



Iverson Rd. Open Space
Fencing Relocation
Design & Access Statement



Introduction

This application, submitted on behalf of LB Camden Parks, is for extension of a 1.8m high black steel railing along the front of the Iverson Road Open Space (NW6 2HH) and the provision of two additional gated entrances. These alterations form part of a renovation scheduled for later this year- primarily renewal oriented (replacing worn equipment and increasing the variety of play on offer) and hence deemed by the Green Space Development Department (referred to in this document as 'LBC Parks') to be permissible development.

A series of public engagements with local residents undertaken by Shape (landscape architects for the renovations) consistently elicited strong support for moving the railing forward along the entire park boundary. This is largely due to the existing open access to the verge being problematic (allowing late night anti-social behaviour, including fly tipping) and because coupling the railing relocation with a reduction in the size of the ballcourt significantly increases the amount of area for play within the park.

Design Development / Community Engagement

The current back of pavement railing runs for 33 of the park's 70 meter frontage; plans to extend it arose from Shape's conversations with residents and LBC Parks Maintenance.

Diagrams illustrating re-organisation of the frontage were developed by Shape and with LBC Parks' approval these were shown at the first public engagement day on 25th February, attended by over fifty people (a detailed report accompanies this application).

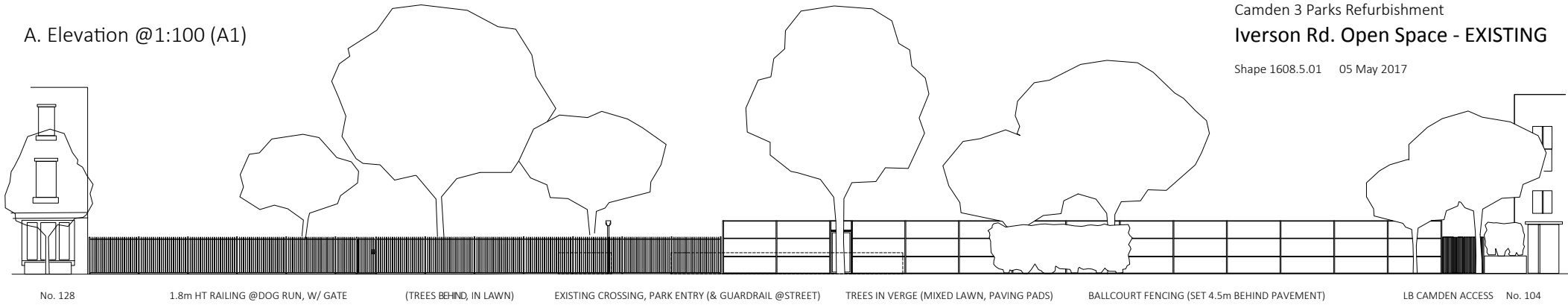
Reaction was positive; 15 people specifically liked the idea of extending the fence, compared to 3 objecting. Some reservations were expressed around the additional gates, with 4 of 16 people preferring fewer (mentioning a possible increased risk of young children running out onto the street). Widespread support for re-organisation of the park - particularly for moving the dog run away from the pavement and play area, and for providing a publicly accessible route with benches along its entire length - led LBC Parks to direct Shape to include the new gates in subsequent plan refinements.

Shape's revised plan (shown here) addresses safety concerns by placing play equipment as far back into the site as possible, and placing several benches- which adults typically use in supervising play - in the vicinity of the gate closest to the playground. The new gates would all be self closing, and inward opening so access onto the pavement is less direct. LBC Parks will also be working with Highways to relocate part of the existing guardrail (at the Belicia crossing adjacent the park's central access point) to the new playground entrance.

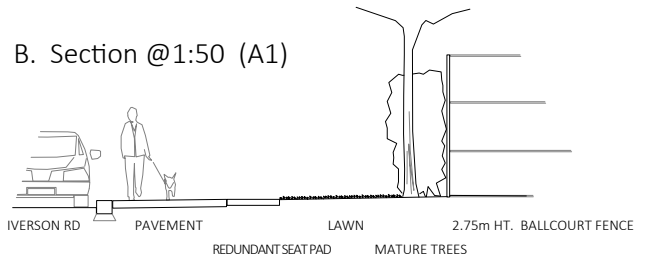
At the second public event on 26 April, there was again strong support for the proposed re-organisation; all 50 forms noted general approval. Gates were not specifically mentioned in questions regarding the young children's play area shown or the front of the ball court, but support for these areas was nearly unanimous (38 to 3, and 44 to 3, respectively).

The approach approved by local residents provides adults without children (as well as parents) the option of conveniently entering the park at one end and leaving by the other, without going through young children's play. Retaining the central gate keeps a third option available, which has a Belicia crossing directly adjacent.

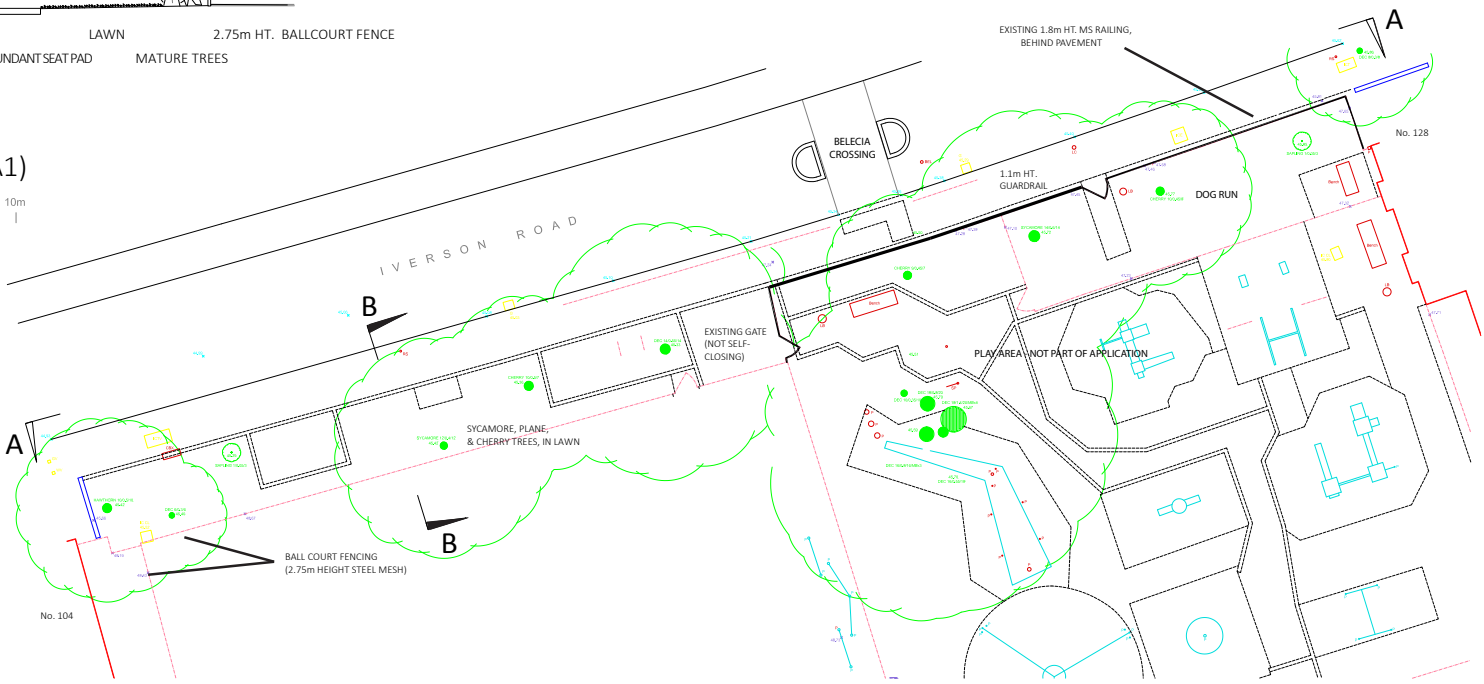
A. Elevation @1:100 (A1)



B. Section @1:50 (A1)



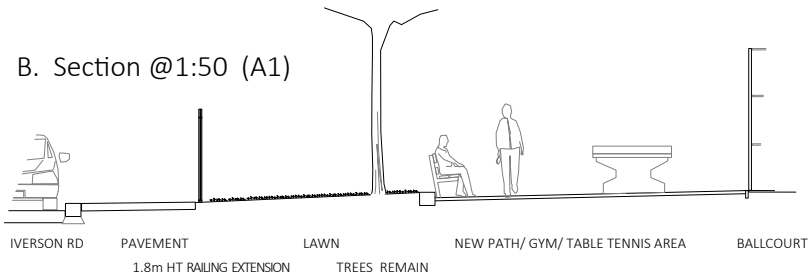
C. Plan @1:200 (A1)



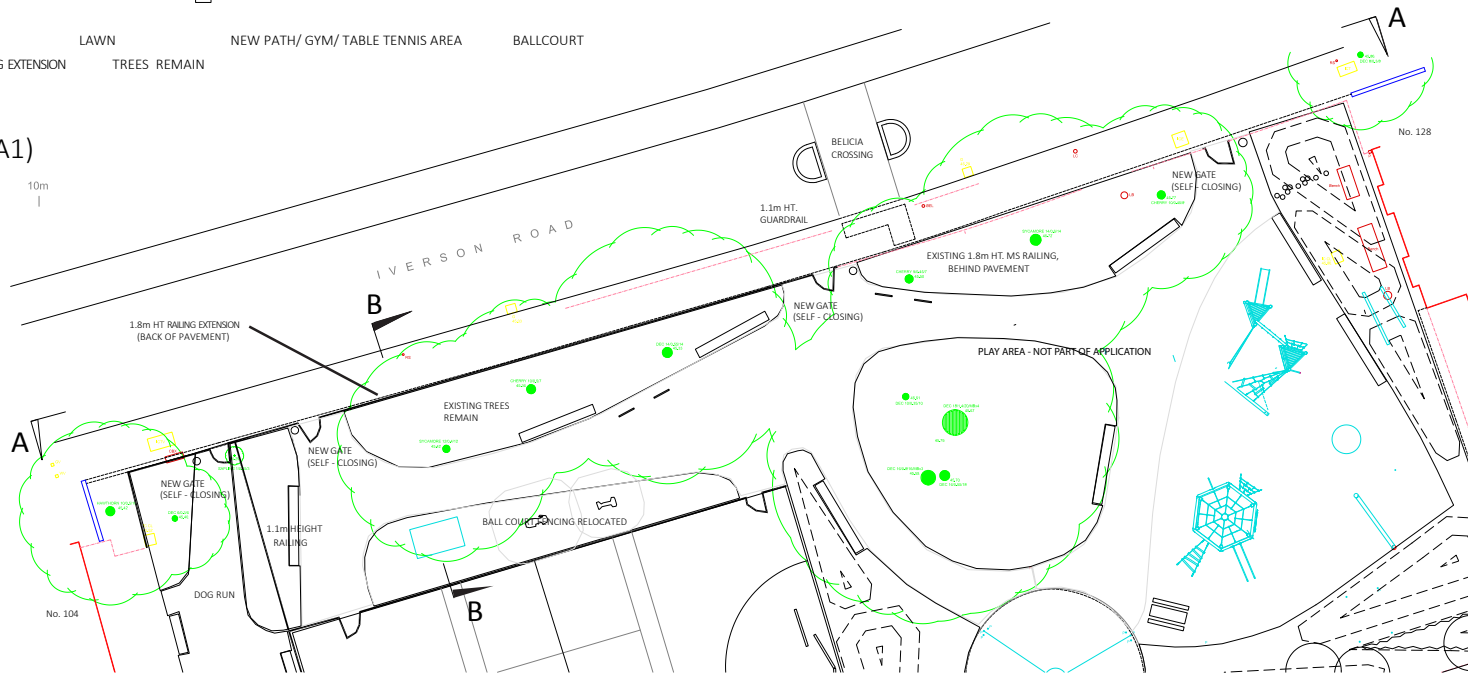
A. Elevation @1:100 (A1)



B. Section @1:50 (A1)



C. Plan @1:125 (A1)



Access / Safety Considerations

Traffic volume on Iverson Road is not high and vehicle speeds are generally moderate; speed humps are located 20m from either side of the park, and parking is allowed on both sides of the street so lane widths are narrow. The cover photo shows this, and as well the park's one entrance - at the park's mid point and adjacent a Belicia crossing. Parking restrictions here provide clear sight lines in both directions up the road but at 30+ meters from each corner, this access point is not convenient (or welcoming) for many play area users.

The central access point would be retained in the proposed renovation, but new gates are included so that access to the additional play proposed is more convenient. With a self closing mechanism. inward opening action, and several benches located near each gate, a reasonable level of safety is also provided as the likelihood of young children leaving the park unnoticed is minimised.

Discussions to be undertaken with Highways aim to relocate part of the central 1.1m high kerbise barrier to a point outside the second play area gate; this would add another layer of security.

Materials and Finishes

The existing railing is made of vertical round steel palings, 1.8m high and painted black, in panels fixed to slender square profile steel posts. Any railing extension would make use of more of this railing- currently around the rest of dog run; all reused material would be prepped and repainted 'Invisible Green' (very dark olive green, RAL 6014). A small number of new panels would be required, fabricated to match.

New gates will also match the railings, in form but not colour (to enhance visibility), with an integral closing mechanism; they would be lockable. Through the gate, 1.05m barrier-free clearance will be provided.

Management / Operations

As part of LBC Park's play area network, the boundary fence and gates will receive regular visual inspections by maintenance staff and a once-yearly ROSPA inspection.

The park is not locked. Hours of operation are 7.30am to dusk throughout the year; this information will be displayed on a signpost near the central entrance.

