
DESIGN AND ACCESS STATEMENT

11-12 INGESTRE ROAD, LONDON, NW5 1UX

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1.0 INTRODUCTION

1.1 THE PURPOSE OF THIS DOCUMENT

This Design and Access Statement has been prepared by Barton Willmore, with contributions from the design team, on behalf of Four Quarters (Ingestre Road) Ltd (the applicant) in support of a full planning application for the following development:

“Demolition of existing buildings and the erection of a six storey plus single storey basement building accommodating 50 Assisted Living residential apartments with associated communal and support facilities and ancillary cafe, salon and mini gym, together with external amenity spaces, car lift, basement parking, laundry, plant, CCTV, lighting, access, landscaping, infrastructure and other ancillary works.”

This document will explain the design principles and concepts that have been applied to the proposed development, and demonstrate the steps taken to appraise the context of the proposed development, and how the design of the development takes that context into account.

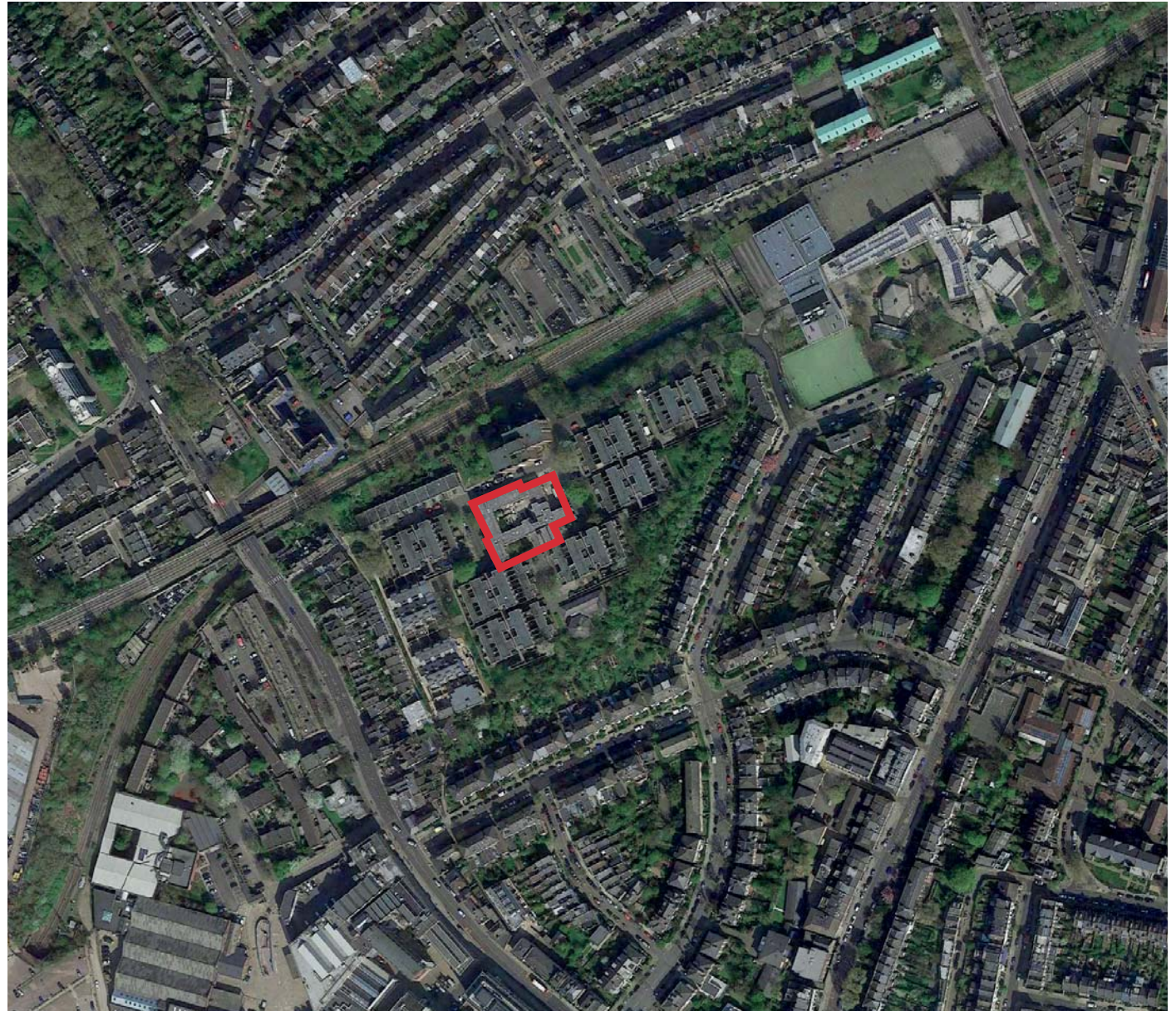
It will explain the applicant’s approach to access and how relevant Local Plan policies have been taken into account. The document will detail any consultation undertaken in relation to access issues, and how the outcome of this consultation has informed the proposed development.

Applicants must also explain how any specific issues which might affect access to the proposed development have been addressed.

This document is structured in the following way in order to meet the requirements set out above:

- In Section 2.0, we have set out our understanding of the context, assessing the site’s immediate and wider context in terms of physical characteristics.
- Section 3.0 outlines the relevant planning policy context.
- Outlined in Section 4.0 is the design evolution, which sets out the design constraints and opportunities, the conceptual approach and explores a number of design options. In this section we also summarise the community involvement, meetings and presentations we have organised and the formal response to the conceptual design, as well as changes made to the proposal, following formal pre application consultation with officers of Camden Council and the Design Review Panel in 2017 and 2018.
- Section 5.0 details the design response, which is the subject of this detailed planning application. Here we describe the scheme under the Layout, Use, Amount, Scale and Appearance sub-headings suggested in DCGL Circular and sets out some of the technical strategies of specific aspects of the design.
- Section 6.0 includes details of the landscape proposals.
- Section 7.0 sets out the accessibility aspects of the design.
- Section 8.0 provides summaries of key technical considerations.

A suite of application documents support the application and this document should be read in conjunction with these reports.



1.2 THE OPPORTUNITY

The redevelopment of the former care home at 11-12 Ingestre Road presents an excellent opportunity for the creation of an assisted living facility to serve the needs of an ageing population.

The site's location in the centre of the Ingestre Road Estate provides an opportunity to enhance and enrich the estate through improved public realm and a sensitively designed building which responds to the unique constraints and opportunities.



1.3 SUMMARY OF PROPOSALS

The development involves:

Demolition of the existing buildings and the erection of a six storey plus single storey basement building accommodating 50 Assisted Living residential units with ancillary communal and support facilities, together with access, parking, plant, landscaping, infrastructure and other associated works.

1.4 THE PROFESSIONAL TEAM

THE FOLLOWING REPRESENTS THE PROFESSIONAL TEAM INVOLVED IN THE PLANNING APPLICATION FOR THE SITE:

Architect	Barton Willmore
Landscape Architect	Barton Willmore
Town Planning	Barton Willmore
Structural Engineer	Symmetrys
Quantity Surveyor	Bonfield Ltd
Agent	Savills
M&E Consultant	Mckee Associates
Sustainability Consultant	Create Consulting Engineers Ltd
Arboricultural Consultant	SJA Trees
Political & Community Engagement	Thorncliffe
Assisted Living Consultant	Extra Care Solutions Ltd
Highways	Create Consulting Engineers Ltd
Transport	Create Consulting Engineers Ltd
Sunlight/Daylight	Gordon Ingram Associates
Fire Consultant	International Fire Consultants Ltd.
Wind Consultant	RWDI
Drainage Consultant	Create Consulting Engineers Ltd
Model Makers	Unit 22 Modelmakers



1.5 ASSISTED LIVING CONCEPT

As explained within the accompanying application documents, the national issue of a critical need to provide accommodation for older people is well documented and recognised, with the National Planning Practice Guidance recognising that the need to provide housing for older people is critical, and the way in which evidence that development proposals for accessible and manageable homes specifically for older people will free up under-occupied local housing for other population groups is likely to demonstrate a market need that supports the approval of such homes. (Paragraph 021 Reference ID: 2a-021-20160401).

At a strategic level the Mayor of London has identified in the London Plan that the increasingly ageing population means that over the period 2015 – 2025 older Londoners may require 3,600 to 4,200 new specialist units per annum, which for Camden translates to a requirement for 100 specialist housing units for older people per annum (of which 65% of the need is for homes for private sale units, 20% is for homes for intermediate sale and 15% for affordable rent) (Annex Five Table A5.1). At a local level, the Camden Local Plan further recognises that one of the key challenges the Borough faces is its rapidly growing older population, given the number of people aged over 75 is expected to increase from just over 11,000 to just over 16,000 during the Plan period. A Care Needs Assessment submitted in support of the application has also established that there is a notable absence of extra care (Assisted Living) sheltered housing for leasehold, such as that proposed by this development.

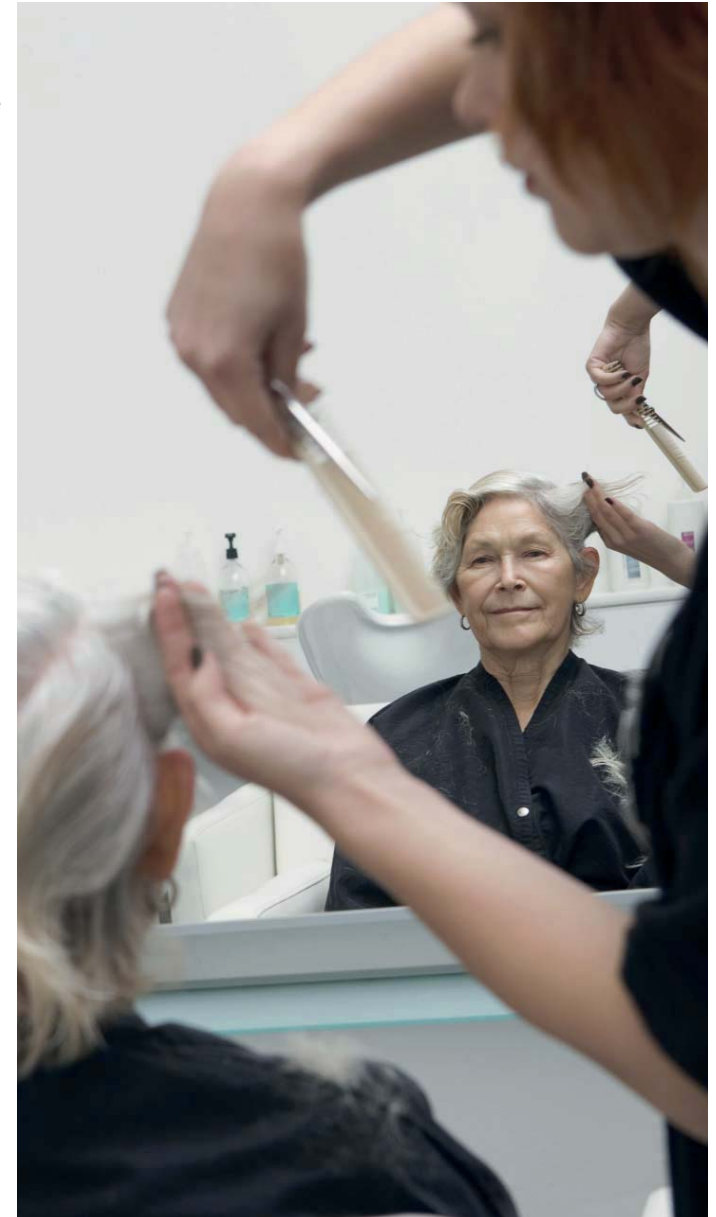
The Joseph Rowntree Foundation has also found that there is limited choice for older people who want to move to both specialist and alternative mainstream housing, in terms of tenure, location, size, affordability, and type of care or support. In addition, although circa 76% of older households are owner-occupiers only 23% of specialist housing for older people is available to purchase. Research has found that older people enjoy the independence and security provided by ownership, which is also perceived as a hedge against future rises in rents and costs. They are also reluctant to move into rented accommodation or residential care because they do not want to erode their capital. (J Pannell, H Aldridge and P Kenway (2012) 'Older People's Housing: Choice, quality of life, and under occupation', Joseph Rowntree Foundation).

The Assisted Living concept entails the delivery of housing specifically designed with the needs of older people in mind, with varying levels of care and support available on site, and sold on a long-leasehold basis. Assisted Living developments enable residents to retain a degree of independence for a longer period of time, while also provide them with the ability to own their properties on a leasehold basis, which is particularly attractive to older owner-occupiers who value financial independence. Assisted Living developments therefore enable an alternative choice to be made to moving to a Care Home, which is often a choice that is made as a last resort, most frequently following an event occurring, such as fall or deterioration of health. Assisted Living development also encourage, through the delivery of an increased level of housing designed specifically to meet the needs of an ageing population, for older residents living in larger, family-sized homes to 'right size' into more appropriate accommodation which will provide a greater degree of consideration for their immediate and changing future needs, whilst still retaining their independence. This is particularly relevant for Camden, as demographic evidence provided within the Care Needs Assessment has highlighted particularly high local levels of under-occupancy of larger homes in the Study Area.

The residents of this development will have their own self-contained homes with their own front doors, but with care support close at hand and on call if help is needed anytime day or night. A range of additional services and facilities will be available, affording the opportunity for social interaction as desired. It is anticipated that most of the Assisted Living apartments will initially be occupied by couples or individuals who are at a stage of their lives where they are starting to require care before they become too elderly and infirm to cope with moving to a new house. Prospective occupants of the Assisted Living units are therefore likely to be at least 55 years old, although it is anticipated that most residents will be more than 75 years old.

Future residents will also be in need of an element of care, and care needs may be driven by medical conditions brought on by the onset of old age or because of an accident or fall meaning a degree of supervision and assistance is required to help with daily life. A 'care menu' will be available to residents to provide additional bespoke care services tailored specifically to an individual's needs. These services can be adjusted throughout an individual's occupancy, with the option of top up fees being payable to the domiciliary care agent either as part of the annualised charge or on a pay as you go basis. Residents will be informed from the outset that as their care needs change over time, the associated service charge will also vary.

The development has been designed to be a community that will operate as a single planning unit. Given the proposed restrictions requiring the future occupiers of the development to be aged 55 and over and in need of a minimum level of care, it is often considered that proposals such as this fall within a C2 Use Class (residential institution). However, we have been advised by Camden that it considers the Use Class to fall within a C3 (dwelling houses), as each Assisted Living apartment will be self-contained with its own front door.



Communal Facilities

Whilst each Assisted Living unit would be self-contained, each would operate as a component within a managed whole - no part of which can be functionally or physically separated from any other. The 50 assisted living units would all be co-dependent on the communal facilities and management arrangements.

Residents will benefit from full access to a range of communal facilities that have been selected and designed to support all mobility and need requirements. These facilities will also assist in creating a community spirit through opportunities for active and passive social interaction. The range of on-site care and treatment facilities will mean that there will be a larger proportion of communal / shared facilities in comparison to other conventional older persons' accommodation. The shared facilities will include:

- A range of nursing, personal and domestic care services. These services will be available 24 hours a day, 7 days a week. Nursing and care will be provided by an on-site team coordinated by the end operator;
- Landscaped areas and courtyard space, a communal bar and lounge area and a hobby and craft room; to foster a sense of social inclusion, enabling the opportunity for parties or gatherings and for general relaxation. Communal activities with formal and informal support from on-site and visiting staff, including fitness advice and coaching, guest lecturers, social events including theatre;
- A cafeteria (8am to 6pm Mon-Saturday, Sundays and Bank Holidays 11am to 4pm) will provide hot food and refreshments, which will be open to the public;
- A mini-gym, for use by residents to cater for the wider health and well-being aspects of life for those wishing to maintain a higher degree of activity. Opening hours will be 24/7 for residents via controlled access. A discounted membership rate will be offered to residents of the wider community who are over the age of 55 with access to these facilities available between 11am to 4pm, 7 days a week;
- On-site hairdressing and beauty treatment facility (10am to 7pm Monday to Saturday, closed Sundays and Bank Holidays), again for the use of residents and public alike;
- Parking facilities include eight Disabled Blue Badge spaces. Two concierge spaces for electric vehicles owned by the management company will also be provided, with residents afforded access to the electric cars on a booking basis for shopping/ medical appointments, to assist residents in the transition from no longer having access to their own private vehicle. Cycle and scooter charging spaces are also provided for the residents;
- Residential medical care consultation rooms;
- Staff and laundry facilities; and Guest suites, similar to hotel rooms, will be available for visiting friends and relatives.



Ownership and Management Structure

As mentioned above, the Assisted Living units would be sold on a long-leasehold basis, with the whole development managed on behalf of the freeholder by a management company. A service charge would be payable to the management company. The freeholder would also be obliged through the lease to provide certain on-site care services and facilities to all residents. The independence offered by the Assisted Living model means that in the event that one member of a couple passes on, the remaining partner will have the opportunity to continue to reside in the same extra care unit that they were originally housed in without the stress and upheaval created by a further move or a diminution in their quality of life.

The extra care units and associated facilities will be built and sold by Four Quarters (Ingestre Road) Limited, who will retain the freehold ownership of the building.

A Domiciliary Care Agent will be selected to provide Regulated Activities for all residents in full accordance with Care Quality Commission regulations, and who will employ suitably qualified, competent and experienced staff to enable them to meet all regulatory requirements.

The Domiciliary Care Agent will be contracted by the freeholder to provide 24 hour nursing care on site, and will oversee the running of the ancillary services and facilities included on site. The Domiciliary Care Agent charge will be invested into the care services provided on site and will be in addition to the building management service charge. When the residents require more care this will be provided by the domiciliary care charge adjusted accordingly.

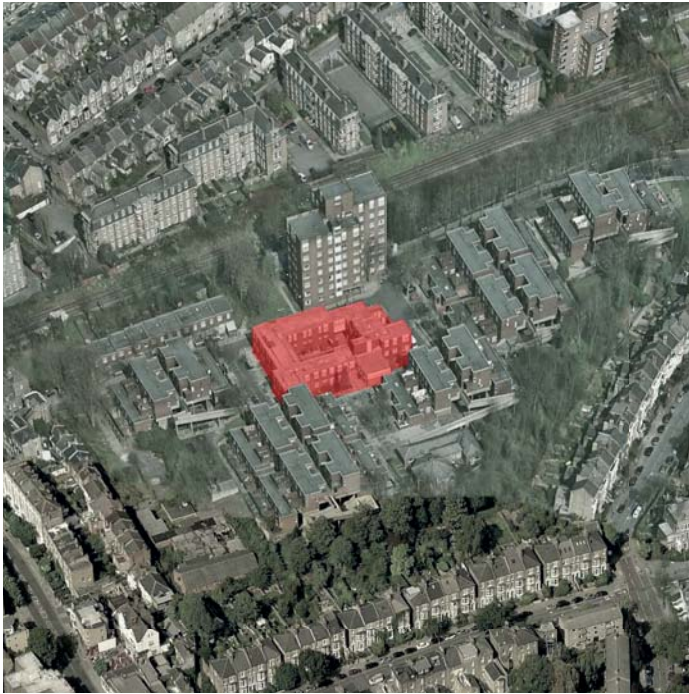


2.0 CONTEXT

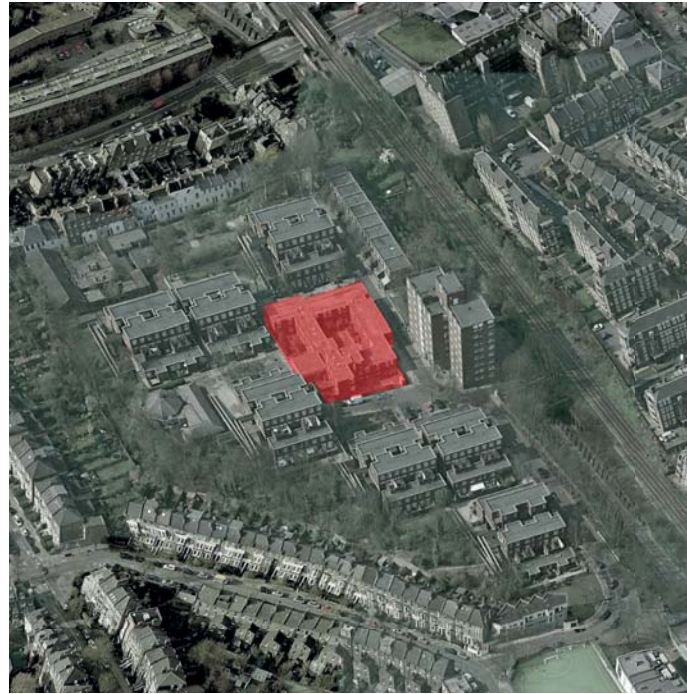
2.1 INTRODUCTION

This section analyses the existing character and setting of the area within which the proposed scheme will sit. It studies the natural and human history, the forms of settlement, buildings and spaces, as well as its location and the routes that pass through it.

A comprehensive appreciation of the overall site context is the starting point for designing a successful and distinctive place.



Aerial view from South



Aerial view from East



Aerial view from West

2.2 SITE LOCATION & CONTEXT

The site is approximately 0.18 hectares (ha) in area, centred on Ordnance Survey (OS) Grid Reference TQ 28804 85760. The site currently comprises of a redundant old peoples home which closed in 2013. The site is in the middle of Ingestre Road Estate which was designed by John Green and built between 1969 and 1971.

Ingestre Road is in the London Borough of Camden and is situated north of Kentish Town and centrally between the North London Line Station Gospel Oak (to the west) and London Underground station Tufnell Park (to the east).

The nearest district centre is Kentish, which is a 15-minute walk from the site. However, there are several amenities located on the nearby Highgate Road including a Post Office, doctor's surgery, pharmacy, convenience store and in the vicinity of Tufnell Park underground station.

Access to the site can either be from the west off Highgate Road (via Little Green Street) or from the east from Ingestre Road off Burghley Road.

Little Green Street is a narrow single carriageway road flanked with Victorian dwellings to both sides. Vehicular access from Little Green Street into the Ingestre Road Estate is restricted to emergency vehicles only. The main vehicular access into the estate is via Ingestre Road from Burghley Road. Pedestrian access is via these routes too.

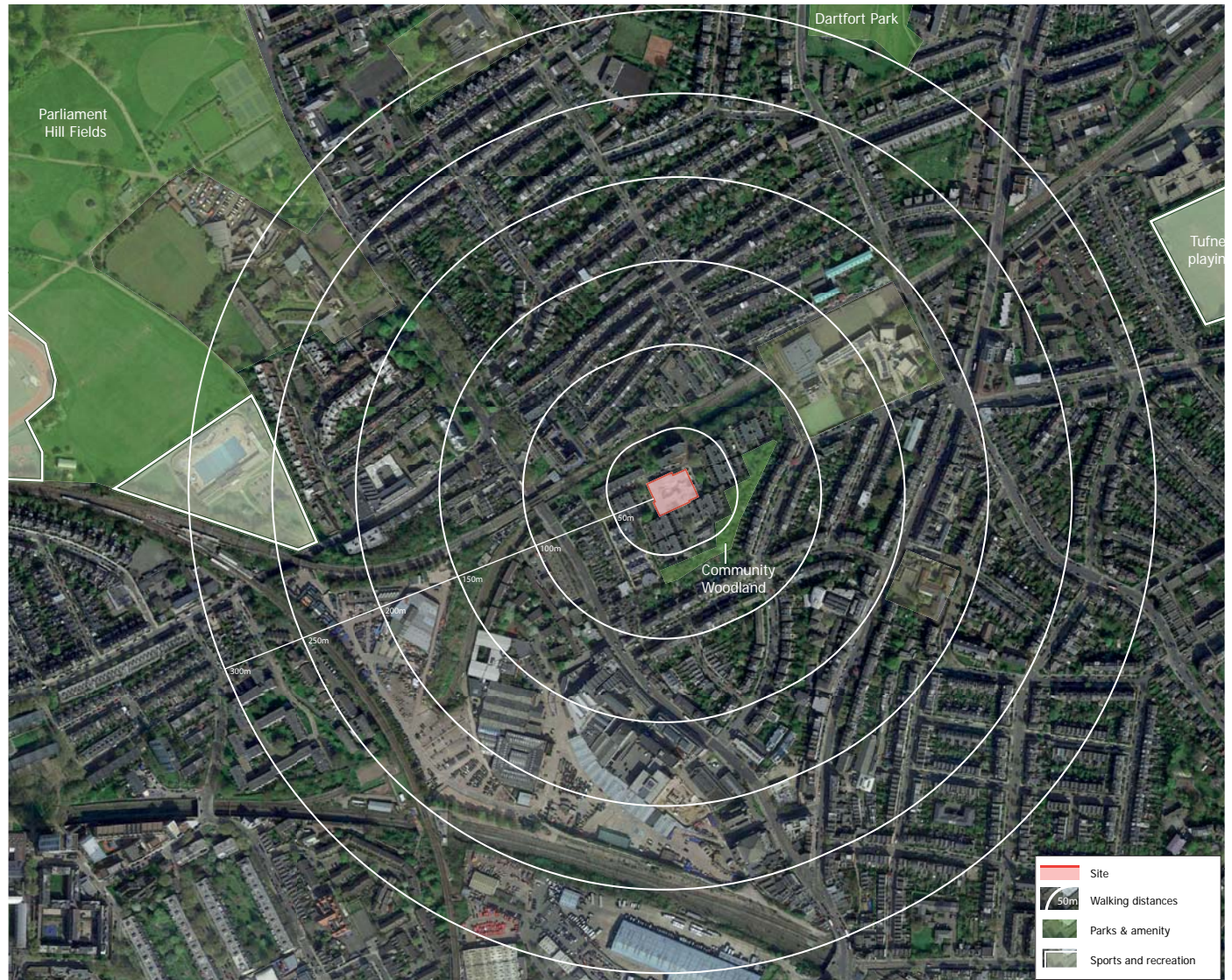
The surrounding Ingestre Road Estate is predominantly residential development from the mid twentieth century. The Community Centre is located in the south-east corner of the site and a nursery providing child care for children aged 2 – 8 years old (The Spanish Nursery and Children's Centre for Culture and Language) operates from it. The Community Centre is situated on an upper level with pedestrian access to the building.

The residential estate is comprised of a variety of flat roofed buildings which typically range from one to four storeys. The building opposite the site is Grangemill which includes eight storeys of residential accommodation. Grangemill is located on the northern boundary of the estate, backing onto the North London Line viaduct.

Ingestre Road Estate is planned around multiple ground levels connected with pedestrian routes via ramps and steps. This creates an undercroft for vehicle routes with resident's garages located off this.

The proposed site comprises of a part two-storey, part three-storey purpose built elderly persons' home on the south side of Ingestre Road. The property consists of four wings arranged around a central courtyard.

The existing property is redundant and of no architectural merit and represents an excellent opportunity for comprehensive redevelopment with the potential to deliver significant social, economic and environmental benefits to the area.



2.3 CAMDEN CHARACTER STUDY

The Camden Character Study (2015) considers the effect that Topography, Historical Development, Urban Morphology, Views, Land Use, Green Space, Movement and Population has on the character of neighbourhoods. As a result, a number of landscape typologies have been identified with the Borough sub-divided into 15 broad neighbourhoods.

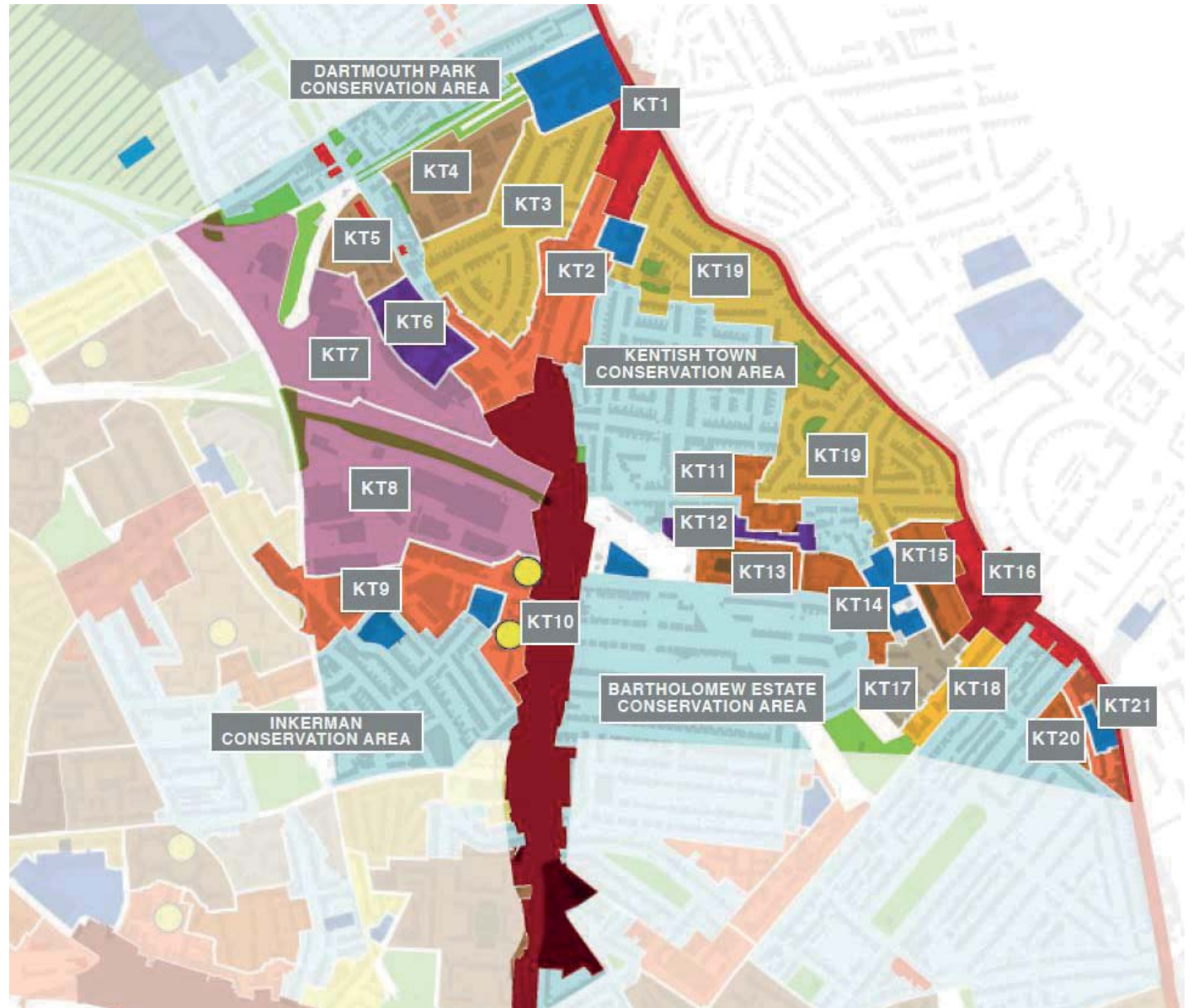
The Site is located within 5.10: Kentish Town/Tufnell Park, an area that has a prevailing Victorian character of connected residential streets lined by terraces of Victorian properties. Although later development brings different building forms and scales, with the area to the west of Highgate Road/Kentish Town Road stated as being less consistent in character and lacking robustness. Camden Character Study identifies that where these later building forms are located, there is an opportunity to enhance their setting through public realm interventions.

The Character Study identifies that there are several opportunities to intensify or reconfigure existing housing estates that are poorly integrated into the Victorian character of Kentish Town/Tufnell Park.

The Site sits within Character Area KT4: Ingestre Road Estate, and is identified as being consistent with the typology of Post-War Estates – Low Rise, but also bears a strong relationship to the adjacent Education typology. The Camden Character Study identifies that KT4 mainly comprises a post war residential estate of distinctive design that is predominantly 2-3 storey low rise blocks, with one eight storey block. The eight storey block is not identified as a tall building within the document and as such, is considered to relate to the adjacent townscape context without being highly visible from beyond its immediate surroundings. The estate is considered to have unconventional streets that lack frontage and are poorly integrated into the wider area with excessive and unattractive paved areas.

Character Area KT4: Ingestre Road Estate, is stated to have a Medium opportunity for improvements with the potential to for infill development. The Character Study also states that where re-development of the post-war housing takes place, it should seek to retain the simplicity of forms and design while improving upon the failure of existing development to respond to the surrounding context.

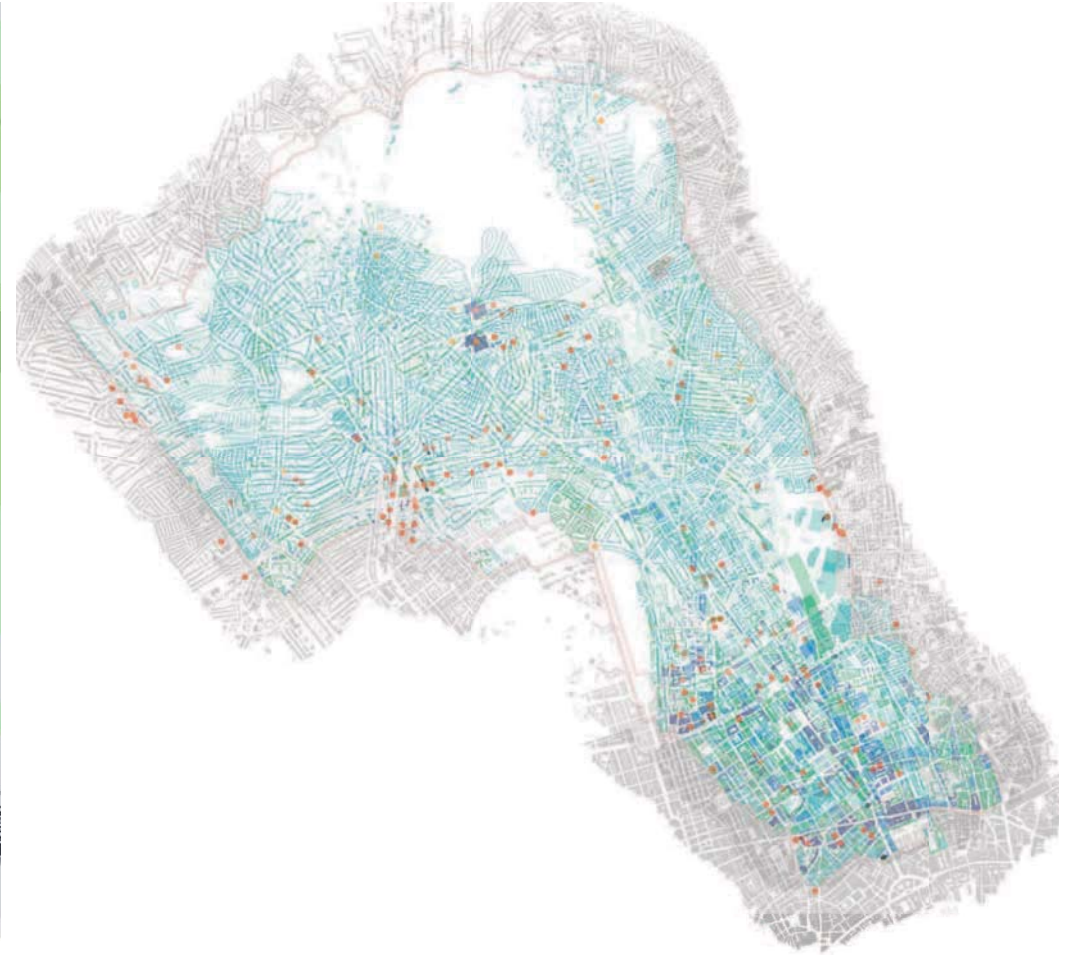
Please refer to the full 'Landscape, Townscape and Visual Impact Assessment' for more information.



Kentish Town / Tufnell Park Character Areas (Identified in Camden Character study 2015)



Topography (Map from Camden Character study 2015)



Building Heights with areas for change and view corridors overlaid (Map from Camden Character study 2015)

2.4 ROUTES & ACCESS TO SITE

BUSES

The nearest bus stops on Highgate Road and Dartmouth Park Hill are within easy walking distance from the site. The bus routes with stops within 5 minutes' walk from the site includes: 4, 134, 214, 390, C2, C11, N20.

RAIL - NATIONAL RAIL

Three of the fourteen central London's railway terminals are in the Borough; Euston, St. Pancras International and Kings Cross are the London termini for the West Coast, Midland and East Coast Main Lines and High Speed 1. This connects the borough with the East of England, East Midlands, West Midlands, North East & West England, North Wales, Scotland, South East England, Northern France, and Brussels.

St Pancras International became the new terminus of Eurostar, a major regeneration of the area has occurred with the King's Cross Central development happening behind the station.

RAIL - LONDON OVERGROUND NETWORK

London Overground's North London Line services run through the borough serving Camden Road, Kentish Town West, Gospel Oak, Hampstead Heath, Finchley Road & Frognal and West Hampstead. London Overground also operates the Watford DC Line services from Euston serving South Hampstead, trains continue to Watford in Hertfordshire.

First Capital Connect Thameslink route services serve St Pancras, Kentish Town, and West Hampstead Thameslink stations.

RAIL - UNDERGROUND

London Underground services are provided by the Circle, Central, Hammersmith & City, Jubilee, Metropolitan, Northern, Piccadilly and Victoria lines, all serve King's Cross St. Pancras.

Other stations in the borough – Euston, Euston Square, Warren Street, Goodge Street, Tottenham Court Road Station, Holborn, Russell Square, Chancery Lane, Mornington Crescent, Camden Town, Chalk Farm, Belsize Park, Hampstead, West Hampstead, Finchley Road, Swiss Cottage and Kentish Town are located around the borough.



Kentish Town Road Looking North to Highgate Road



Little Green Street



Tufnell Park Underground Station

KEY

- Site
- Local parks
- Local high street
- Main roads
- Train lines



2.5 ACCESS AND MOVEMENT

The public transport accessibility level (PTAL) is a method used to assess the access level of geographical areas to public transport.

The WebCAT planning tool calculates the PTAL of the site as 3.

However the applicant has commissioned Create Consulting transport consultants to review this calculation. Create has found this PTAL calculation to be incorrect and provided below is Create Consulting's calculation for the PTAL of the site using the methodology provided in TfL 'Assessing transport connectivity in London' guidance.

Using the same calculation parameters TfL use as outlined below:

Day of Week: M-F

Time Period: AM Peak

Walk Speed: 4.8 kph

Bus Node Max Walk Access Time (mins): 8

Bus Reliability Factor: 2.0

LU Station Max Walk Access Time (mins): 12

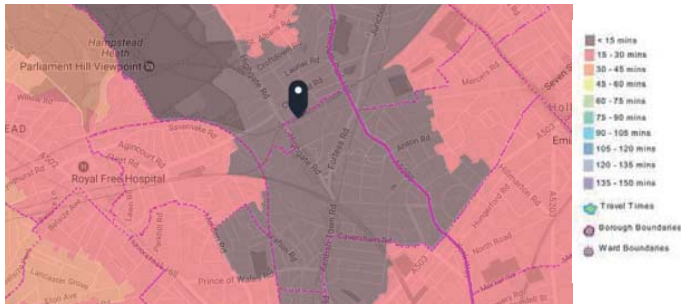
LU Reliability Factor: 0.75

National Rail Station Max Walk Access Time (mins): 12

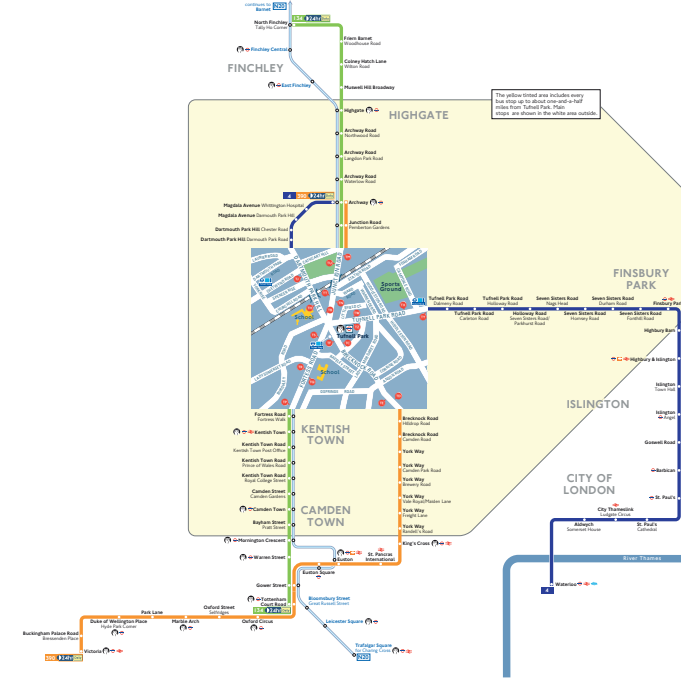
National Rail Reliability Factor: 0.75

The independent PTAL calculation adjusted to allow for pedestrian movement from the Site to Highgate Road via Little Green Street has resulted in an Access Index (AI) = 27.07

This AI value means the site achieves the second highest PTAL Rating of 6a, which confirms the site has excellent access to public transport.



Buses from Tufnell Park



Route finder

Bus route	Towards	Bus stops
24	Archway	●●●●●
154	North Finchley	●●●●●
300	Tottenham Court Road	●●●●●
24H	Archway	●●●●●
	Victoria	●●●●●

Night buses

Bus route	Towards	Bus stops
N20	Barnet	●●●●●
	Trafalgar Square	●●●●●

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Information correct from 17 June 2017

Route finder

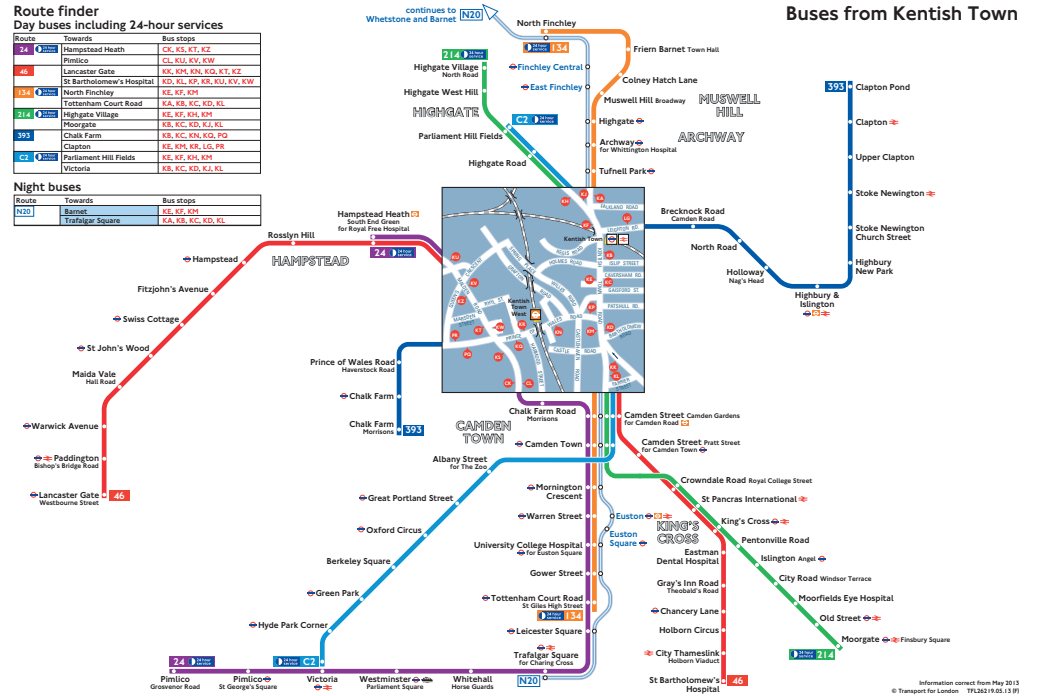
Day buses including 24-hour services

Route	Towards	Bus stops
24	Hampstead Heath	CK, KS, K1, K2
46	Pimlico	CL, KU, KV, KW
154	St Bartholomew's Hospital	KK, KM, KN, KO, K1, K2
154	North Finchley	KD, KL, KP, KS, KU, KV, KW
214	Tottenham Court Road	KA, KB, KC, KD, KE
214	Highgate Village	KE, KF, KG, KH
393	Moorgate	KB, KC, KN, KO, PQ
	Chalk Farm	KE, KF, KH, KH
	Clapton	KE, KH, KB, LG, PR
C2	Parliament Hill Fields	KE, KF, KH, KH
	Victoria	KB, KC, KO, K1, KL

Night buses

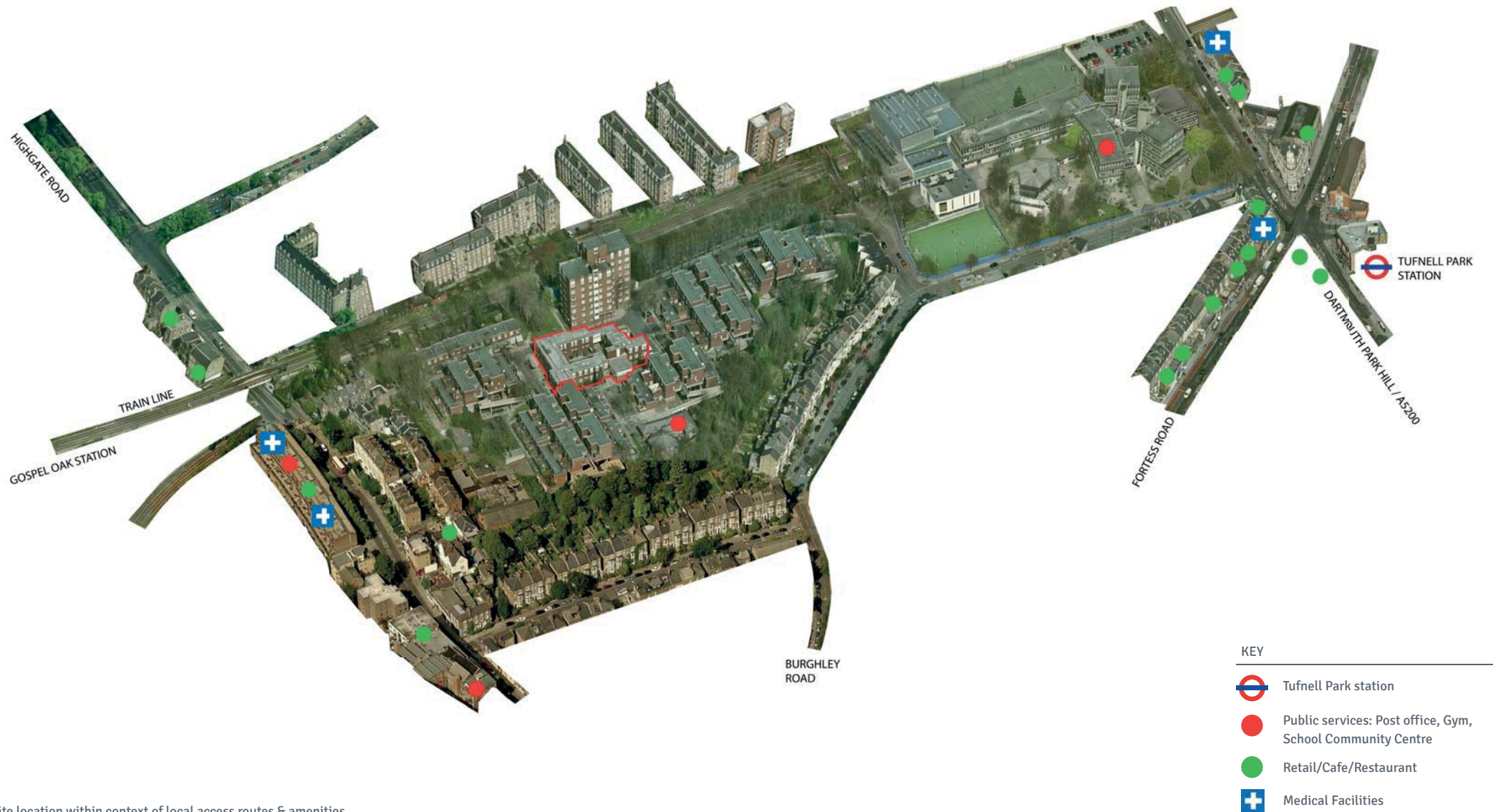
Route	Towards	Bus stops
N20	Barnet	KE, KF, KH
	Trafalgar Square	KA, KB, KC, KD, KE

Buses from Kentish Town



Information correct from May 2013
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2.6 LOCAL AMENITIES

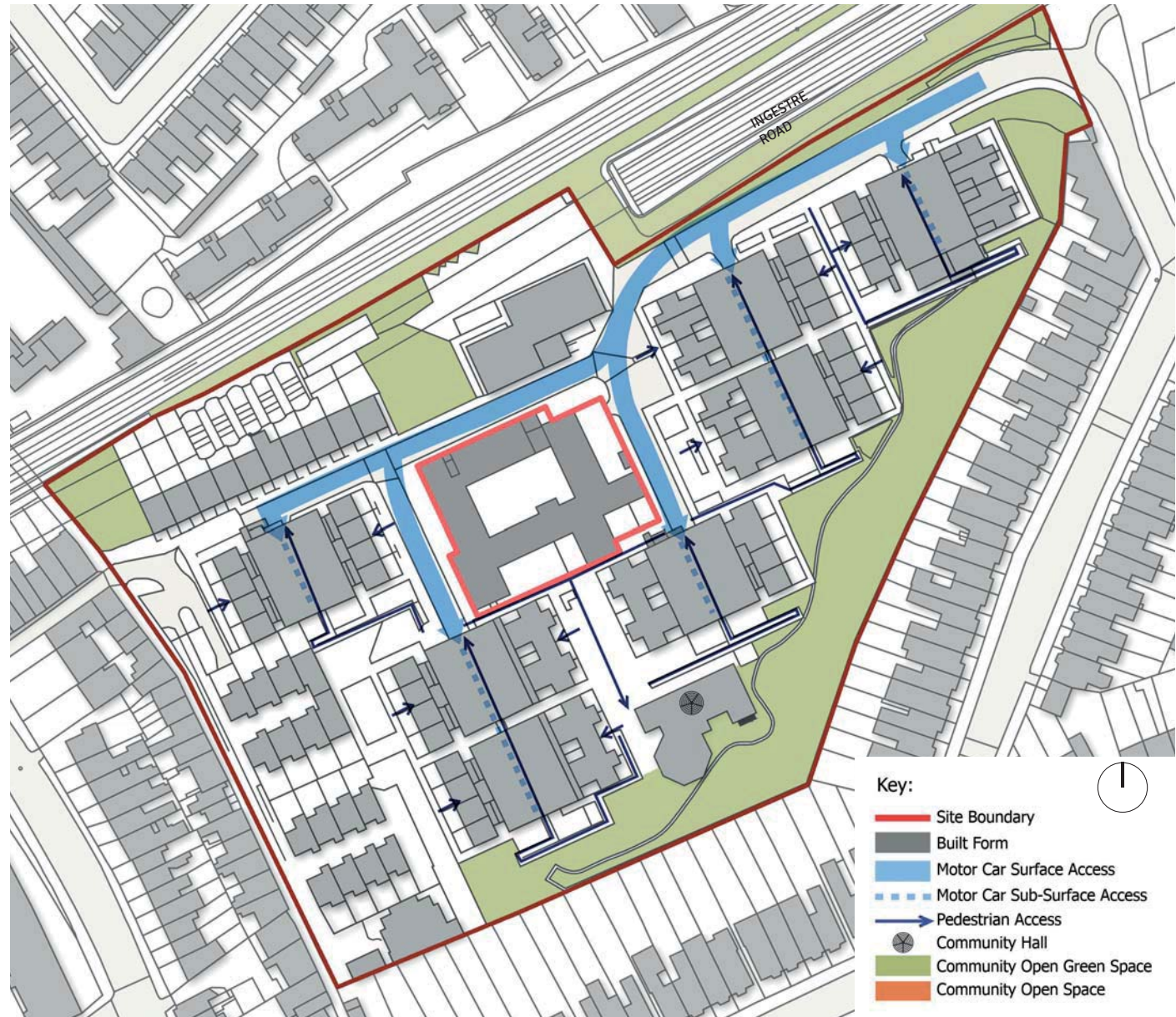


Site location within context of local access routes & amenities

2.7 EXISTING CONTEXT

The site is in the middle of Ingestre Road Estate which was built between 1969 and 1971 and marks an interesting period of architecture for Camden when in 1965 the new local council channelled a generous housing budget into high quality social housing projects, overseen by borough architect Sydney Cook.

The configuration of these estates, particularly Ingestre Road, was based on a layout with its roots influenced by the Radburn Design and the integration of the motor car in terms of movement and parking. The distinctive urban form comprised a regular grid network of terrace housing with small open greens. The block structure followed front to front with open green spaces and pedestrian access segregated from the motor car with back to back for vehicular access and detached garages. For Ingestre Road Estate, the terraces were raised and the motor car movement and parking located at ground level with the pedestrian movement on a raised podium. Residence are accessed off the raised podium through small private terraces which have replaced the traditional front garden. The rear gardens have been omitted altogether. The main open green space has been replaced with a podium level public paved area that leads to the community hall. The area is harsh and lacks the visual softness of soft landscaping.



2.8 URBAN ANALYSIS

URBAN FORM

Regular grid network of terrace duplex housing with small front patios with front to front accommodation configuration. Block structure follows front to front with pedestrian access alleys reached by long visually dominating concrete ramps. Segregated vehicular access and garages located on lower level.

OPEN SPACES

Small hard standing open spaces along pedestrian networks with sporadic raised planters void of soft landscaping. A number of trees with no clear pattern of placement occurs around the development.

ROAD HIERARCHY

Simple uniform estate road accessing each building court and terminating under raised podiums with individual garages. Pedestrian network between the fronts of terraces separated from the vehicular access.

FRONTAGE TYPES

Regular stepped duplex terraces running parallel to urban grain with small front patios.

BUILDING TYPES

Comprises interlinking duplex housing accessed at various difference podium levels. There is a terrace of two storey housing and an eight storey block of flats within the development.

BUILDING HEIGHTS

Single storey rising to three storeys at podium level which equates to a total of four and a half storeys. Adjacent to the northern boundary of the site sits a seven to nine storey block of flats.

APPEARANCE

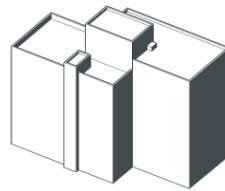
- Materials - Walls are dark red brick with exposed structural concrete & roof, flat with parapets. Windows and doors are white uPVC.
- Detailing - Exposed concrete face with timber plank shuttering marks is the most dominating feature
- Roofline - Articulated stepped roofline of various heights
- Fenestration - Windows are vertical in rhythm.
- Boundary treatment - 1.9m high brick walls to front patios gives sense of enclosure to the pedestrian network and adds to the vertical stepped massing.

ACLAND BURGHLEY SCHOOL

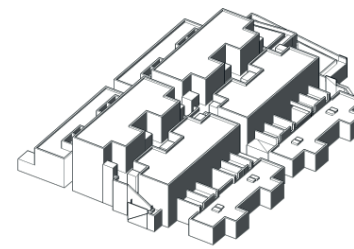
A nearby building on the approach to the site along Burghley Road and worthy of consideration is the Acland Burghley School. Grade II listed, it was built before Ingestre Road Estate in 1963-7 and is a particularly fine example of the modernist architectural movement displaying skilful elevational handling of pre-cast concrete components. Designed by Howell, Killick, Partridge and Amis, it is believed that although the elevational treatment and innovative plan formed a strong architectural language, the holistic design respected the wider Victorian townscape. The jewel like, top-lit assembly hall is a particularly notable feature where the use of timber and concrete gives a rich texture and simulating internal environment.



2.9 ADJOINING BUILDINGS



A GRANGEMILL



B TYPICAL TYPOLOGY



C COMMUNITY CENTRE

