

ALLFORD
HALL
MONAGHAN
MORRIS

Hawley Wharf

Information
Pack



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HAWLEY WHARF

Hawley Wharf transforms a neglected site in the heart of Camden Town into a vibrant new destination whilst enhancing the inherent identity of the area. Eight new buildings – set amongst the existing railway viaducts – and two refurbished buildings, including the Grade II Listed 1 Hawley Road, are arranged around three major new public spaces and several new pedestrian routes which reconnect the site with its neighbourhood, balancing the needs of both residents and visitors. The lively mix of uses includes 200 affordable and private homes, a primary school for 210 pupils with a 26 place nursery, incubator workplace units, artisanal and industrial workshops, a variety of local retail opportunities and a flexible and open market building that addresses the Regent's Canal to create a revitalised sense of place.

Sector:	Mixed-use
Location:	London, UK
Address:	45 Kentish Town Road London NW1 8NX
Client:	LabTech
Construction cost:	£200 million (base-build)
Start:	July 2014
Completion:	February 2019
Contract type:	Design and Build (2 Stage)

PROJECT TEAM

Client:	LabTech
Architect :	Allford Hall Monaghan Morris
Project Managers:	Gardiner & Theobald
CDM Coordinator:	Gardiner & Theobald
Structural/Civil Engineer:	Walsh Group
Cost Consultant:	Gardiner & Theobald
MEP/Lift Engineer:	Hoare Lea / AECOM
Planning Consultant:	Gerald Eve
Fire Engineer:	Hoare Lea
Landscape Architect:	Fabrik
Daylighting Consultant:	GIA Equation
Acoustic Consultant:	Hoare Lea
Environmental Consultant:	Hoare Lea
Waste, Transport and Access Consultant:	Ove Arup and Partners
Main Contractor:	MACE Group

AREAS

Gross internal	44,700 sqm
Residential	33,700 sqm
Commercial	11,000 sqm

ALLFORD HALL MONAGHAN MORRIS TEAM MEMBERS

Simon Allford, Will Lee, Anita Howard, Kevin Hong, Ana Blaya, Flora Genel, Jazmin Rogers, Keval Patel, Maria Perez, Micheal Daly, Michelle Price, Neil Haddrill, Nick Lambert, Alanna Wylde, Helen Dury, Jonathan Hall, Paul Monaghan and Peter Morris.



PROJECT DESCRIPTION

Neglected and partially destroyed by fire, Hawley Wharf transforms a site in the heart of Camden Town into an exciting mixed-use development. The project reinforces and enhances the area's strong identity, creating a vibrant new destination for the benefit of the local community and visitors alike.

Eight new buildings – set amongst the existing railway viaducts – and two refurbished buildings, including the Grade II Listed 1 Hawley Road provide:

- A mix of 200 affordable and private homes.
- A new flexible and open market building.
- A primary school for 210 pupils with a 26 place nursery.
- Incubator workplace units.
- Artisanal and industrial workshops.
- A variety of local retail opportunities.

The masterplan provides a wide variety of new, generous public open spaces to benefit residents, workers and visitors, as well as improved permeability and connectivity across the site thanks to several new pedestrian routes and a widened canal towpath. Defined by new links, the masterplan reconnects the site with its neighbourhood to form a series of distinctive spaces characterised by their surrounding uses and relationships.

Buildings in the conservation area along Chalk Farm Road have been renovated and restored, and the incorporation of a range of new employment uses will generate local jobs, revitalising the local economy and breathing new life into the area. The newly formed open spaces, jobs and local retail will address the needs of the local community.

The scheme has significantly enhanced the local environment, making it a safer and more attractive place to live and visit.

A high standard of sustainability has been achieved in all aspects of the development through the implementation of innovative energy saving systems to reduce environmental impact and fully support sustainable working and living.





The site

SITE HISTORY

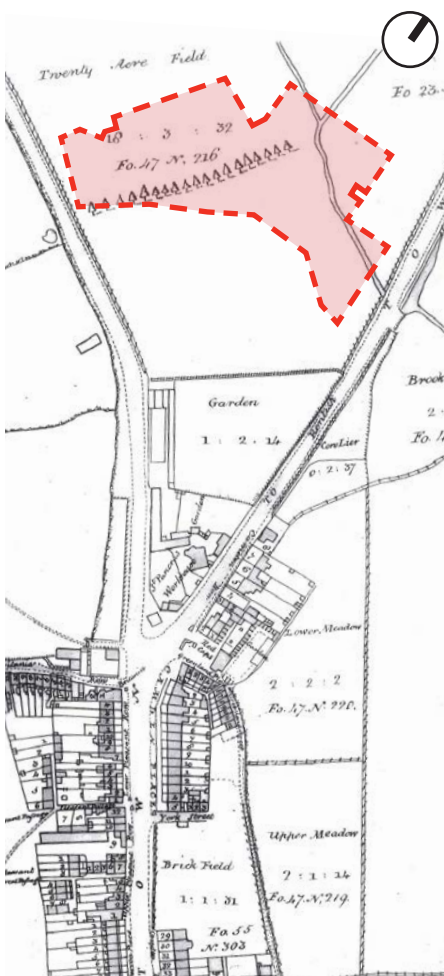
In the late 18th century, Camden Town consisted mainly of open fields separated from London by open countryside. The major event which contributed to Camden Town's configuration was the construction of the Regent's Canal, built to link the Grand Junction Canal at Paddington with the River Thames at Limehouse, and traversing Regent's Park along its northern edge.

However, in its early years the Regent's Canal made little difference to the locality. Camden Town was still just one of several of new towns being created around London, canal barges passed by without stopping, except perhaps to unload some bricks and timber. Only when the railway arrived and Camden Town became the natural exchange point for canal and rail, did the situation change. The new railway had to be built on arches which played an important role in the industrial development of the area.

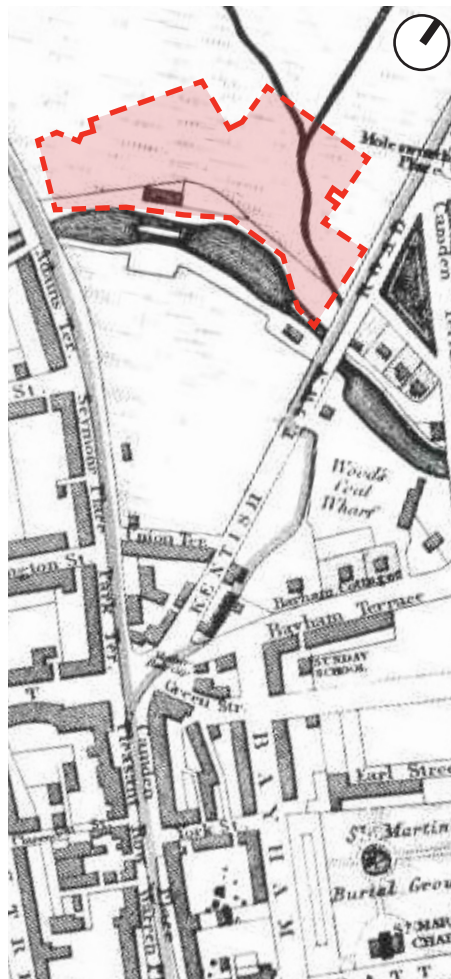
Along the Regent's canal, wharves and warehouses were constructed as new industries were attracted to its banks by water transport. By mid-19th century, rural Camden had been enveloped by the expanding metropolis. The trade on the canal, from late 1830s until the late 19th century, remained fairly constant, carrying coal, bricks, glass, stone piping, grain, cheese, chemicals and beer. However, from the 1870s the tonnage started to decrease slightly and fell into irreversible decline after WWII.



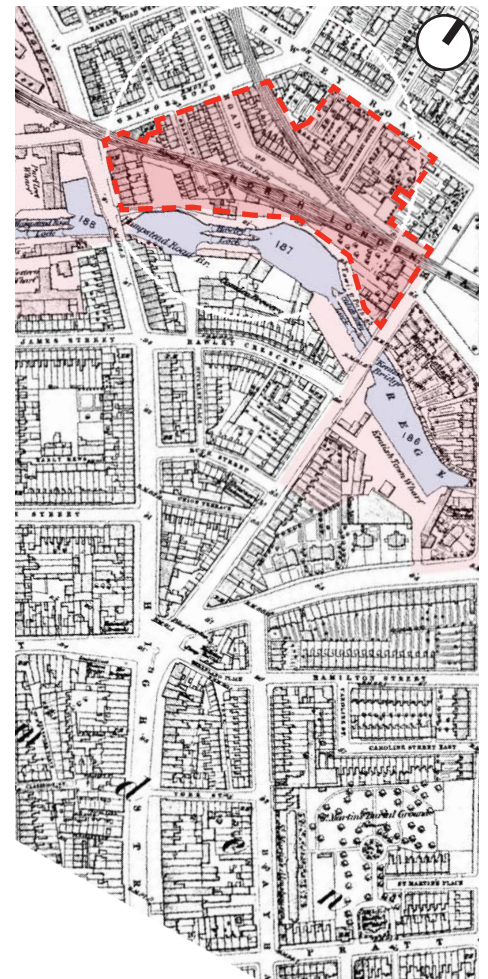
Woman pulling barge, Hawley Lock



1801 - Before Regent's Canal



1834 - After Regent's Canal



1870-73 - Ordnance Survey map
Regent's Canal Conservation Area is shaded in pink.

SITE HISTORY

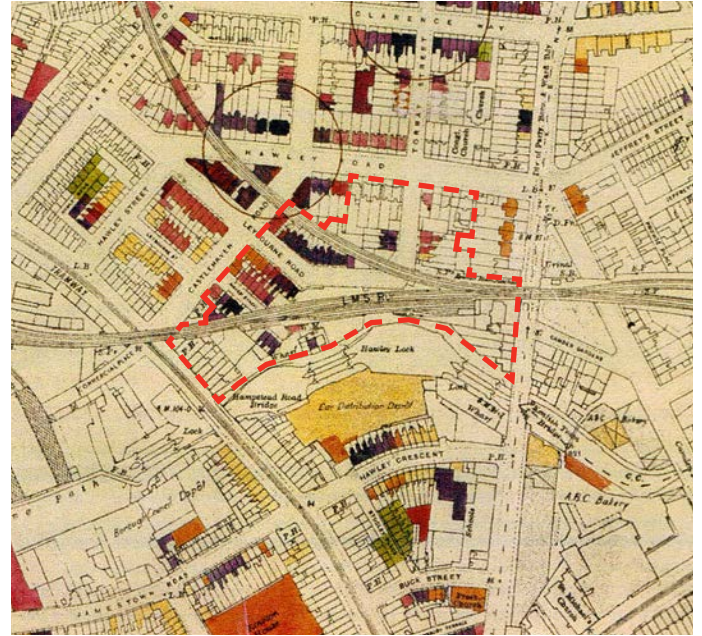
Many industrial factories, businesses, warehouses and new houses were built along the canal and railways over the proceeding years, including on the site.

The streets within the site were set out by the meeting of the Hawley Estate (to the north) with Regent's Canal. The railway viaduct was then imposed onto this grain but did not define the layout of the streets.

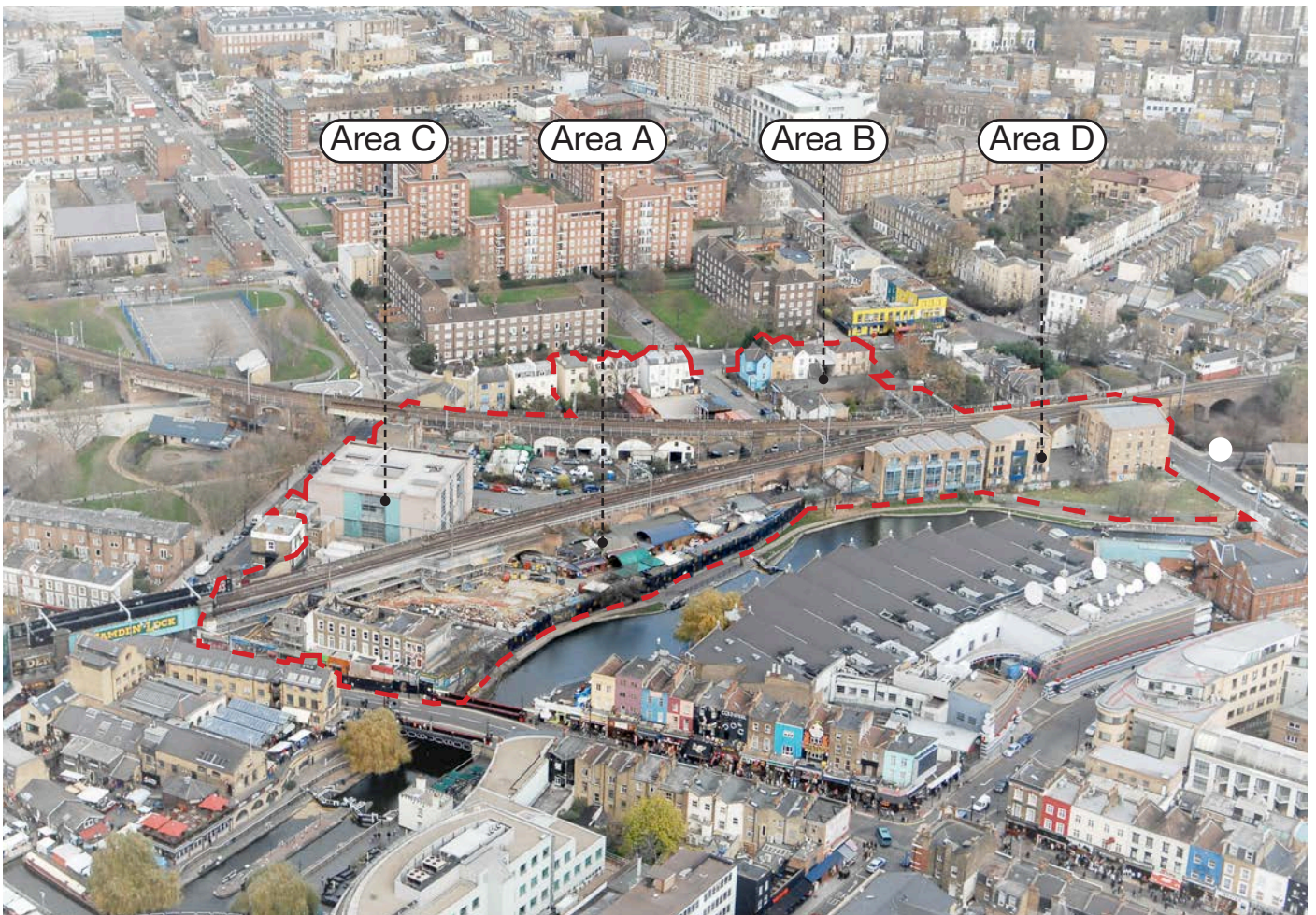
During the Second World War, the railway terminals became important targets with the result that traffic increased on the canal system. In the event of the canal being breached by German bombs, stop gates were installed near King's Cross to limit flooding of the railway tunnel below. The area around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

Following this bomb damage, the terraces along the north side of Hawley Road were demolished and council housing blocks built in their place. Most of the properties along Castlehaven Road were severely damaged; the east side of the road was demolished giving place to the Castlehaven Open Space. The buildings in Area C are marked as having sustained irreparable bomb damage at this time. It is assumed from this that the terraced housing within the depth of Area C was demolished after this date

to make way for the light industrial yards that occupied the site prior to the new masterplan. Between 1934 and 1962, the terraced houses within area A were demolished to be replaced by light industrial buildings.



Map showing WWII bomb damage in Camden



Aerial view prior to works commencing on site

SITE

The masterplan site is neighbour to a number of notable buildings and includes a listed building. The Regent’s Canal Conservation Area covers areas A and D of the site.

It is stated within the “Regent’s Canal Conservation Area Appraisal and Management Strategy” that in the context of the Canal the “associated railway features is of exceptional interest and quality, unparalleled in London”.

To the north of the site is the Jeffrey’s Street Conservation Area and to the south the Camden Town Conservation Area. Several buildings are identified by the London Borough as having either a positive or a negative contribution to the respective Conservation Areas.

The Grade II listed 1 Hawley Road sits within the site boundary in Area B.

- Conservation Area
- Listed buildings
- Buildings designated as making a positive contribution to the character of the conservation area.
- Buildings designated as making a negative contribution to the character of the conservation area.



Hawley Lock, 2017



1 Hawley Road (now part of AHMM's Hawley School)

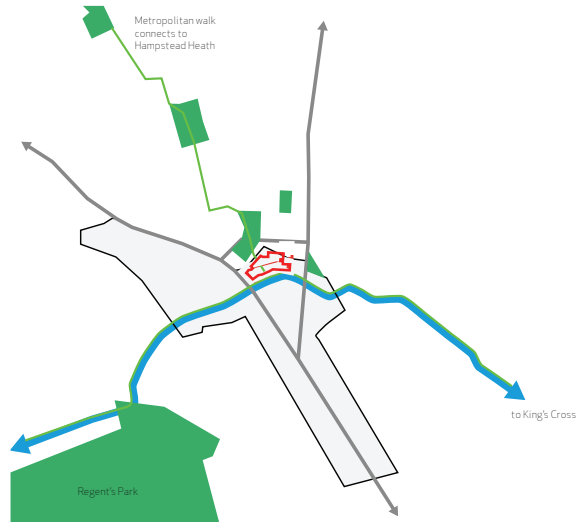


SITE

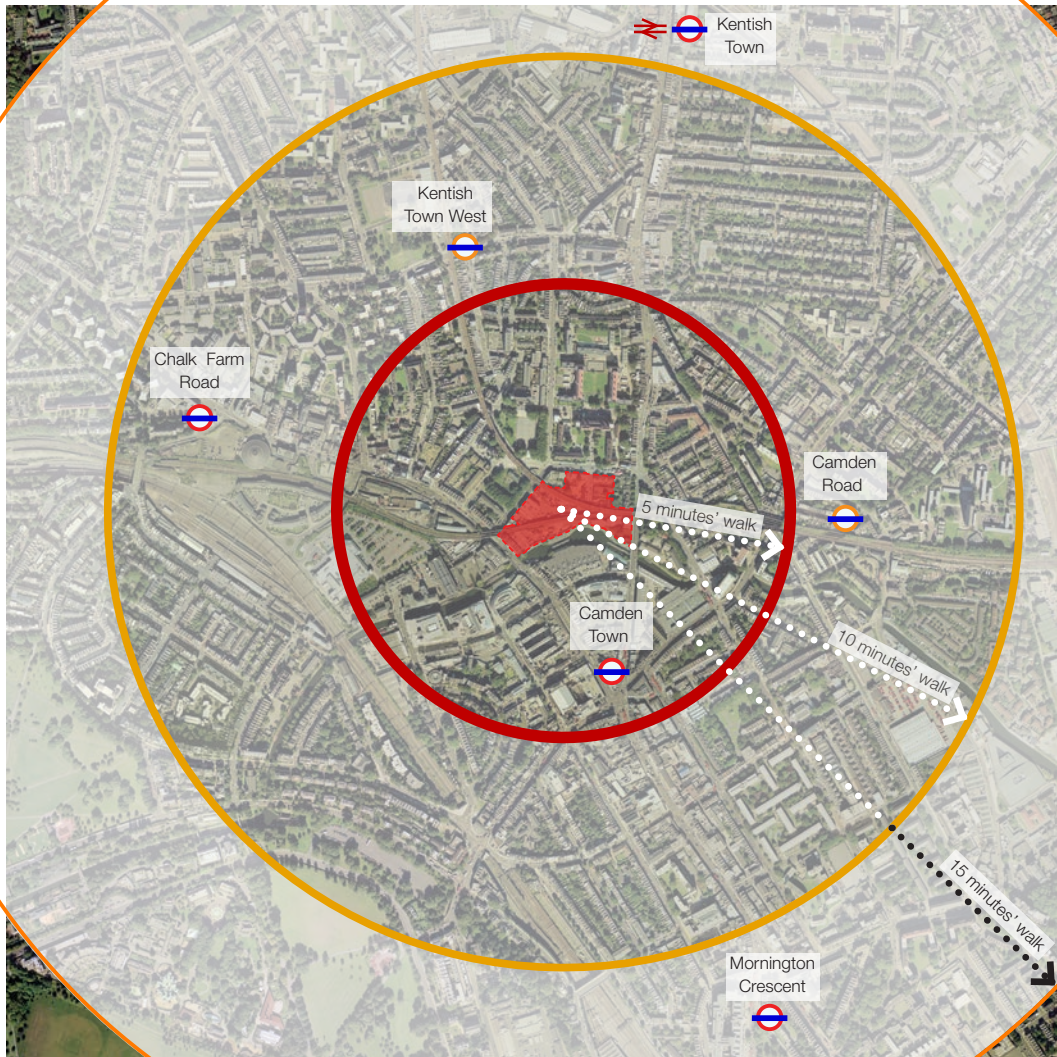
The site fronts Regent's Canal with boundaries along Chalk Farm Road, Castlehaven Road, Hawley Road and Kentish Town Road. Camden Town's 'major centre' boundary effectively passes through the site along Leybourne Road.

Camden Town offers a fantastic variety of entertainment, including many colourful markets, shops, restaurants, bars, pubs, clubs, theatres, cinemas and music venues. The area is a hugely popular attraction for both Londoners and tourists. There is a primarily residential area directly to the north of the site.

The area is highly accessible and has very good transport connections, with Camden Town underground station to the south, Camden Road overground station to the east and Kentish Town underground and national rail station to the north.



Metropolitan walks and green chain linking into the site



Walking distances diagram





Masterplan

MASTERPLAN

The proposed masterplan has been designed around its routes and spaces. The site was under-utilised and suffered from poor connectivity due to a street pattern that has been dominated by the canal and rail networks.

The distribution of land uses has been designed to allow the buildings to sit comfortably within their context, and mediate between the busy markets on the high street and the residential areas to the north of the site.

A series of new open spaces of varying character and size have been introduced:

- Gateway spaces, which mark the junctions of the main routes with the surrounding streets,
- Public open spaces, the characters of which relate to the uses that surround them.

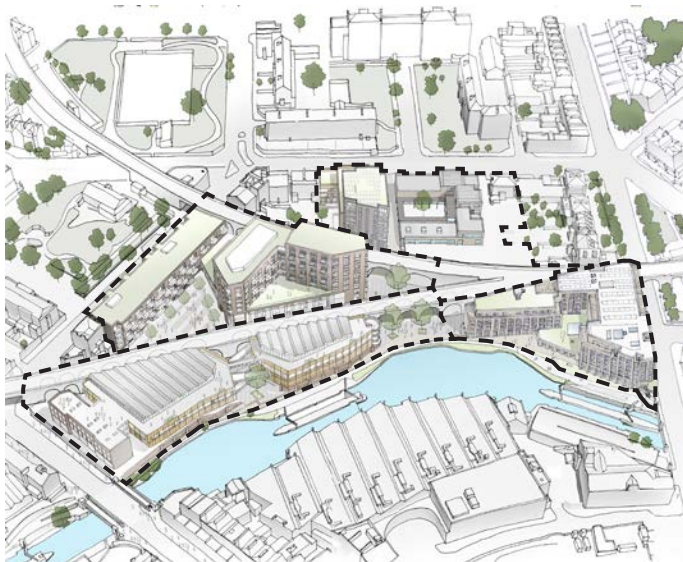
The masterplan encompasses four areas:

Area A: Comprises a vibrant canal market building and some viaduct arches given over to retail use, with two new public open spaces enhancing Regent's Canal and the towpath. The 1-6 Chalk Farm Road frontage buildings have been retained and 7-8 Chalk Farm Road have been replaced, as they were destroyed by a fire in 2008.

Area B: Comprises a residential building and a new primary school, including the renovation of the Grade II listed building, 1 Hawley Road. This area includes the conversion of a number of viaduct arches for employment purposes.

Area C: A new mixed-use quarter comprising residential, local employment, local retail and leisure uses. This part of the site provides a transition from the town centre in the south to the existing residential areas to the north as well as the provision of a new local space.

Area D: A new building for employment and residential uses overlooking the canal and fronting Kentish Town Road.



Building C1 offers a range of mixed sized apartments, each with a private balcony. Accessed from Castlehaven Road is via two lobbies, each adjacent to a 'cut through' connecting Castlehaven Road with a new local space.



Local space



Arches space



Market space



Regent's Canal towpath

The existing towpath has been expanded in width and is defined by the new wall of the market building. This protects the towpath and its use as a main circulation route for the wider area.

MASTERPLAN

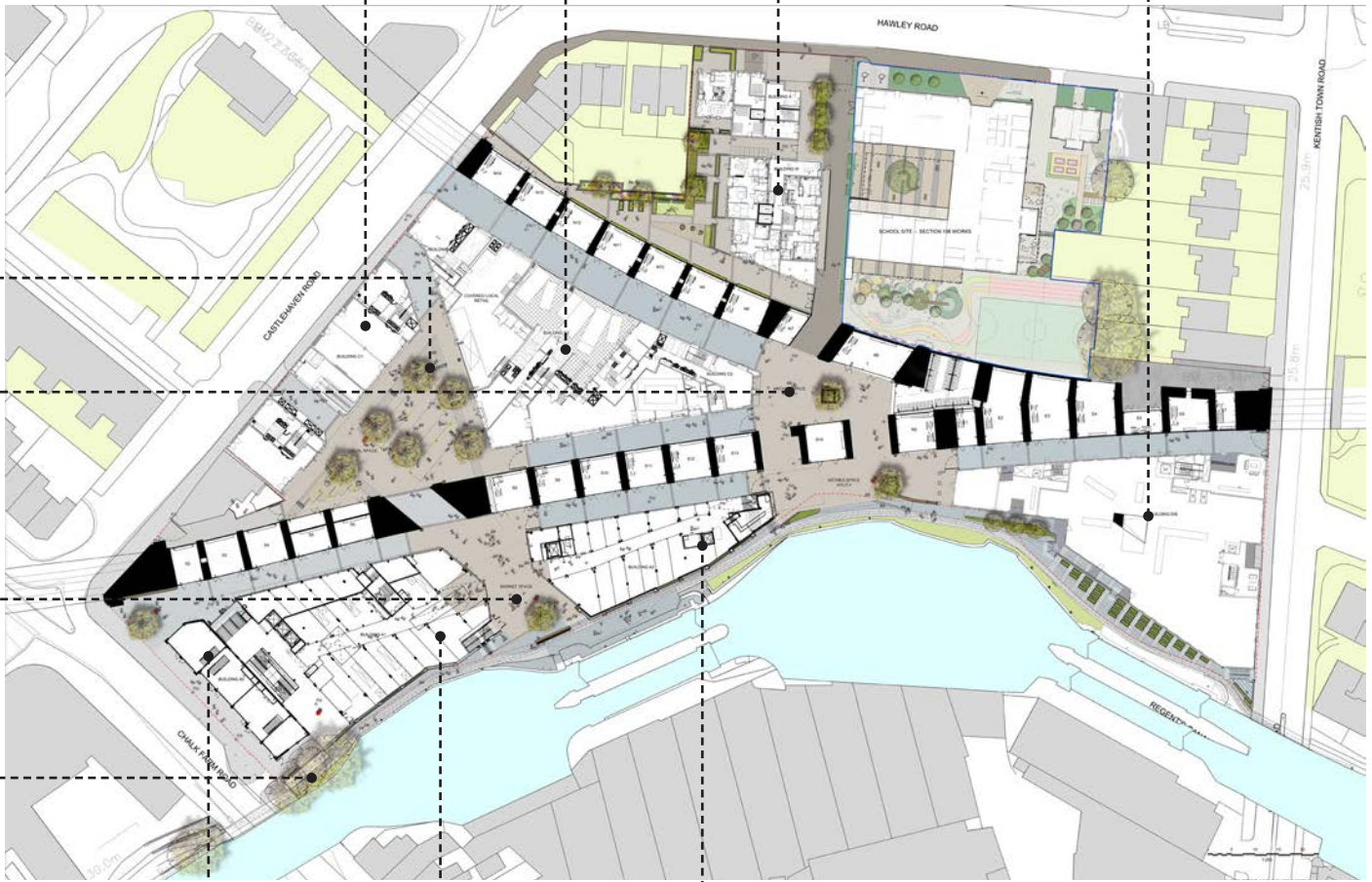
Building C2 offers a range of mixed sized apartments each with private balconies. Ground and lower ground levels offer retail units and office space that can be accessed from the local space and internal market space.



Building W has two lobbies each accessed from the new pedestrian routes that runs south from Hawley road. Building W offers a range of tenures and mixed sized apartments each with private balconies.



Building DE is a new build mixed-use scheme offering office use at basement and ground floor level, with residential use above which is accessible via entrance lobbies from both Water Lane and the canal side.



Chalk Farm Road
1-5 Chalk Farm Road has been refurbished with a public accessible garden at roof level. To complete the terrace number 6 and 7 (both of which were destroyed by fire in 2008) have been rebuilt for retail use with its front facade set back in order to align with its neighbours.



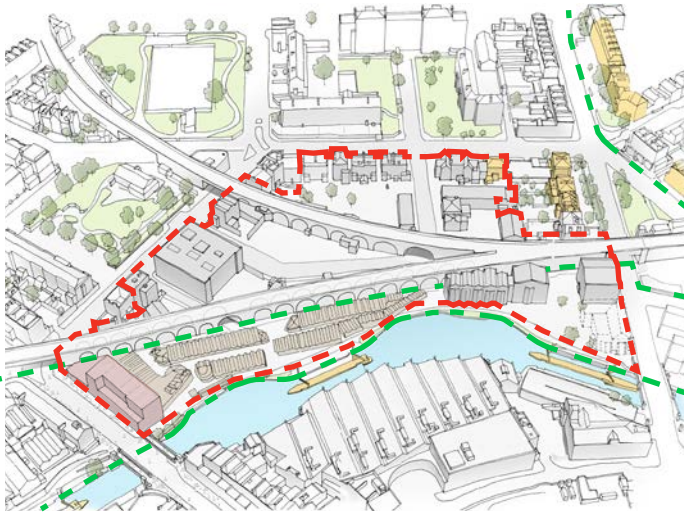
Building A1 incorporates market, light industrial space and offices. The four storeys of partially enclosed market and retail units follow the tradition of outdoor market spaces and respect the vibrant local while continuing its famous heritage.



Building A2 comprises market / retail units, a storey of light industrial office and a rooftop restaurant. Five light-weight bridges, at different levels, connect Building A1 to A2 creating a dynamic public area below and connecting the towpath to the market space.

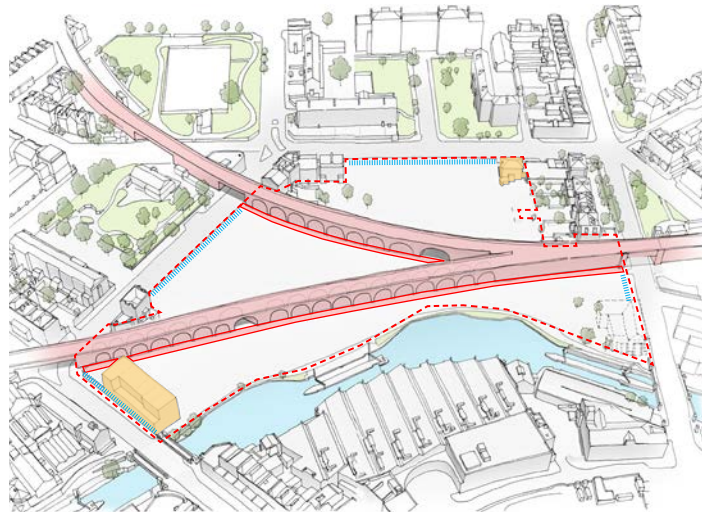
KEY MOVES

1 Existing site



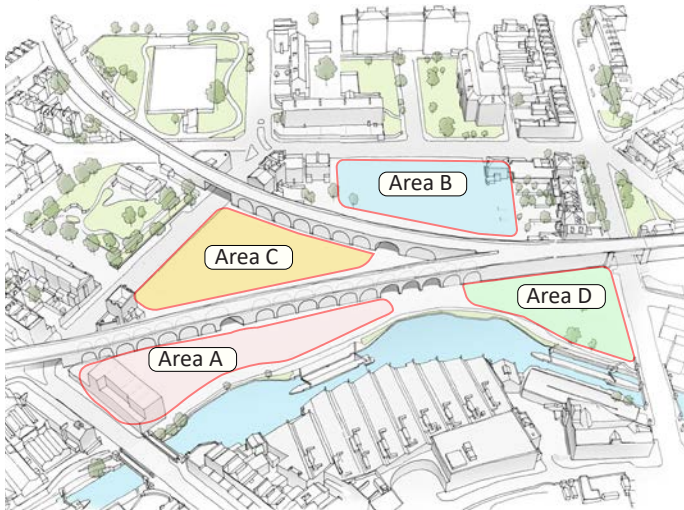
- - - Site boundary
- - - Conservation Area boundary

2 Demolition



- Clear zone required for maintenance
- - - Townscape edges
- Buildings to be retained

4 Transition of uses

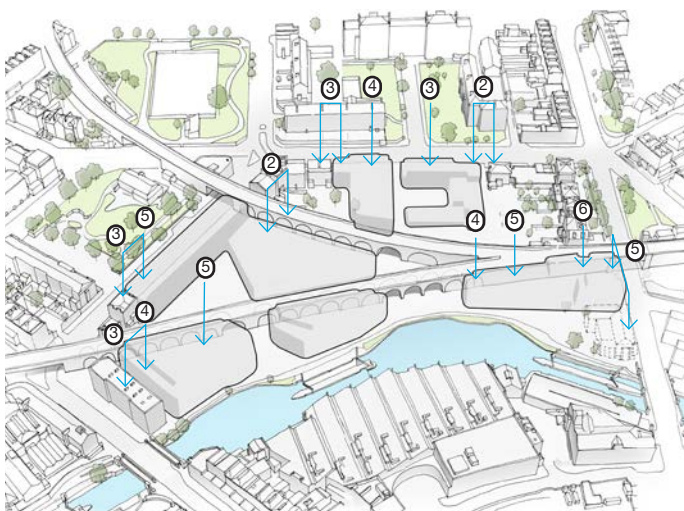


5 New public spaces



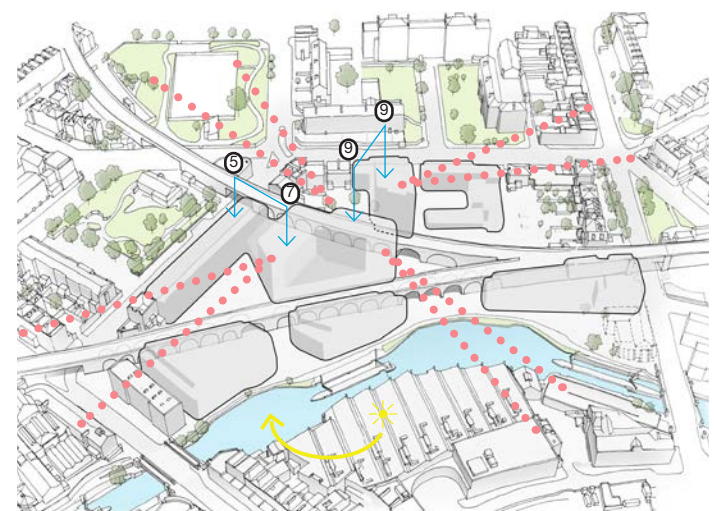
- New Public Spaces

7 Lower massing



- ⊗ Number of storeys

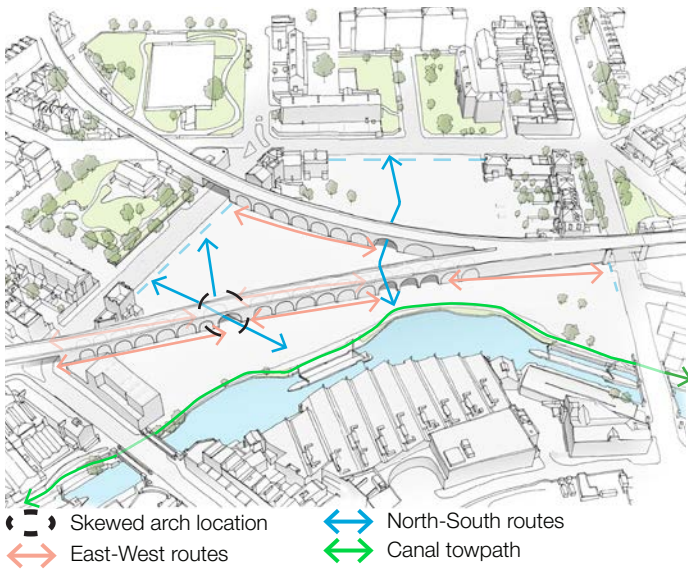
8 Upper massing



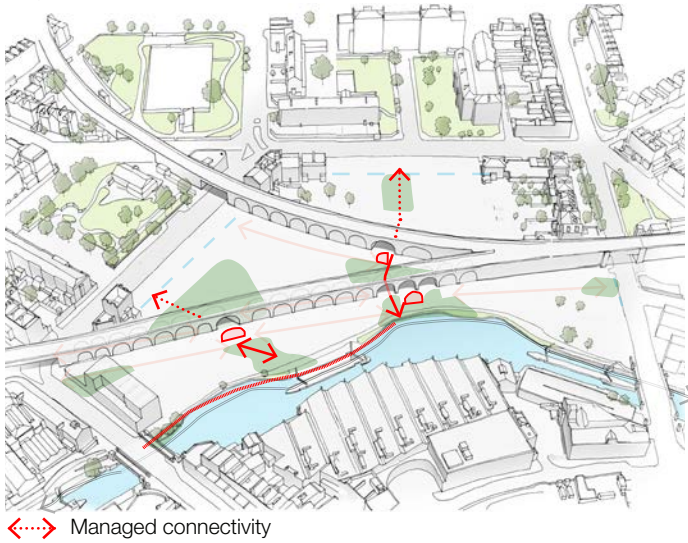
- ⊗ Number of storeys
- Views

KEY MOVES

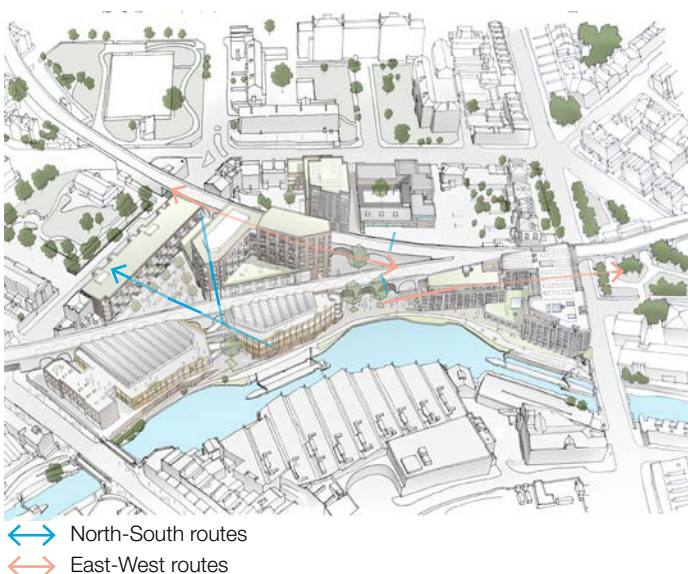
3 Improve connectivity



6 Manage connectivity



9 Security



1. Existing site

The existing buildings on site were an incohesive mix of periods, typologies and uses.

2. Demolition

The site was cleared with the exception of 1-6 Chalk Farm Road and the listed villa at 1 Hawley Road.

3. Improve connectivity

A series of new routes were proposed to open the site up to Camden and to redress the imbalance. New and wider routes running from east to west were created.

4. Transition of uses

The distribution of uses has been designed to allow the proposals to sit comfortably within their context, and mediate between the busy markets and the residential areas.

5. New public spaces

There was a need for new public spaces and routes to reduce overcrowding on the street, and improve pedestrian flow as well as amenities for the residents.

6. Manage connectivity

Relationships and sensitivities were identified and designed for in conversation with local groups.

7. Lower massing

The height of the proposed lower massing closely relates to the heights of the adjacent buildings around the periphery of the site.

8. Upper Massing

In the centre of the site, the buildings establish their own immediate context, greater height was possible without impacting significantly on the surrounding streetscape.

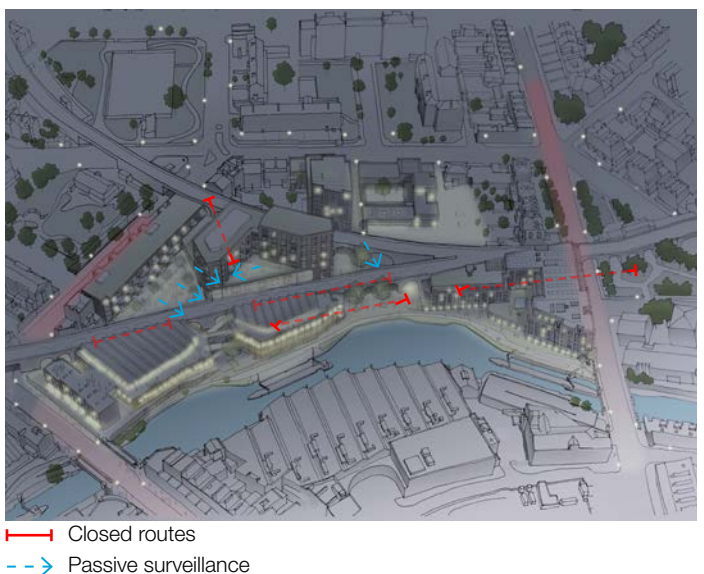
9. Security

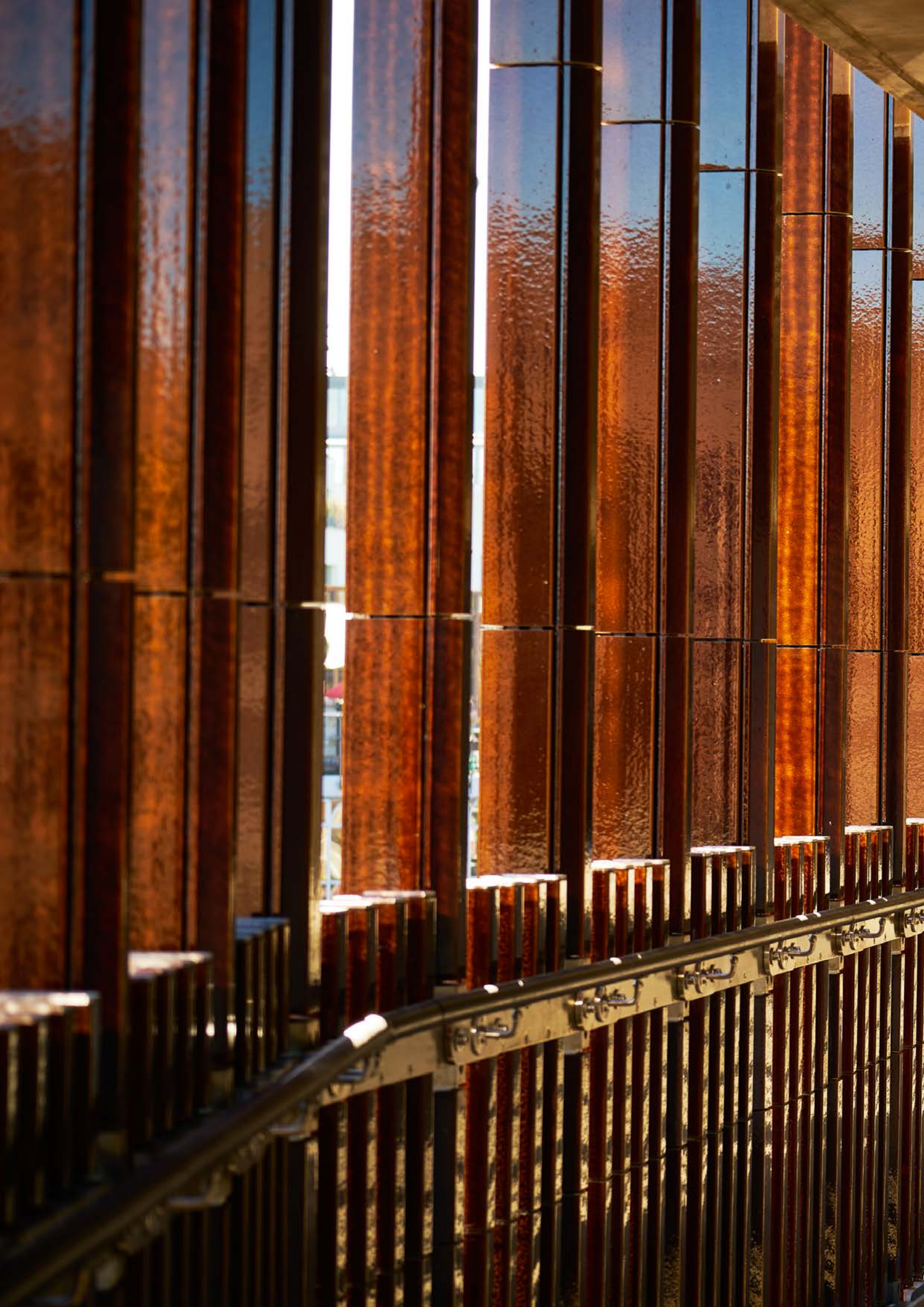
The masterplan has been designed to avoid crime generators such as recessed doorways, deep service areas, dead space or areas of access to the rear of buildings.

10. Night time

The closure of particular streets at night will balance the desire for permeability across the site with the safety of people using these routes and passive surveillance will limit anti-social behaviour.

10 Night-time







Market building

MARKET BUILDING

The new market building is located in the town centre along the canal and comprises two new buildings and one retained building, all connected by a series of steel stairs and bridges. In addition to the market building, new defined open spaces and towpath are provided between and around the buildings along with a series of retail arches to the north of the market building which forms a new retail street.

The new buildings offer market space (basement - first floor), light industrial space, offices (second floor), rooftop restaurants and public roof terraces (third floor).

The four storeys of partially enclosed market space follow the tradition of outdoor market spaces, take part in the vibrant local area and continue its famous heritage. Five steel bridges, at different levels, connect the two new buildings which allow the public to flow between buildings and create a dynamic public area below.

The existing towpath has been expanded in width and is defined by the new wall of the market building. The wall acts as both a barrier to protect the towpath and as a main circulation route for the wider area. It is also a place to sit and for plants to grow.

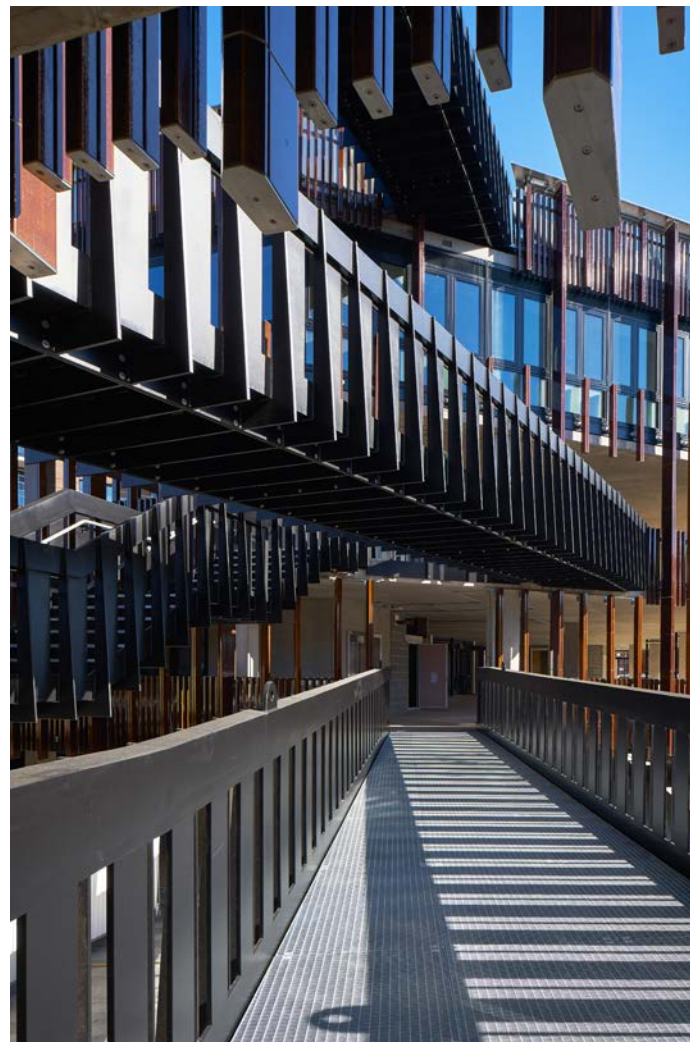
The retained building, 1-5 Chalk Farm Road has been refurbished with a publicly accessible garden at roof level. To complete the terrace, number 6 and 7 (both of which were destroyed by fire in 2008) have been rebuilt for retail use with a set back front facade which aligns with its neighbours and creates a public gateway space. Widened pavements improve the public realm and ease pedestrian movement along the busy road, thus offering an enhanced and generous public space.



Proposed view of market building from Camden High Street



Public roof terrace and restaurant pavilions



Steel bridges connecting the market building

MARKET BUILDING

The most significant component of the market building is the terracotta facade which wraps the new market building. Its permeability, in the form of vertical terracotta pieces, allows light and air to travel freely into the market spaces. The lightness of the screen contrasts with the heaviness of the brick base canal towpath's wall and creates a separation between the upper market levels and the towpath.

The terracotta facade is made up of Primary, Secondary and Tertiary profiles which are double glazed with a visible gradient at the edges.

Primaries + Secondaries

- Spanning floor to floor
- Construction joints at slab level
- Vertical elements clad onto a steel profile
- Horizontal joints minimised

Tertiaries

- Extruded profile
- No horizontal joints
- Fixed to steel plates
- Rectangular profile



Internal view of terracotta



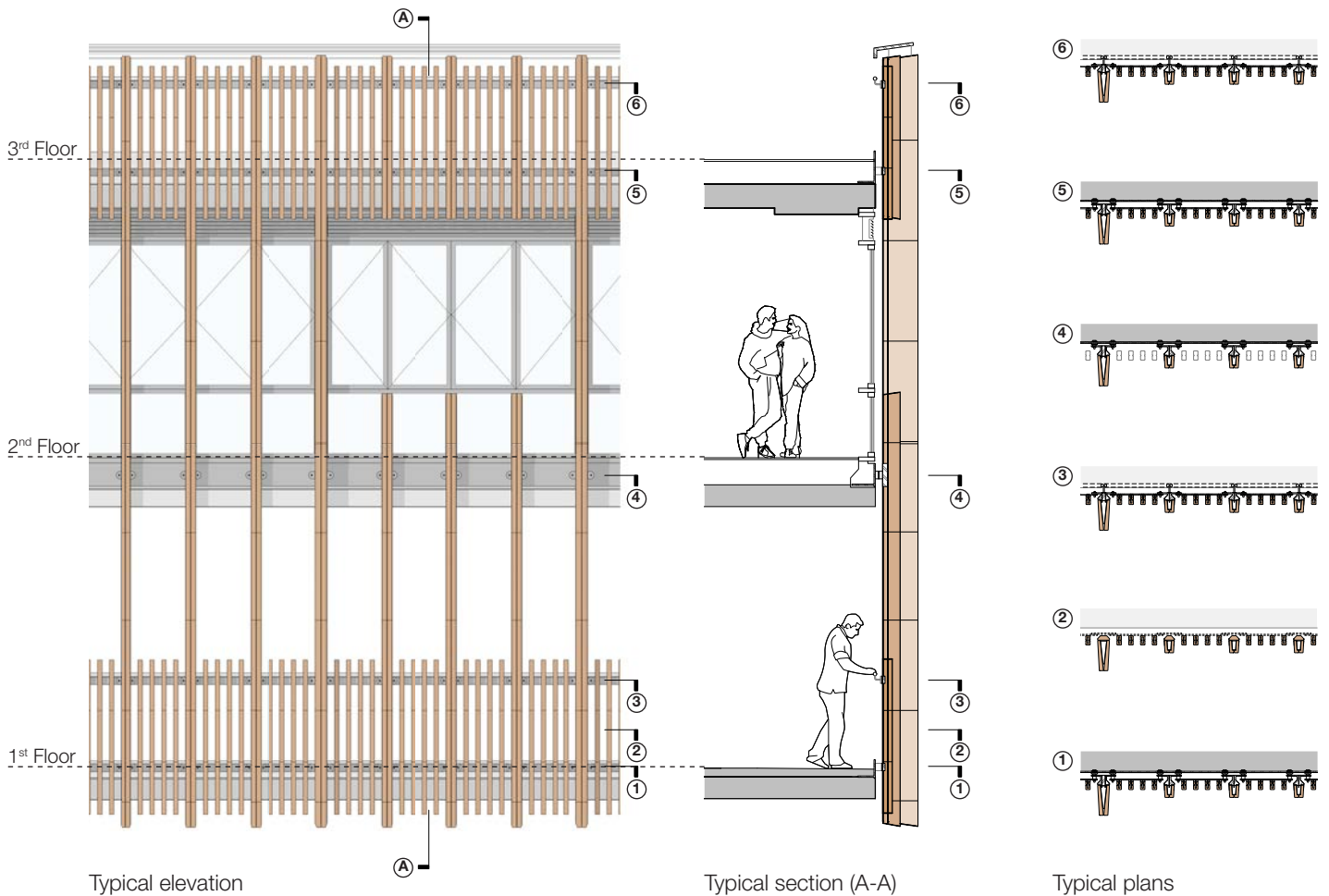
Base of Primaries fixed to canal wall



Horizontal bracing, handrail and joints



Steel caps at base







Residential buildings

RESIDENTIAL BUILDINGS

The irregular geometry of the residential buildings has resulted in a broad range of apartment types. There are 100 apartment types over 195 units which create a unique character. This is further enhanced by the different types of balconies that both maximise views across the site and offer panoramic views of London.

In terms of construction, the residential buildings are made of a concrete superstructure comprising post-tensioned flat slabs supported on reinforced concrete columns and walls. A particular challenge was the construction of a very deep basement in one of the residential buildings to house a cinema and site's energy centre. Due to the close proximity of buildings and structures, along with the sensitivity to movement of adjacent railway viaducts and National Grid assets, the basement was built using a top-down construction method. This allowed the superstructure above to be built at the same time as the basement was excavated, thus shortening the construction programme.

Two out of the three 'residential' buildings also contain a mix of commercial spaces with retail units and office use at ground and basement levels. An incubator area at first floor taps into Camden's support of developing businesses.



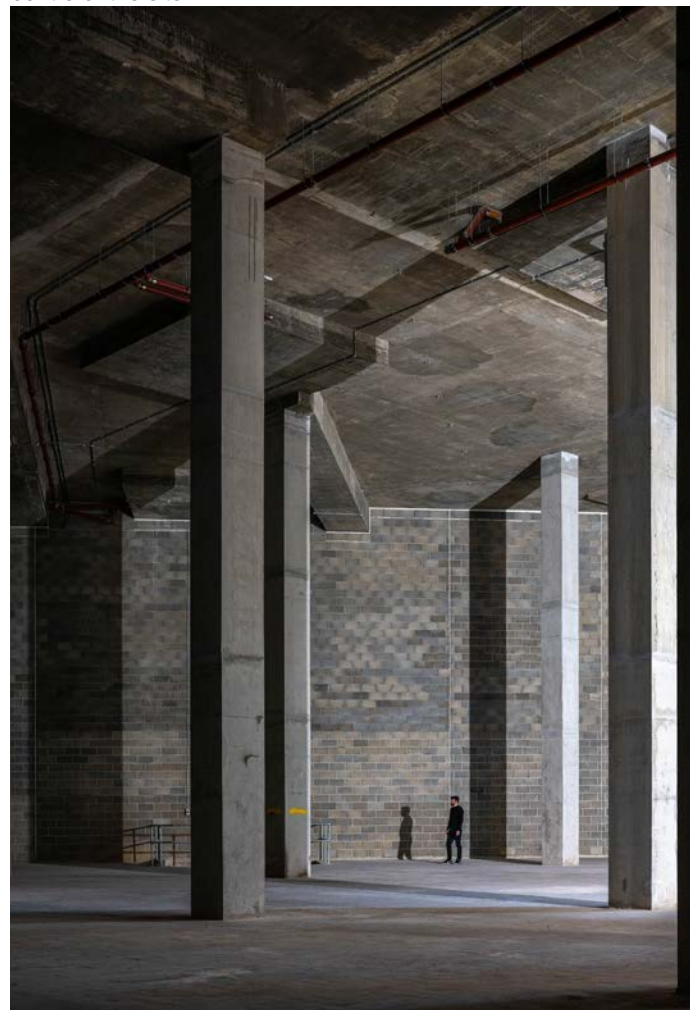
Staggered balconies face onto an open air market area at the centre of the site



Windows reminiscent of wharf buildings adjacent to the canal



Recessed balconies create rooms within rooms and optimise views



Top down construction formed the deepest basement

RESIDENTIAL BUILDINGS

The common palette of materials used across the site is celebrated in the three residential buildings and reflects the local contexts of Hawley rd, Castlehaven rd, Kentish Town rd and the canal towpath. The same palette also ties the new Hawley Primary School into the site and connects it to the market building.

Each building relates to its immediate setting and forms part of a coherent family with clear commonalities and differences expressed through the use of colour and detailing.

A mix of private terraces at different levels add to the aesthetic of recessed and protruding balconies and enliven the elevations around the canal towpath and at the heart of the site.

Roof terrace areas, at the top of the building along the towpath, benefit from extensive views across the city. Furthermore, the private gardens on the north of the site are more akin in scale to the residential context.

Bay studies - a common expression across a changing context



Hawley rd - north
Terracotta, brick and GRC



Castlehaven rd - west
GRC with brick detailing



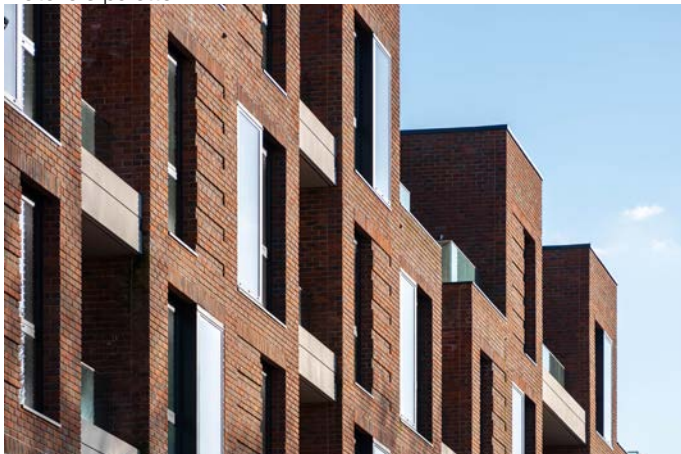
Residential terrace - centre
Overlaid balconies and terraces



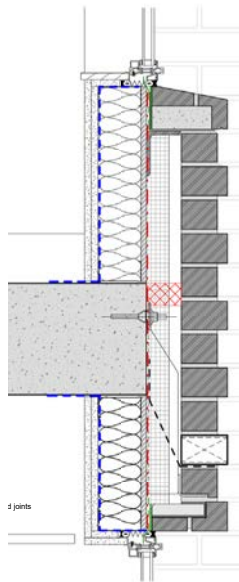
Canal towpath - south
Brick mix and detail variation



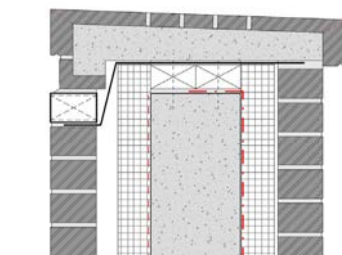
Brick mix and detailing variations are combined to enhance the materials palette



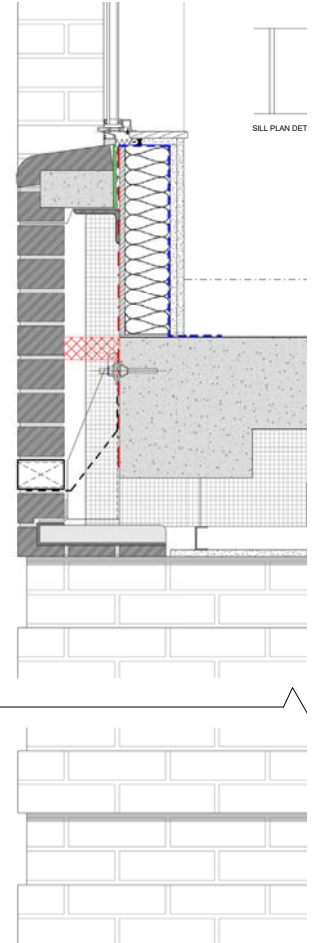
Contextual scale is picked up by breaks and cuts in the massing



Example of full brick sills, window heads and copings



Detailing reminiscent of the area's wharf building history







Viaducts

VIADUCTS

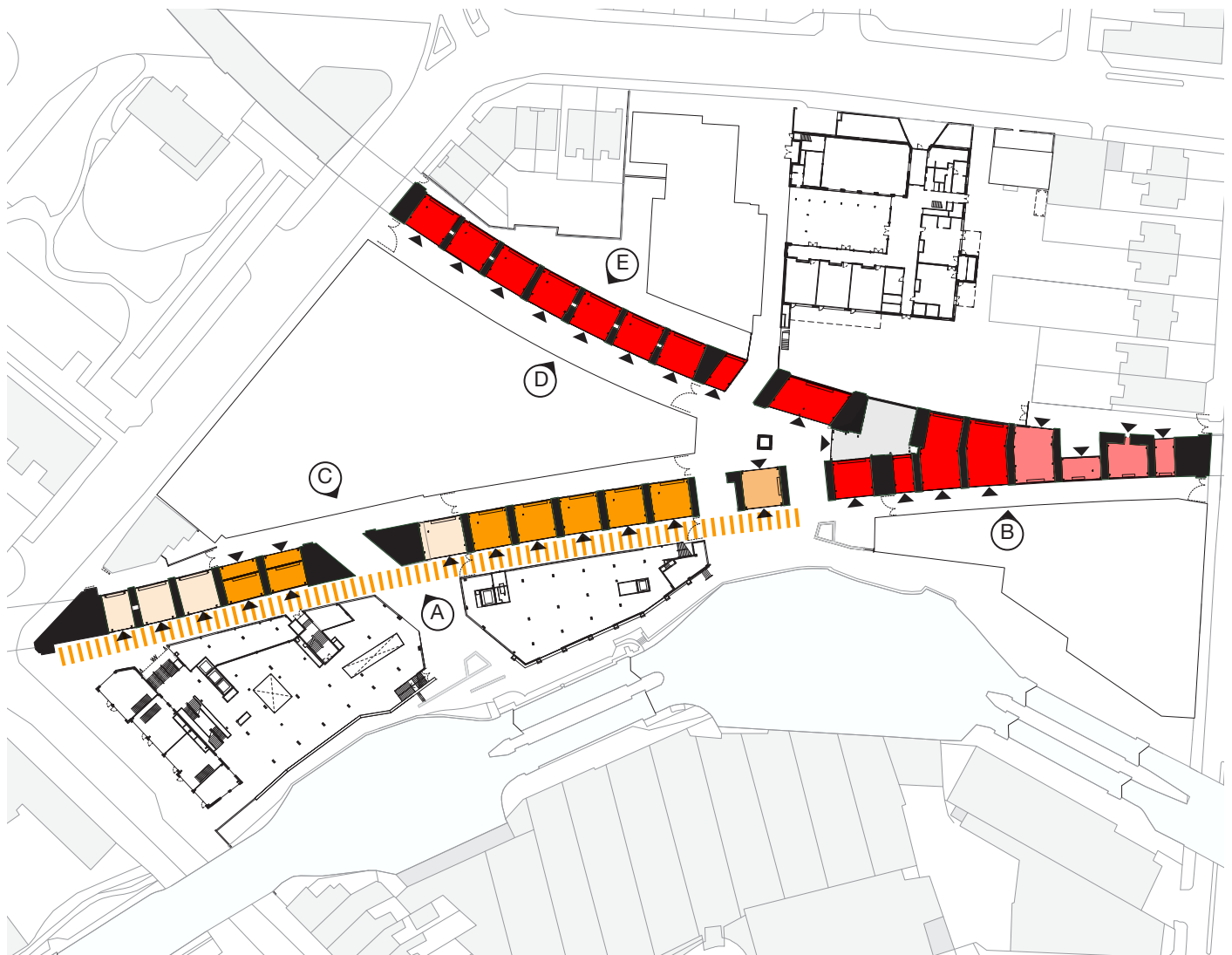
The existing viaducts that run through the centre of the site have been refurbished to complement the existing Victorian style and provide 32 retail and light industrial units along with a series of gateways between public and local spaces.

The viaducts address the new buildings with active frontages throughout the site, creating new streets, walkways and public spaces.

The existing viaducts offer various uses depending on their location within the site. The A1, A3 and A5 units fronting the market building, generate a new retail street and include industrial units positioned between the residential buildings.

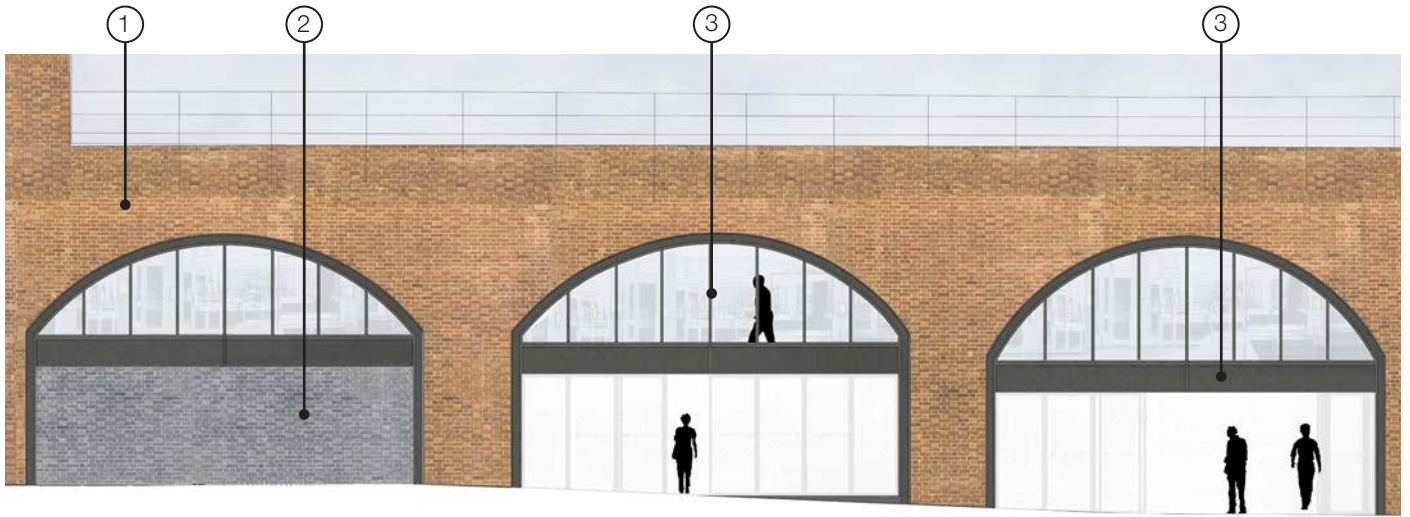


-  A1 - Market + retail
-  A3 - Restaurants + cafe
-  A5 - Hot food + takeaway
-  B1c - Light industrial
-  B2 - General industrial
-  Public street



Plan

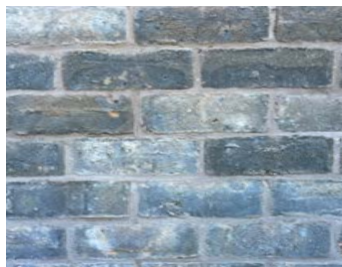
VIADUCTS



① Existing brickwork



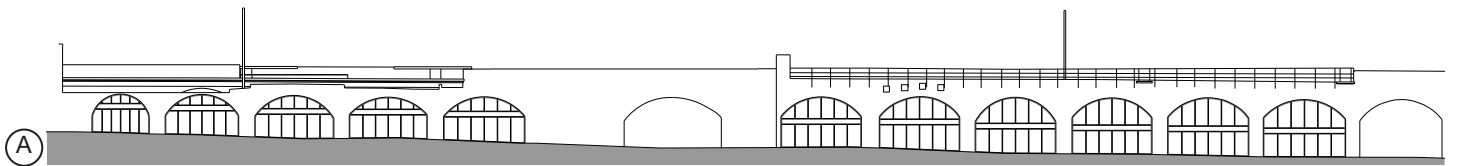
① Existing brickwork



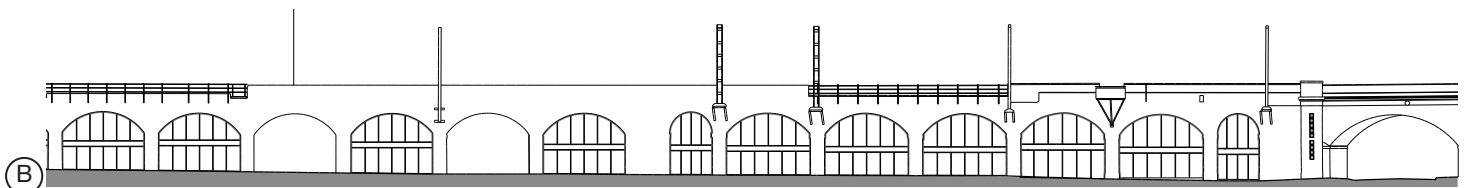
② New brickwork - anthracite



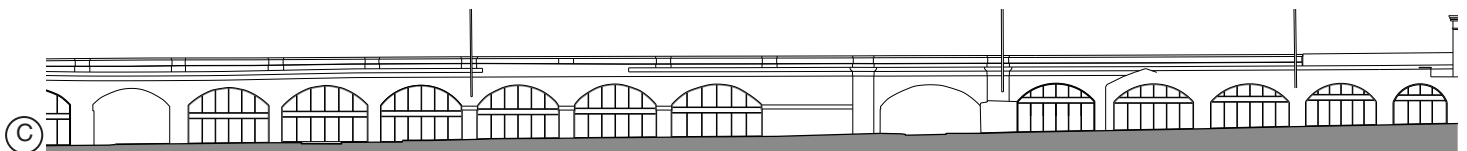
③ RAL 9004 Matt



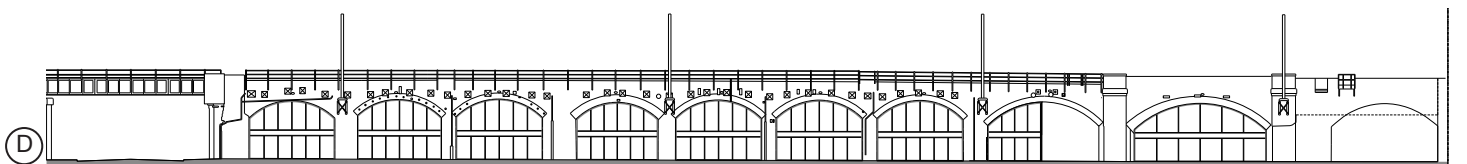
④ A



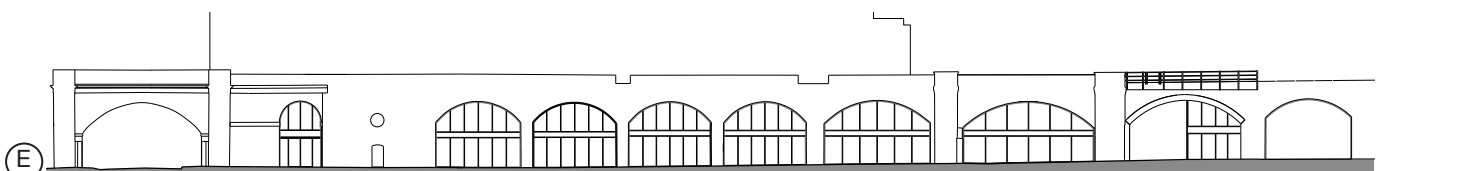
④ B



④ C



④ D



④ E

Elevations





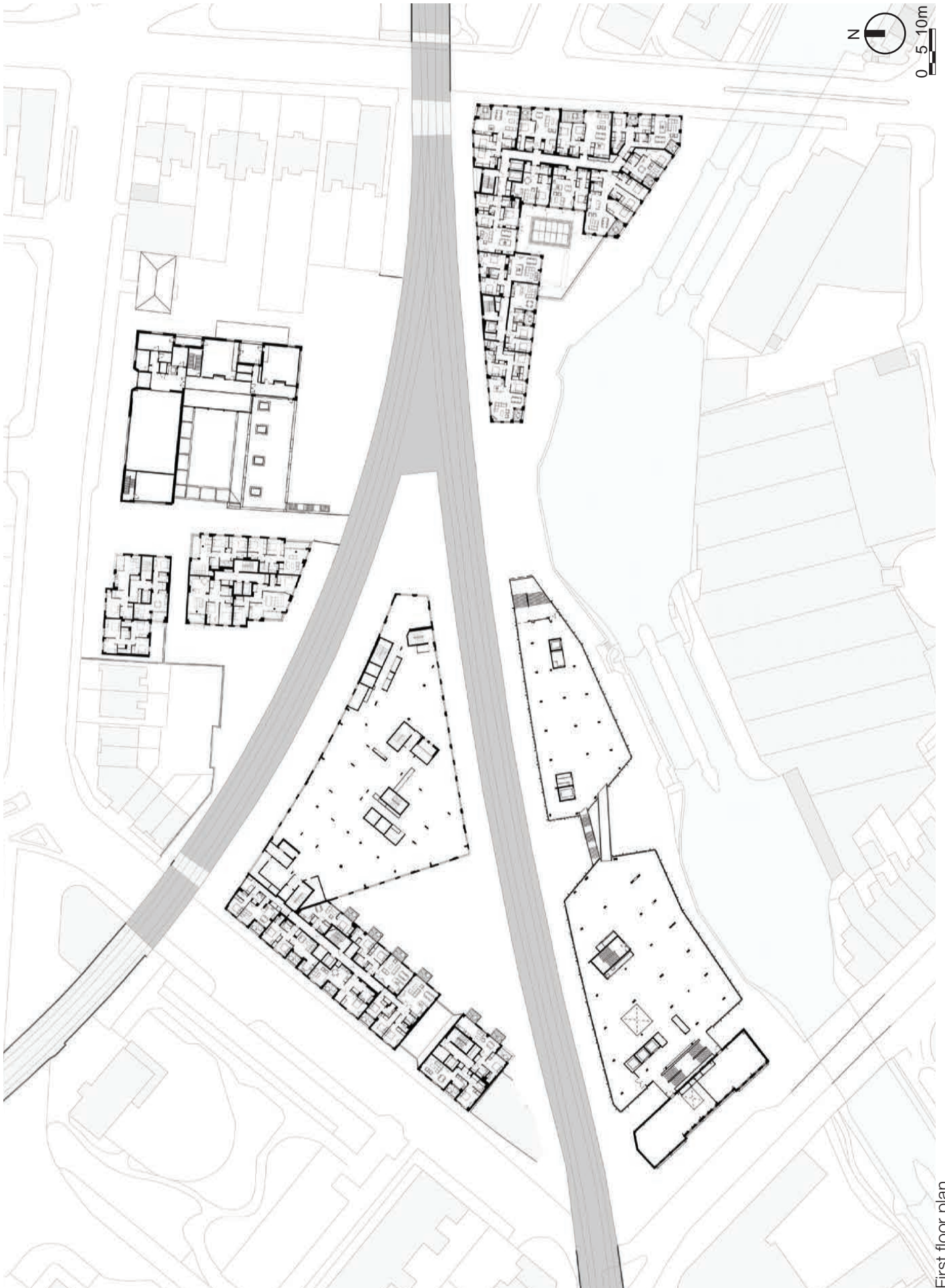
DRAWINGS

FLOOR PLANS - GROUND

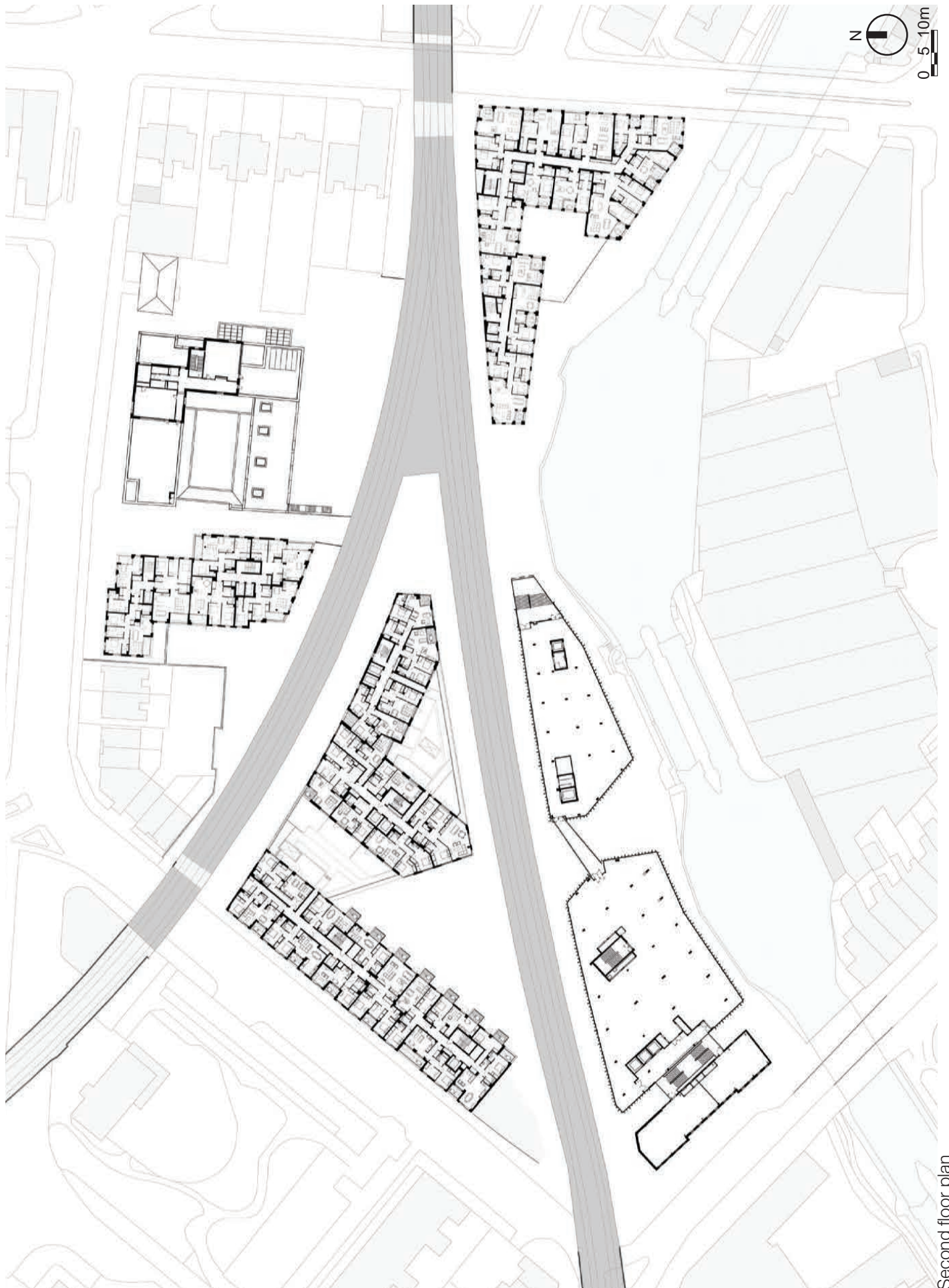


Ground floor plan

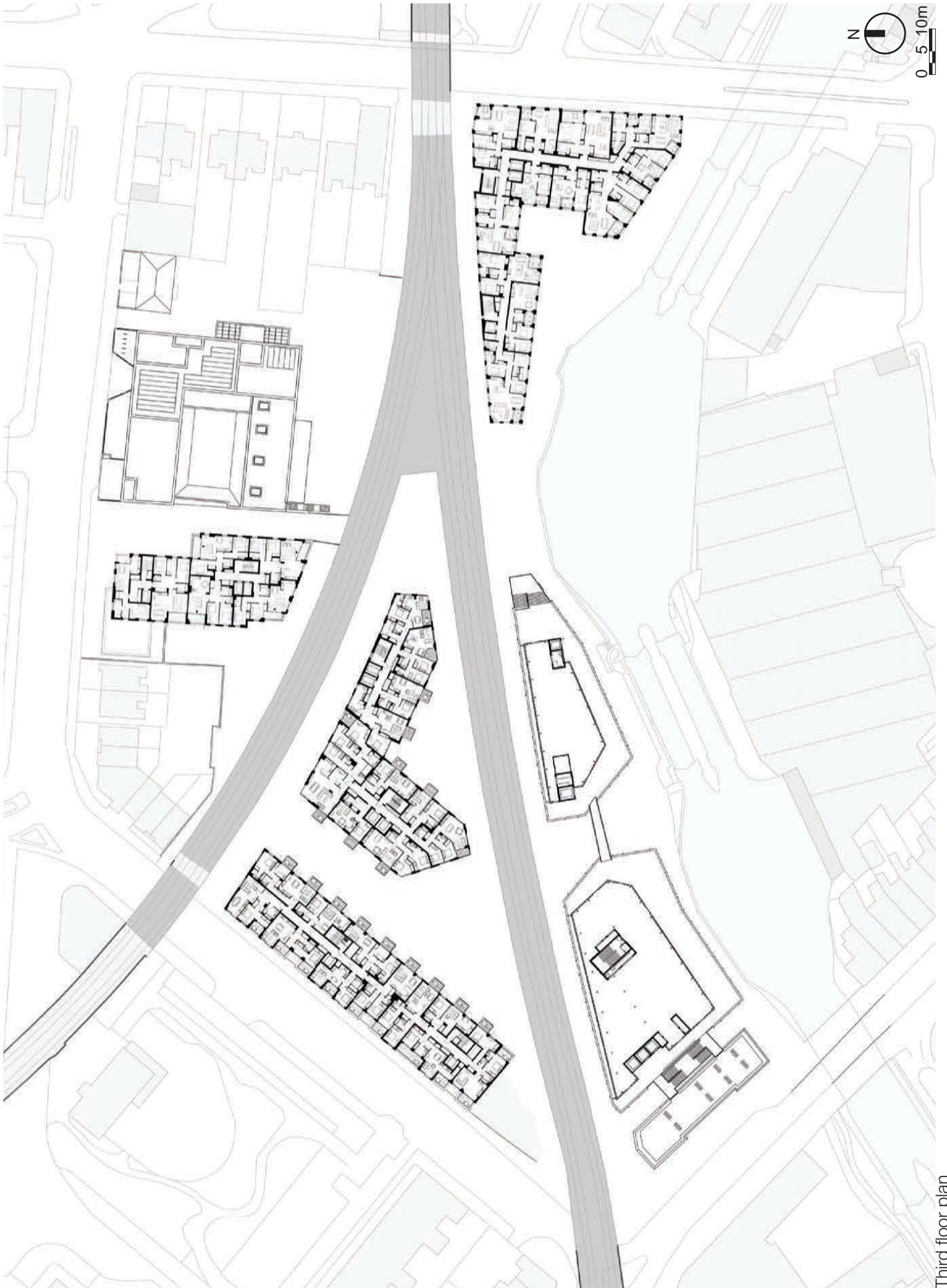
FLOOR PLANS - LEVEL 01



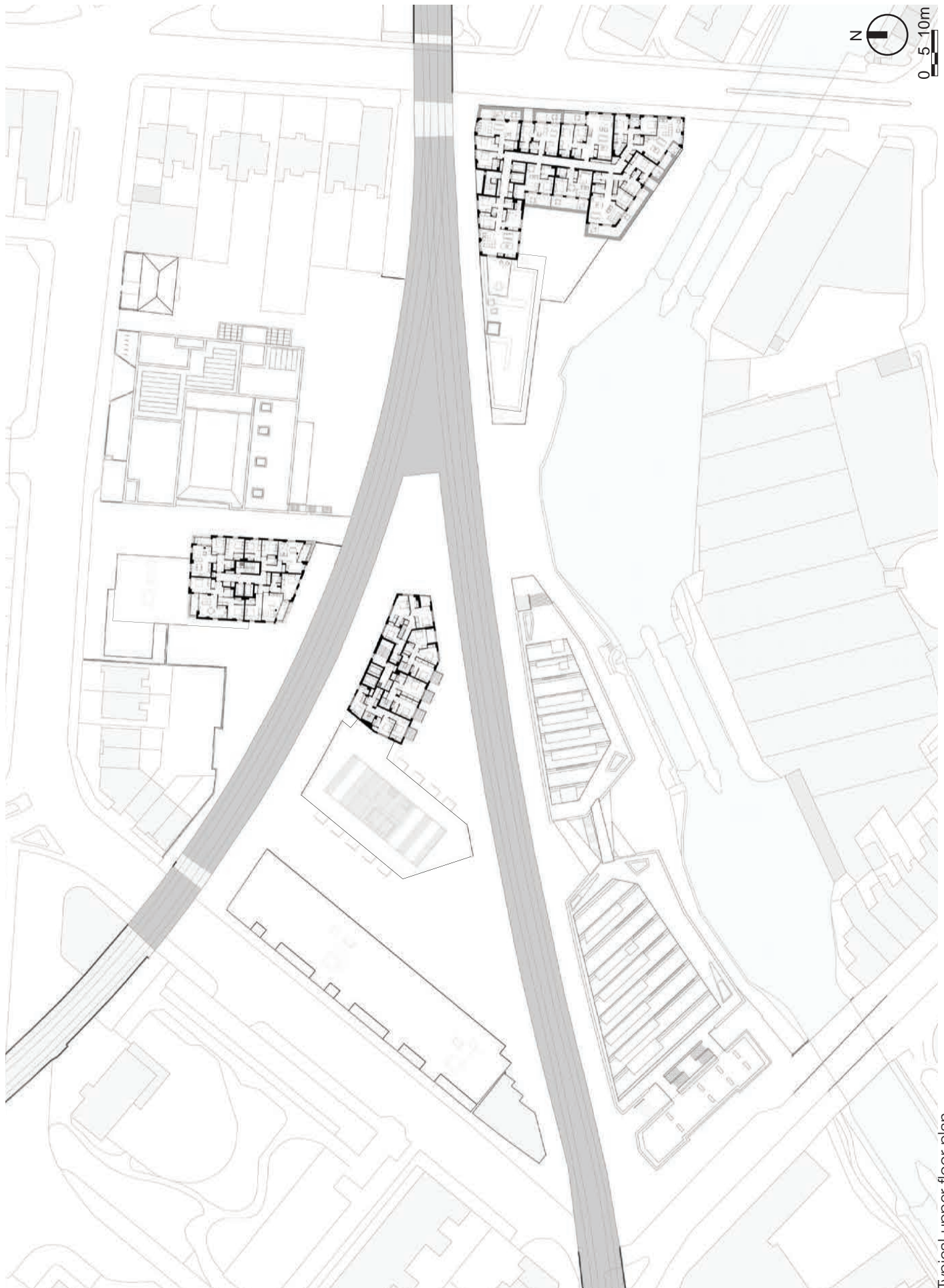
FLOOR PLANS - LEVEL 02



FLOOR PLANS - LEVEL 03

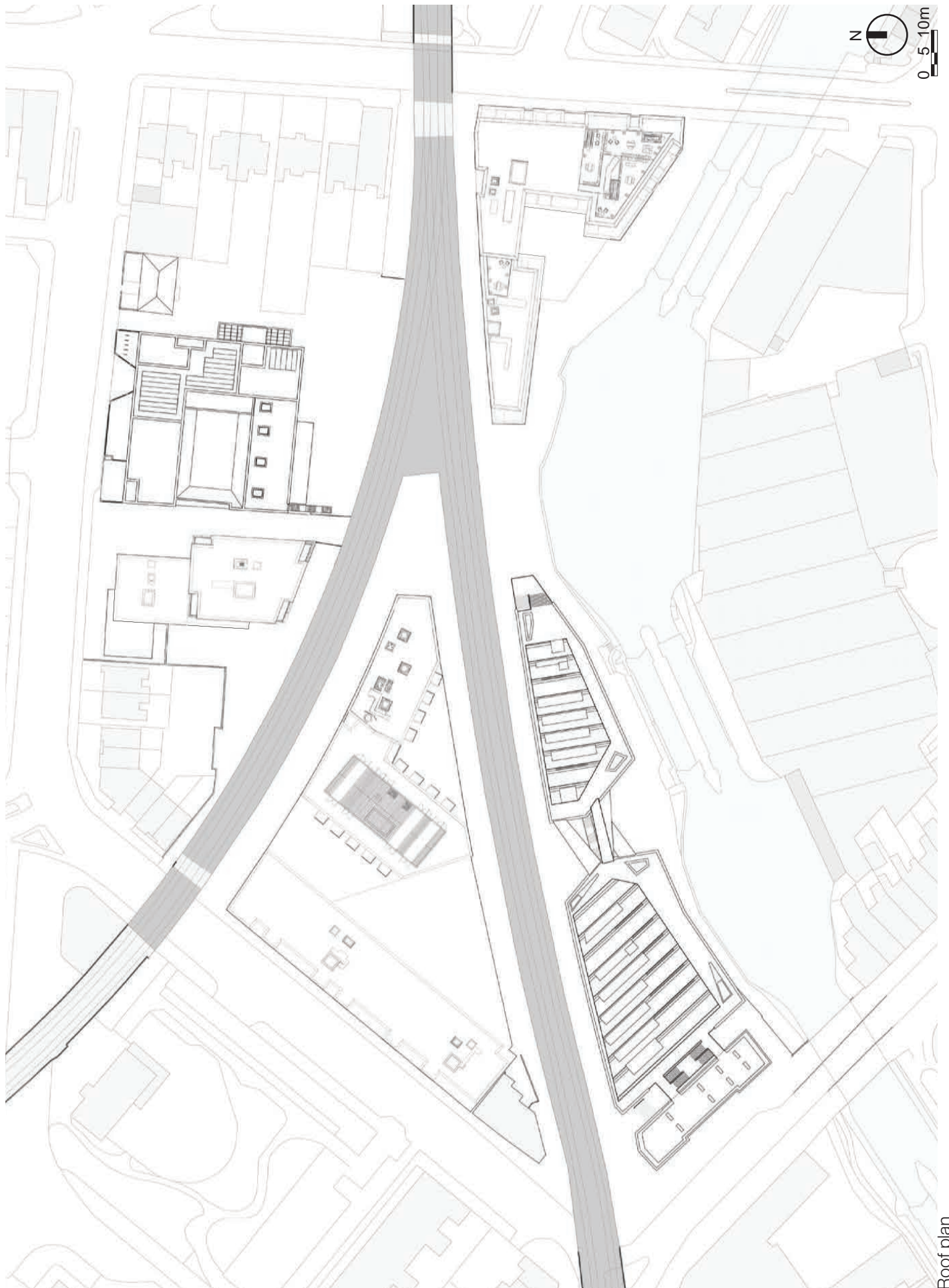


FLOOR PLANS - RESIDENTIAL TOP FLOORS

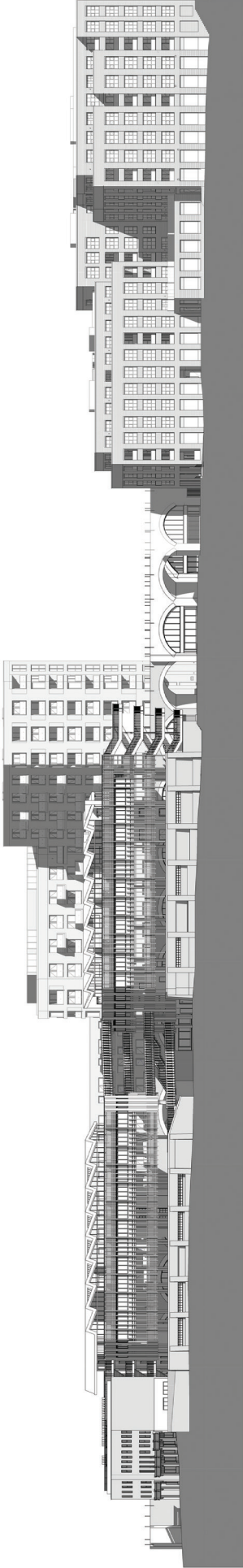


Typical upper floor plan

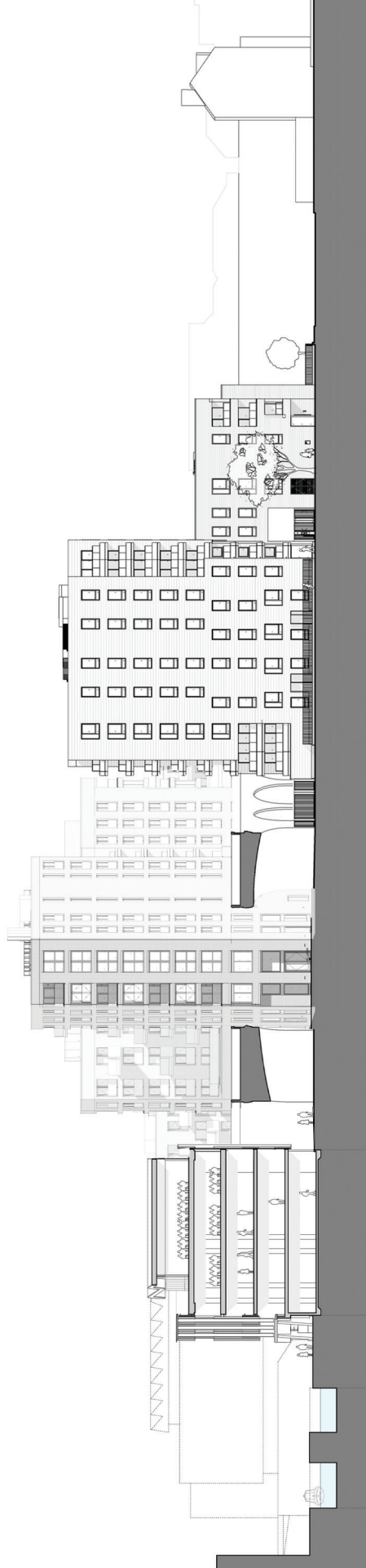
FLOOR PLANS - ROOF



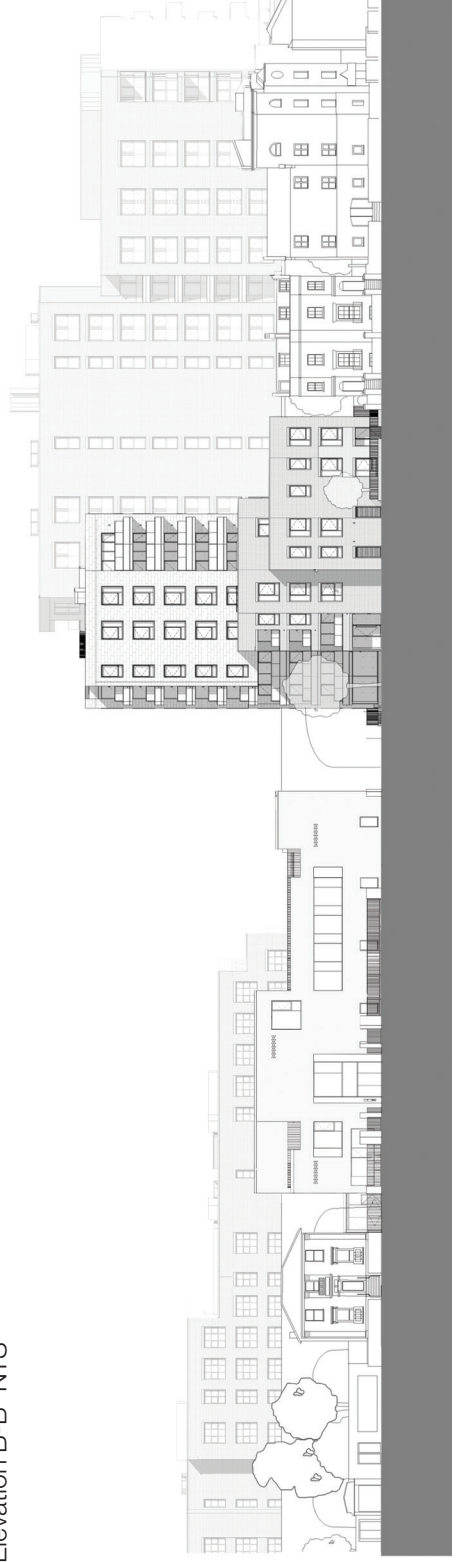
ELEVATIONS



Elevation A-A NTS

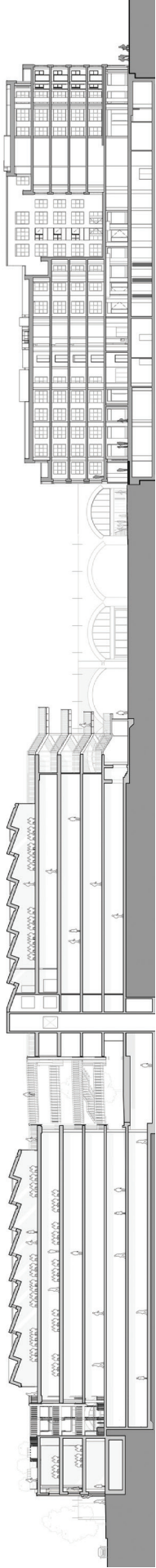


Elevation B-B NTS

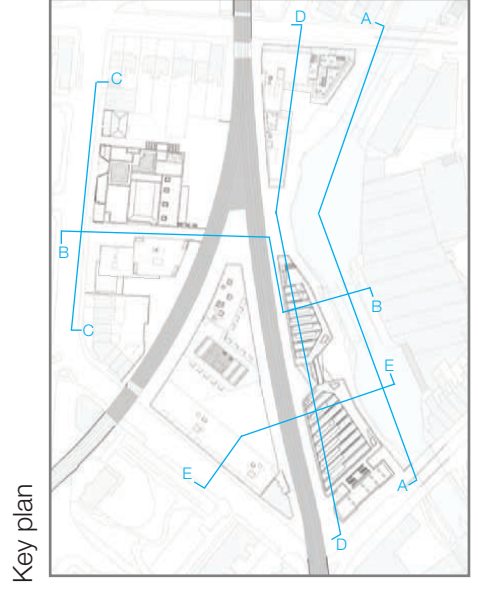


Elevation C-C NTS

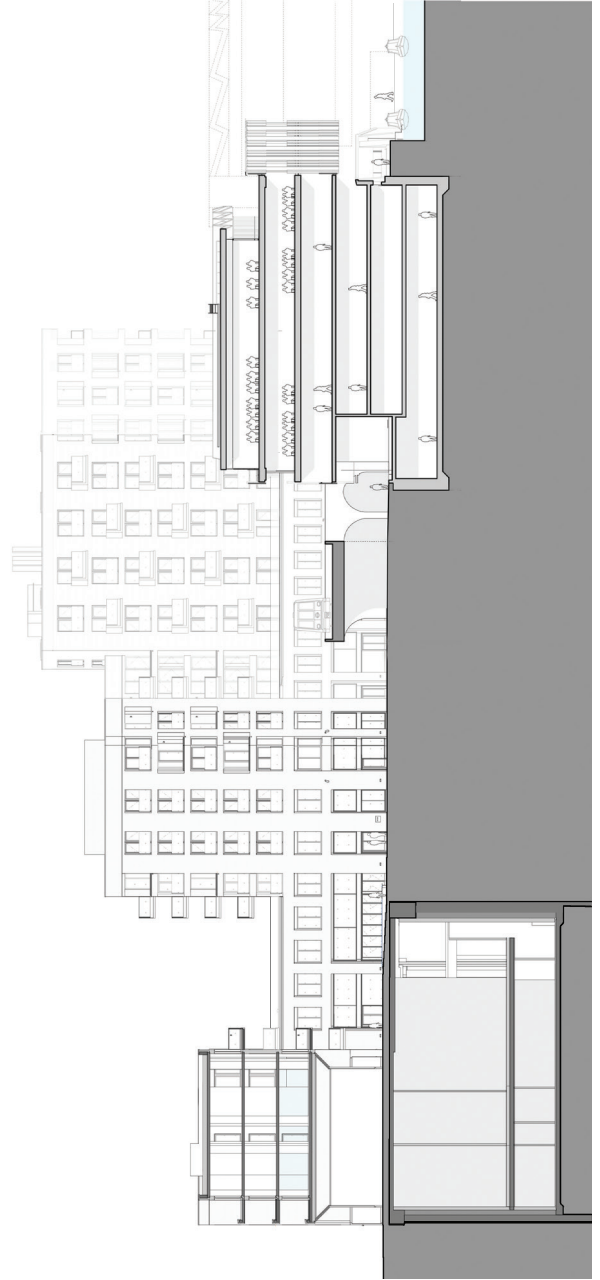
SECTIONS



Section D-D NTS



Key plan



Section E-E NTS



TWAT →



PHOTOGRAPHY

