

# BACTON LOW RISE

**BLOCK C DESIGN DEVELOPMENT**  
**SUPPLEMENTARY ADDENDUM TO PLANNING APPLICATION**  
PLANNING APPLICATION REFERENCE: 2012/6338/P



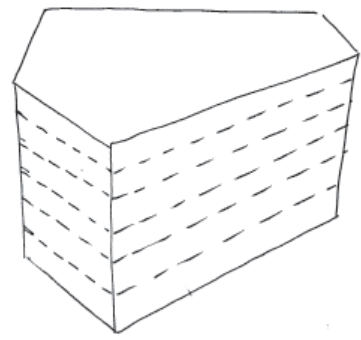
202\_A\_REP\_ADDENDUM\_01  
DECEMBER 2012

**KARAKUSEVIC CARSON ARCHITECTS**

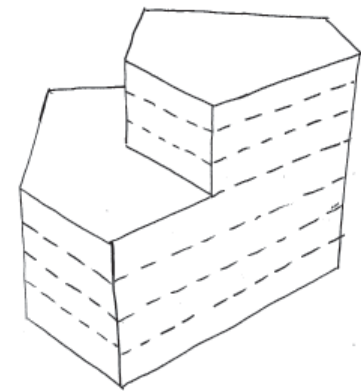
# BACTON LOW RISE

BLOCK C DESIGN DEVELOPMENT

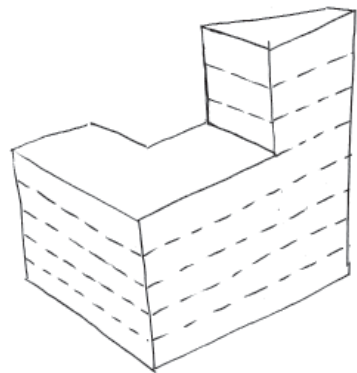
# CONTENTS



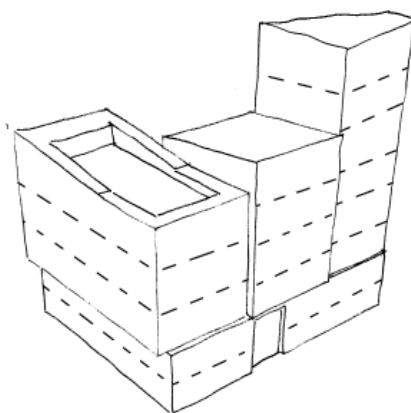
1. Introduction  
Aerial view of site  
Analysis of immediate context  
Early stage massing design: May 2012



2. Identification of stepped massing: June 2012  
Presentation of scheme design to local community  
Consultation feedback



3. Identification of brief following consultation: July 2012  
Presentation to design officer  
Presentation feedback  
Further investigation of scheme design: August 2012 to November 2012



4. Final proposals  
Final diagrams: November 2012  
Finished scheme design  
Finished scheme design in context

# INTRODUCTION

This document is provided as an addendum to the November detailed planning application for Bacton Low Rise Estate Redevelopment as requested by the Urban Design Officer, Edward Jarvis, at Camden's planning Department.

The purpose of this document is to provide a more detailed analysis of a particular building, Block C, that has been proposed for phase one of the development. This is to aid the understanding of the development of the design proposals for this block from outline design to the planning proposals.

This document should be read in conjunction with the Design & Access statement and planning drawings for Bacton Low Rise which were submitted in November 2012.

Planning Application reference: 2012/6338/P



Aerial sketch of DHO site development with Block C at the eastern end of the site

# 1.1 | AERIAL VIEW OF SITE

View of DHO site taken from the roof of the Bacton High Rise Tower (to be retained)

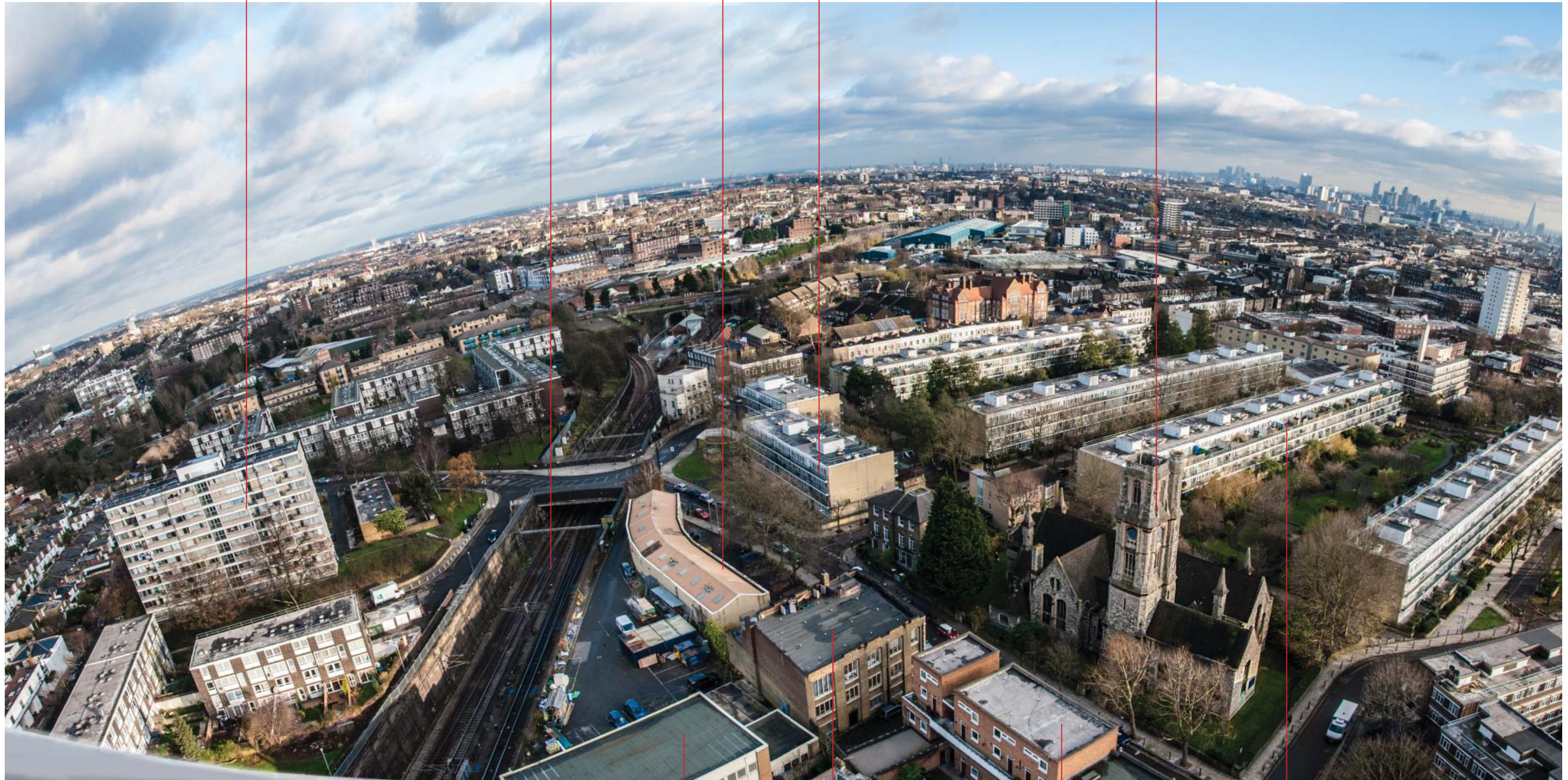
Barrington Court

Railway cut

Workshops  
(to be demolished)

Vicar's Road Housing

St Martin's church



District Housing Office (to be demolished)

French School (to be retained)

Sanctuary House (to be retained)

Weedington Road housing

## 1.2 | ANALYSIS OF IMMEDIATE CONTEXT

The Grafton end of Vicar's Road on the northern boundary poses a challenge for development. The site backs onto the railway line on its northern edge and fronts onto Vicar's Road on its south side. The west faces the newly created square on Phase 1 of the scheme and the eastern side culminates into a sharp point.

Early iterations of Block C show a thickset wedge shaped building of six storeys. Recognising this to be too solid in its form in this location, further work was done to sculpt the building into something with greater finesse and echo the design detail of the Church Tower.

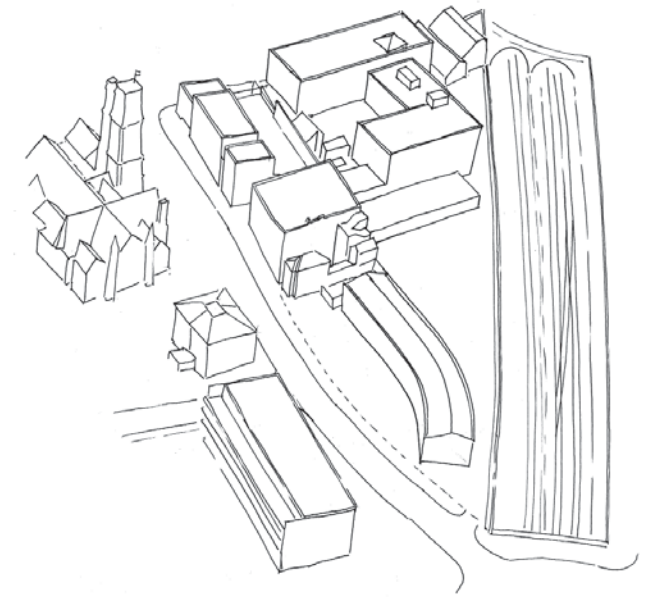
From being a solid mass the building became increasingly defined into three levels stepping up from the four storeys of the adjacent new terrace to five storeys, six storeys and finally a slender spire of eight storeys.

This last section will provide two very attractive apartments as well as a focal point at the otherwise featureless edge of the railway bridge and retaining wall of the deep railway cutting.

The area already has tall buildings as a reference to the existing urban grain. These include: The Church Tower, built 1865; Barrington Court, a 10 storey building designed by Powell and Moya in 1954; and built on a mound, Bacton Tower, a 22 storey block which was completed in 1968.

The site is 1.2m lower than the end of Vicar's Road where the Church is located. Topographically the Church Tower is taller than Block C, and Block C has been specifically designed to reflect the Church's profile.

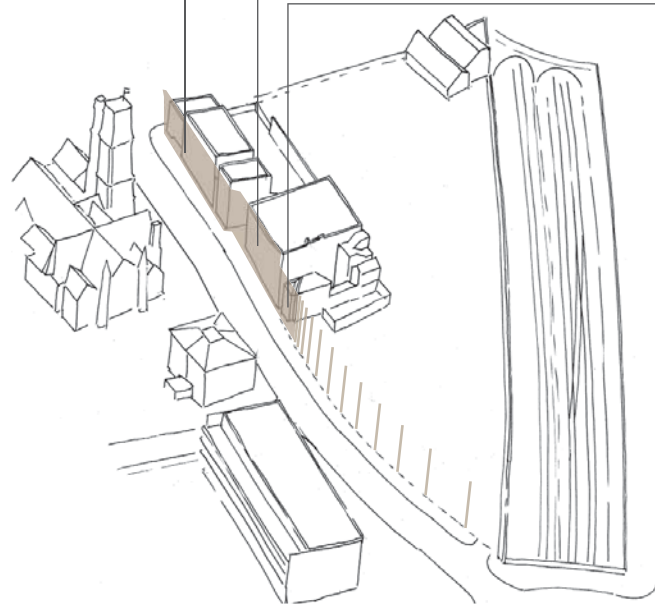
The choice of brick will also compliment the rag stone of the Church and former Church Hall located opposite. Many of the mature trees in Vicar's Road will be retained to preserve the character of the London street.



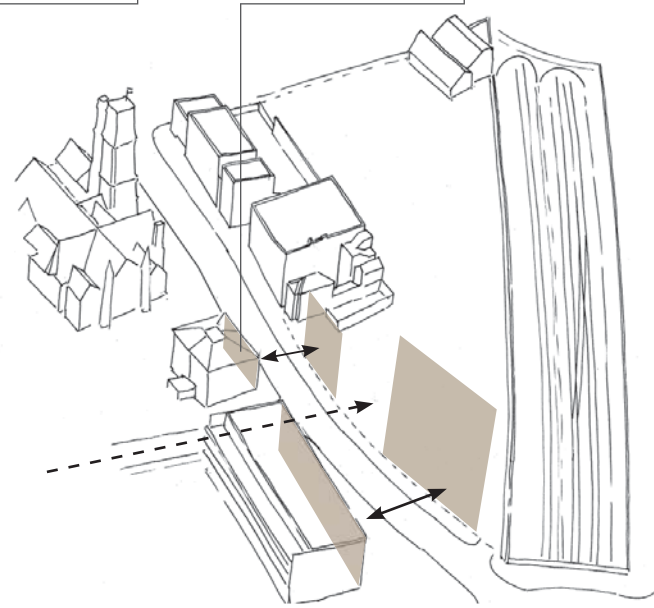
Existing site sketch



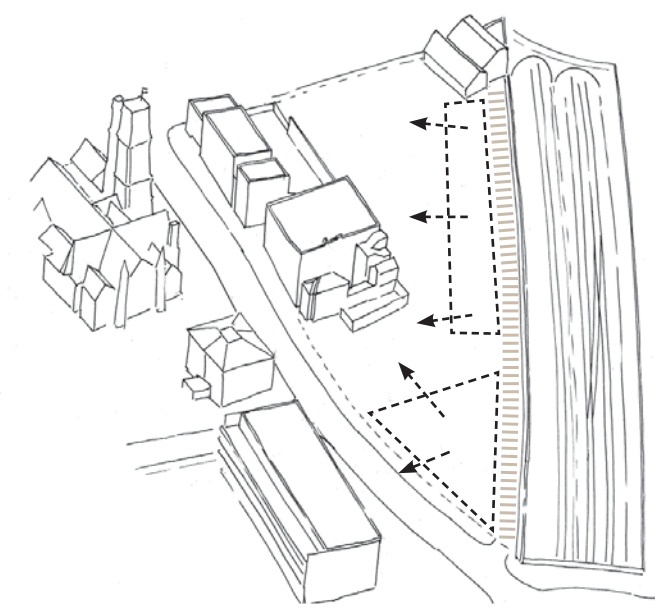
Existing workshops to be demolished



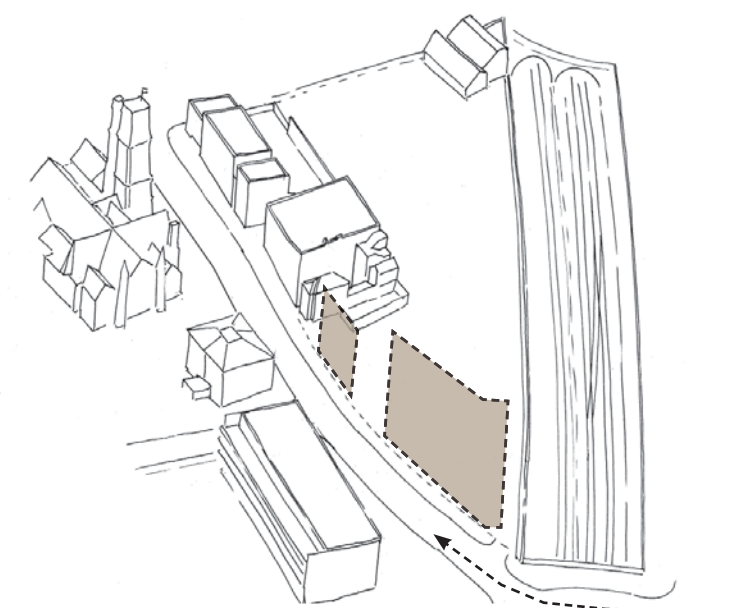
Extend existing building line to improve streetscape



Create counterpoints to the buildings opposite to intensify street scene and enhance neighbourhood



Position massing to create buffer to railway and protect south facing spaces beyond

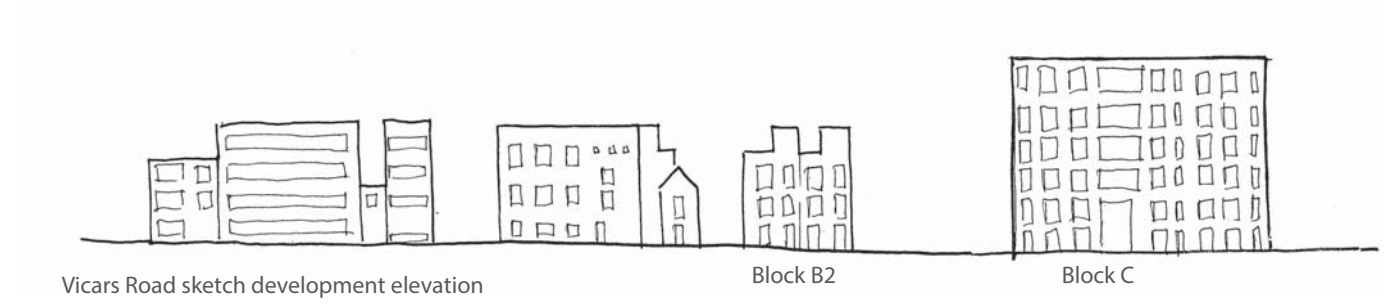


Intensify the corner of Vicar's Road to mediate between the railway cut and Vicars Road and to frame views back to the church

### 1.3 | EARLY STAGE MASSING DESIGN (MAY 2012)

A selection of options are shown below with a series of diagrams showing the development of mass for Block C.

KCA investigated the implications of the massing through the use of aerial and street perspective sketches, 3d computer models and physical models. This use of varied media not only helped the design team to identify solutions but was also instrumental when presenting the project at consultation events with the local community & local residents.



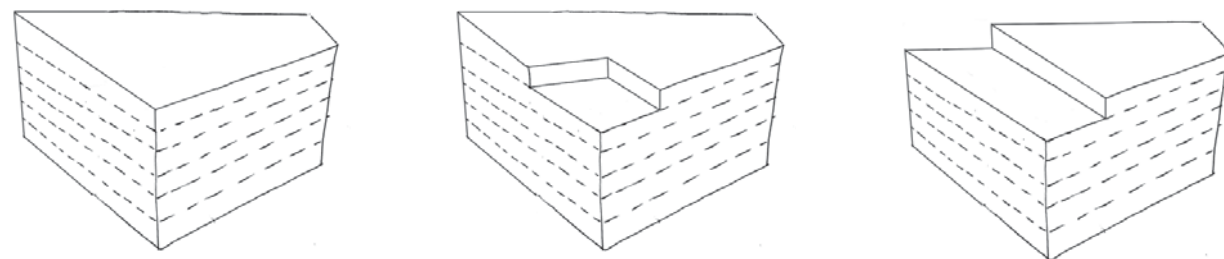
DHO development massing option 1



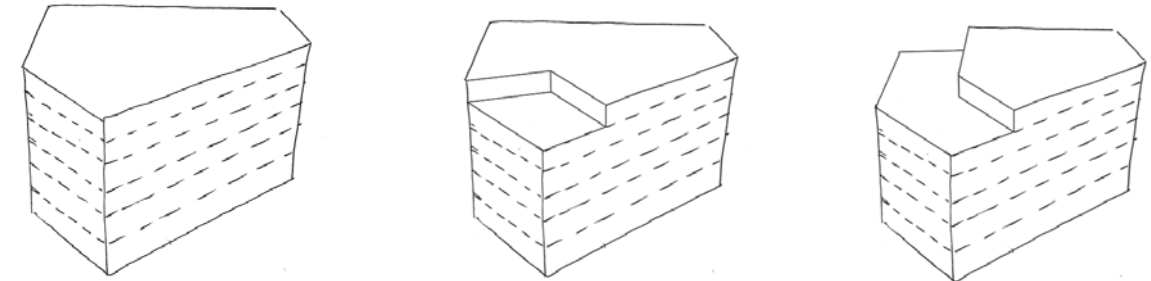
DHO development massing option 2



Block C massing option 1 development



Block C massing option 2 development



## 2.1 | IDENTIFICATION OF STEPPED MASSING (JUNE 2012)

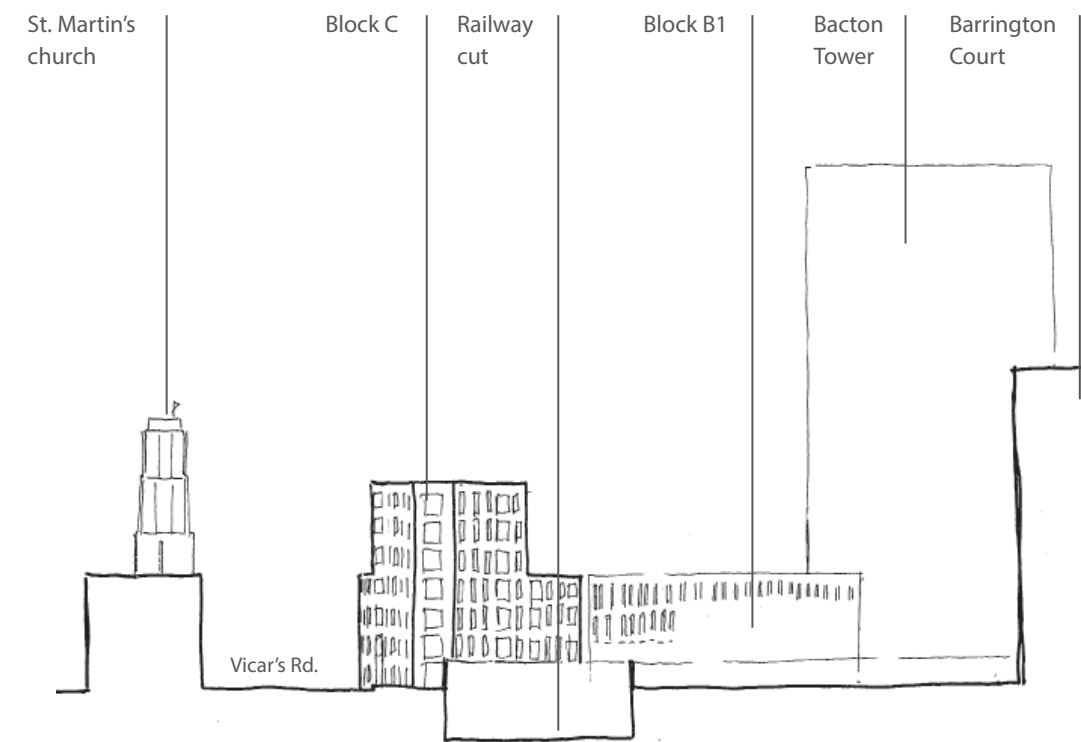
These detailed studies continued throughout the design process with KCA constantly testing the implications on form and massing.



Vicars Road sketch elevation

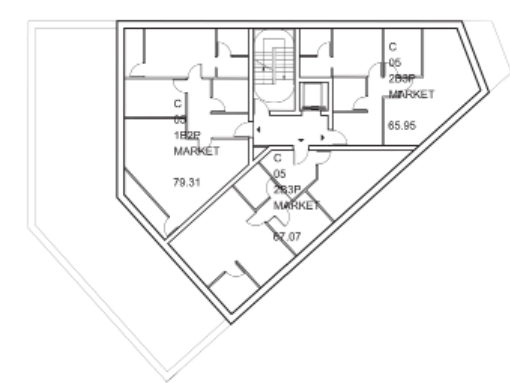
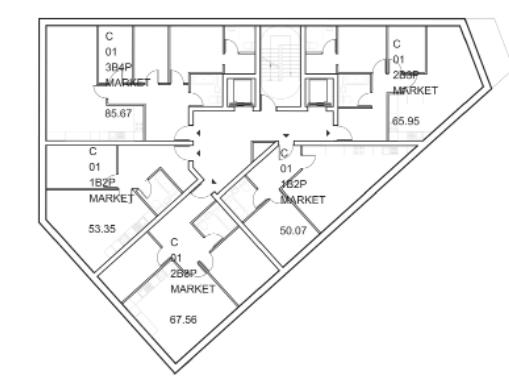
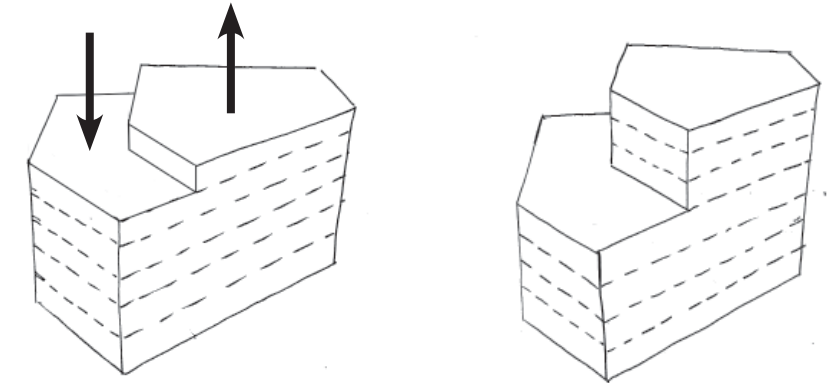
Block B2

Block C



Sectional sketch development elevation through railway cut

Block C massing Option 2 development



Development Flat Layouts of lower level and upper level floors



Aerial sketch of DHO site presented at the development management forum

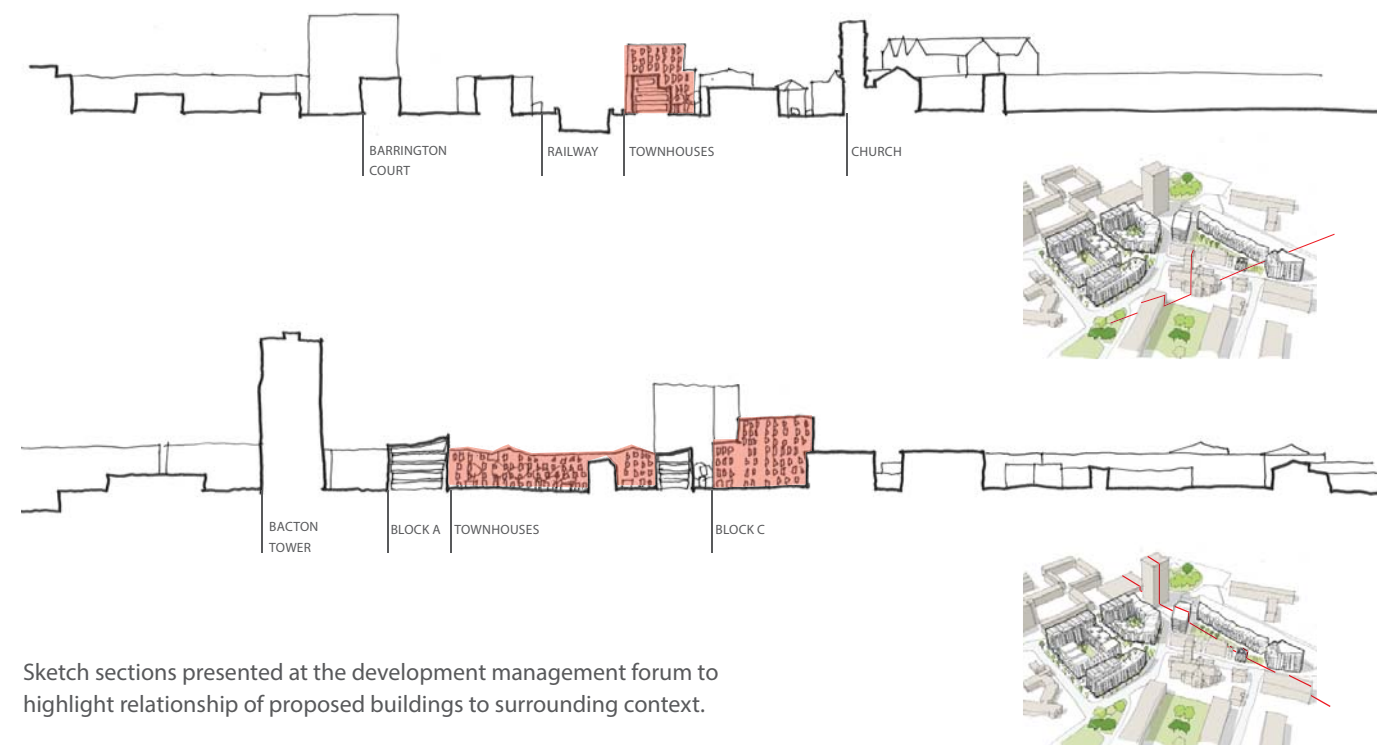
The scheme was presented to the local community at the development management forum on 23rd July 2012. This forum was designed to let the local community have an opportunity to review the latest designs following earlier consultation sessions in June & July.

The design team presented a series of slides to the local community explaining the scheme's design process. They also saw the evolution of the proposals at public consultation events.

There was some strong criticism of Block C, mainly based around its height. The Design Team considered this comment, in consultation with Camden's Principal Urban Design Officer, and felt that the height was not the real issue. The Design Team felt that the the shape and proportion needed a redesign and a taller slimmer building emerged.



Perspective sketch of Block C from Grafton road presented at the development management forum



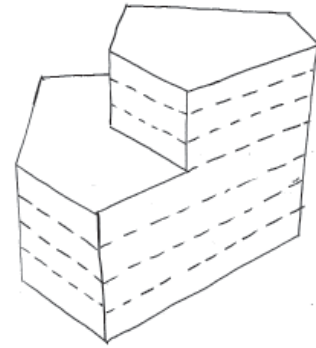
Sketch sections presented at the development management forum to highlight relationship of proposed buildings to surrounding context.



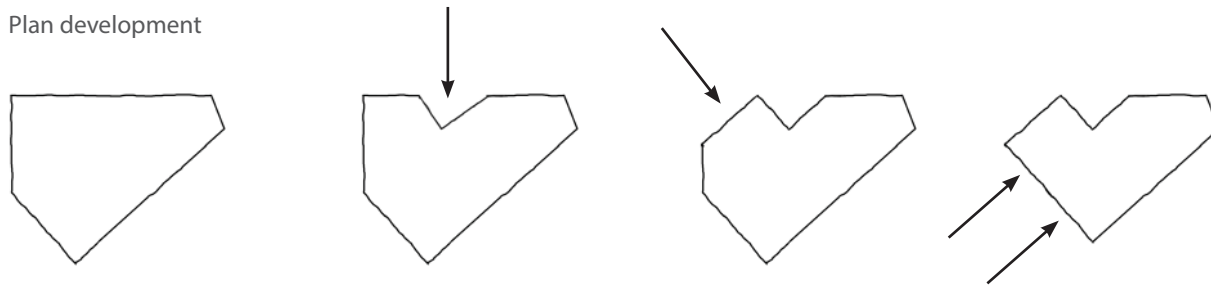
### 3.1 | FURTHER DESIGN INVESTIGATION (AUGUST TO OCTOBER 2012)

The floorplans were reduced and remoulded as shown below to create a more tapered form which had a finer appearance with a slimmer profile. This removed the heavy impact the block had previously impressed upon the streetscape and helped to break the mass of the block by creating three separate parts to extrude.

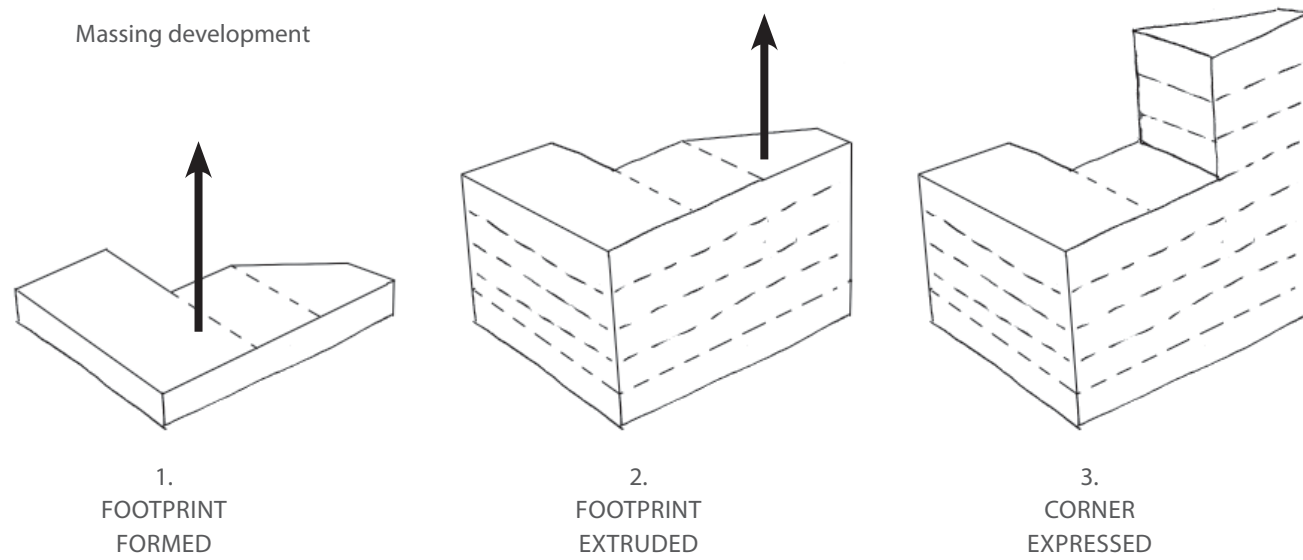
The articulation of the massing was explored through the use of a series of 3D models. The massing was discussed with the design officer at a workshop to review the design development of the whole project. The models were all subdivided into 4 different elements as shown on the opposite page, this allowed the design team to interchange different forms to find the correct massing for this area of the site.



Plan development



Massing development

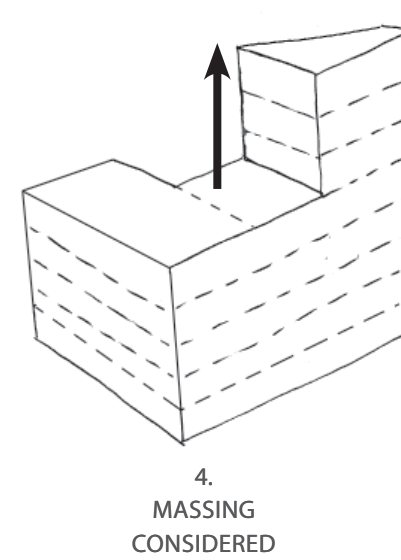
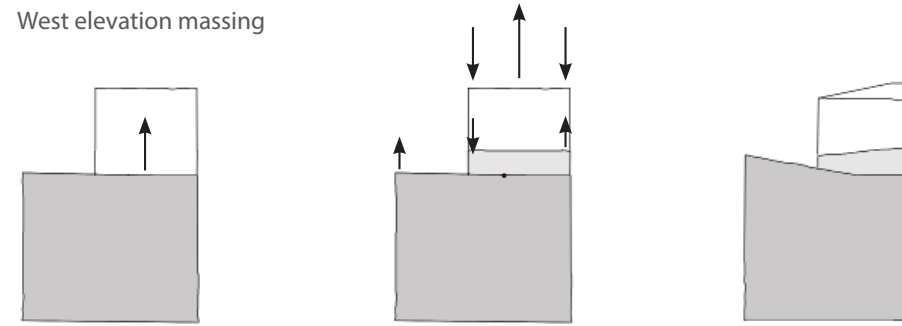


1. FOOTPRINT FORMED

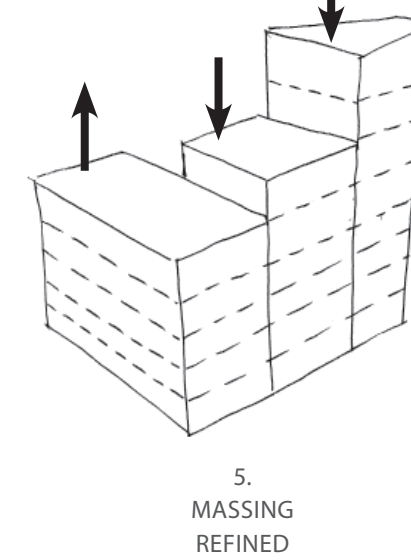
2. FOOTPRINT EXTRUDED

3. CORNER EXPRESSED

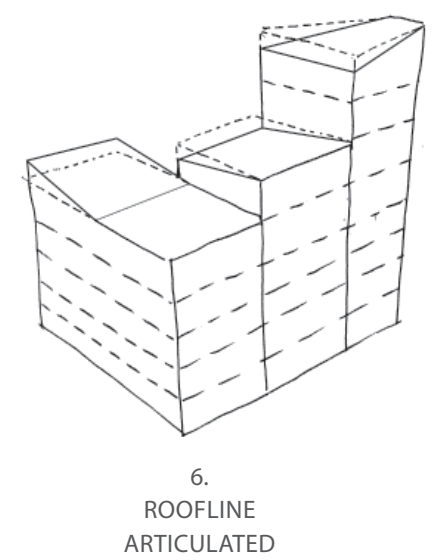
West elevation massing



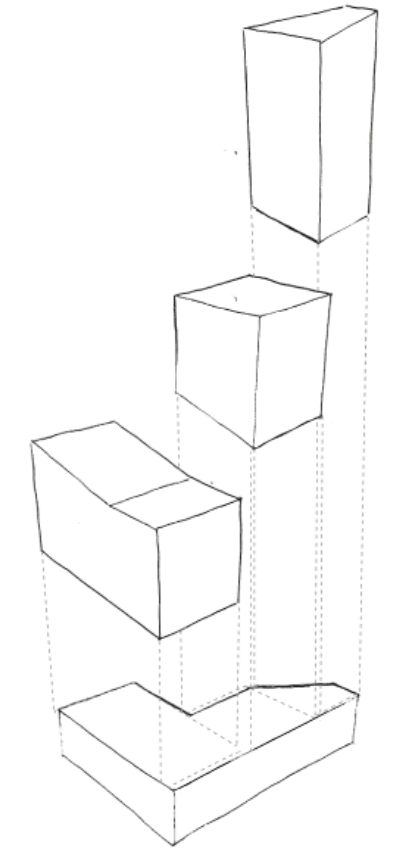
4. MASSING CONSIDERED



5. MASSING REFINED



6. ROOFLINE ARTICULATED



Vicars Road sketch development elevation

Block B2

Block C



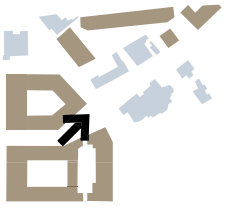
Vicars Road sketch development elevation

Block B2

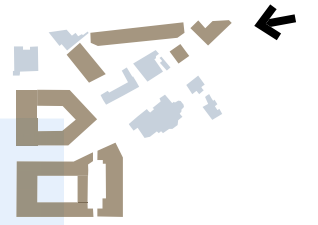
Block C



View from Grafton Road looking south-west

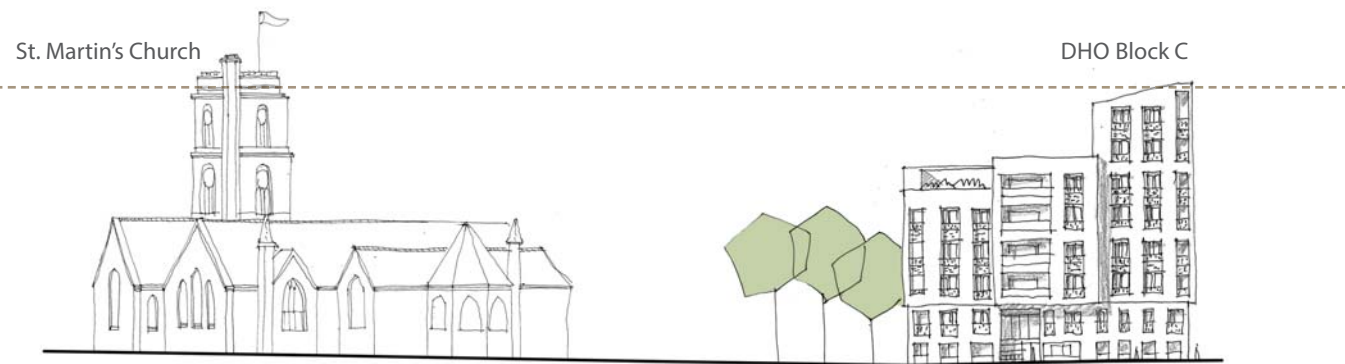
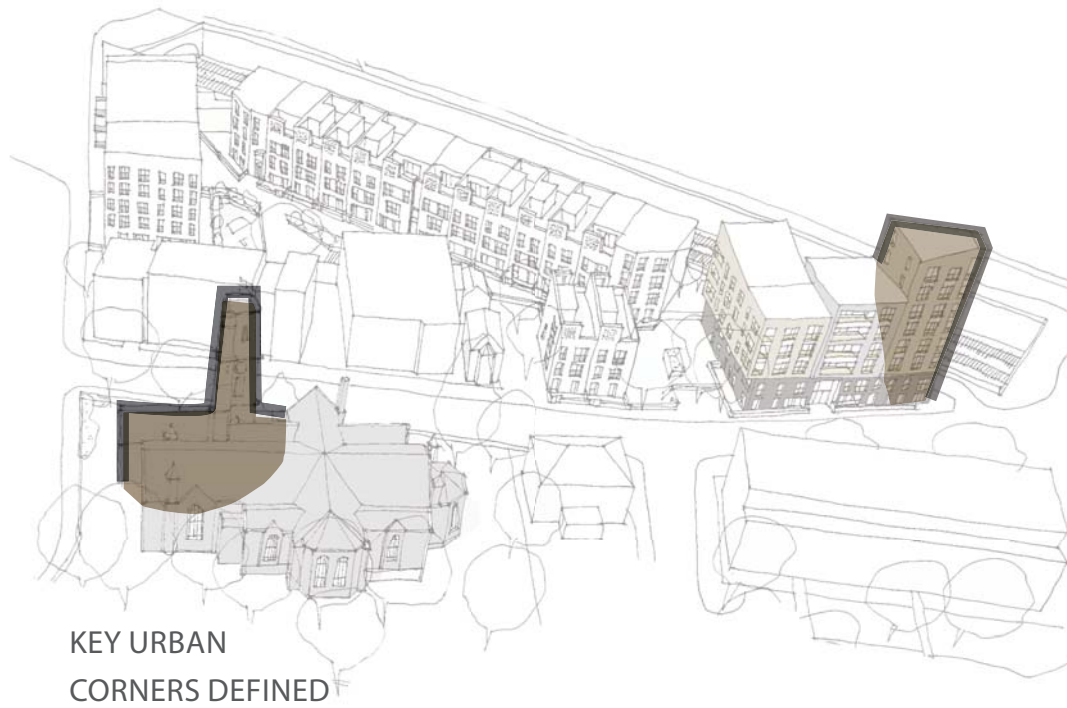


View east from Wellesley Road from BLR Site



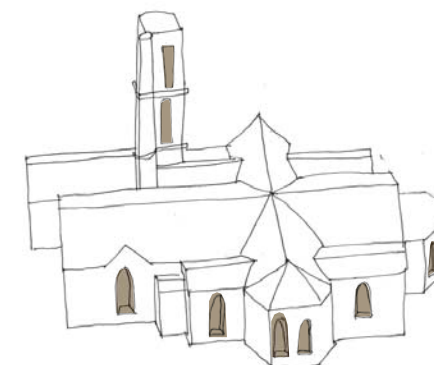
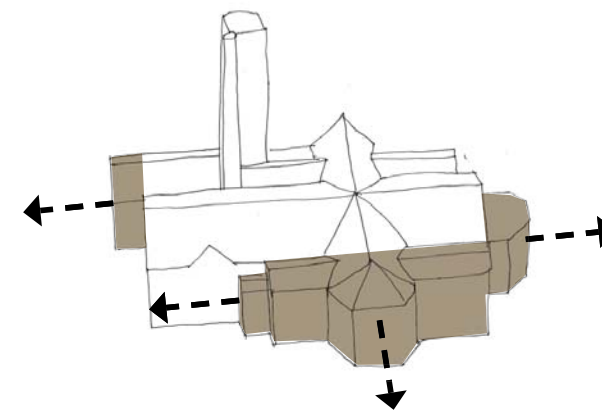
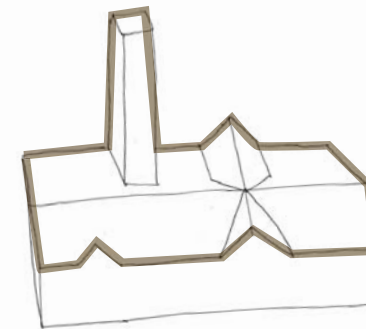
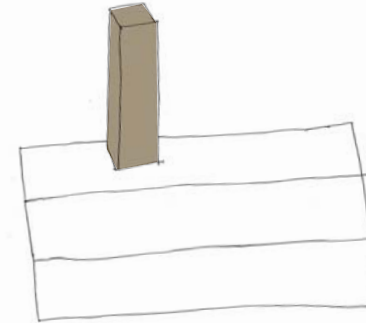
View North-west from Grafton Road

The tallest points of both buildings sit at opposite ends of the street creating the threshold to the new neighbourhood in Block C and reinforcing the church's position as the heart of the scheme.

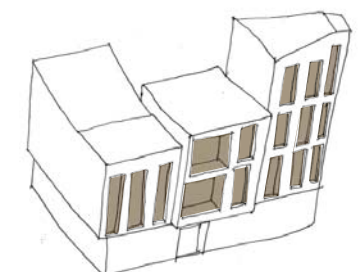
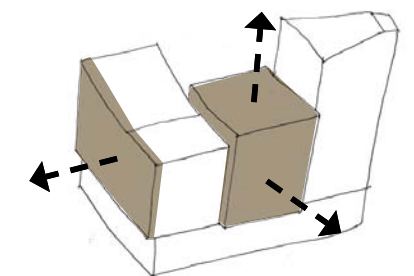
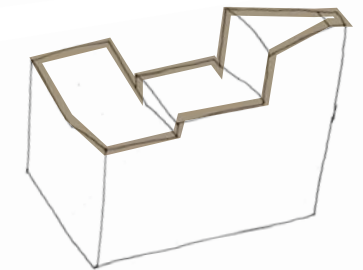
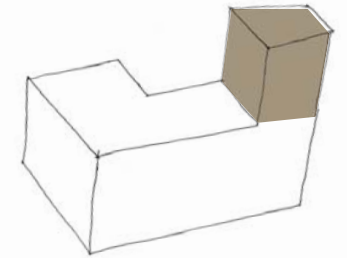
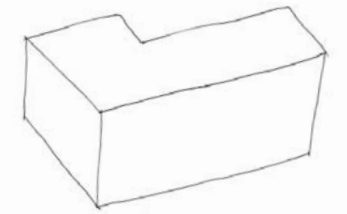


Indicative height comparison:  
This indicative sketch section reflects the fall in levels across the site and has been prepared on the basis of a more accurate survey of the height of St Martin's Church.

ST. MARTIN'S CHURCH



DHO BLOCK C



1. OBJECTS FORMED

2. HIGH POINTS EXPRESSED

3. BLOCK ARTICULATED

4. ELEMENTS PUSHED/ PULLED

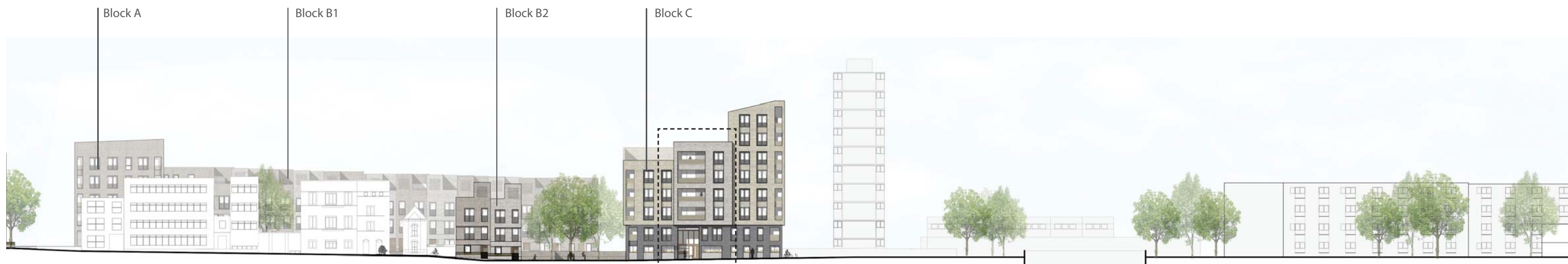
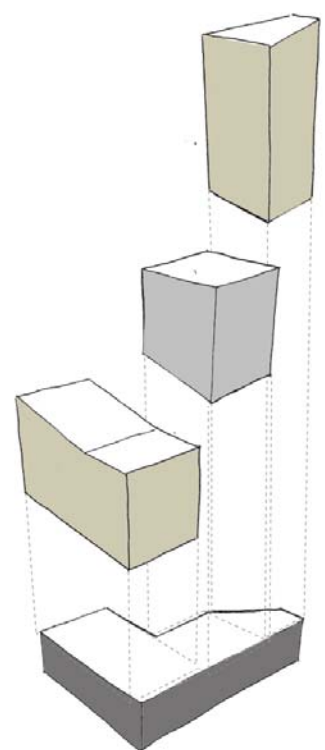
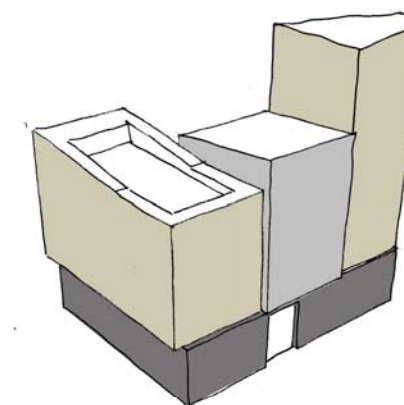
5. KEY OPENINGS CARVED

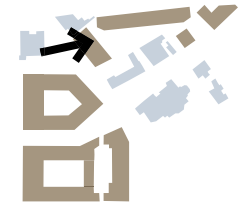
## 4.3 | FINISHED SCHEME DESIGN (NOVEMBER 2012)

The proposed materiality for this block is a product of its context and massing. The dark brick plinth at ground level defines the streetscape and expresses the double height entrance lobby.

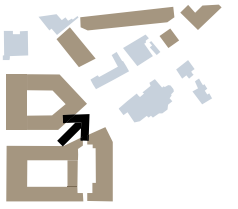
The darker brick at the base of the building shadows the height of the building above. The three sections provide a modern interpretation of the Church Tower, which has three sections, as does the former Church Hall (now the French School).

Interestingly the Church Tower was a taller structure when first built with pinnacles on the corners but these were damaged and had to be removed.



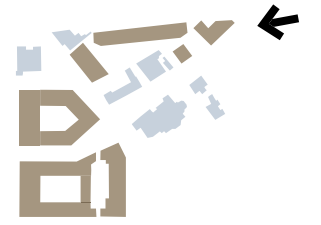


Proposed view from Bacton High Rise tower

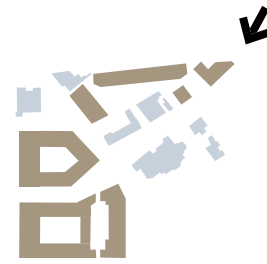


Proposed view east from Wellesley Road





Proposed view north-west from Grafton Road



Proposed view south-west from Grafton Road