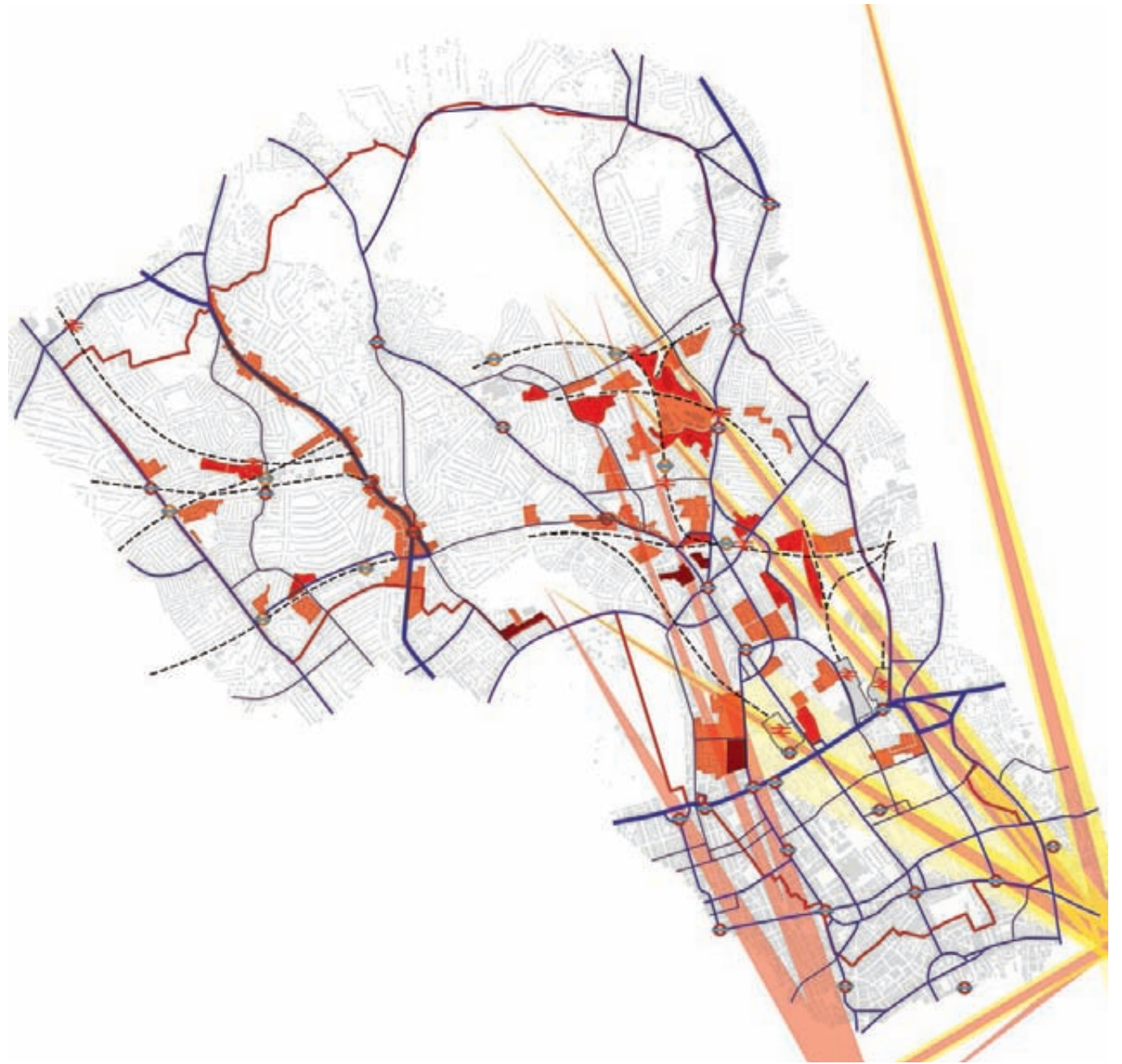
Figure 6.2: Potential areas for change (view corridors overlaid)