

2.0 Site Analysis

2.3 Site History



1841
Surrounded by Country Land



1859
Prison built and low density residential is developed along main roads



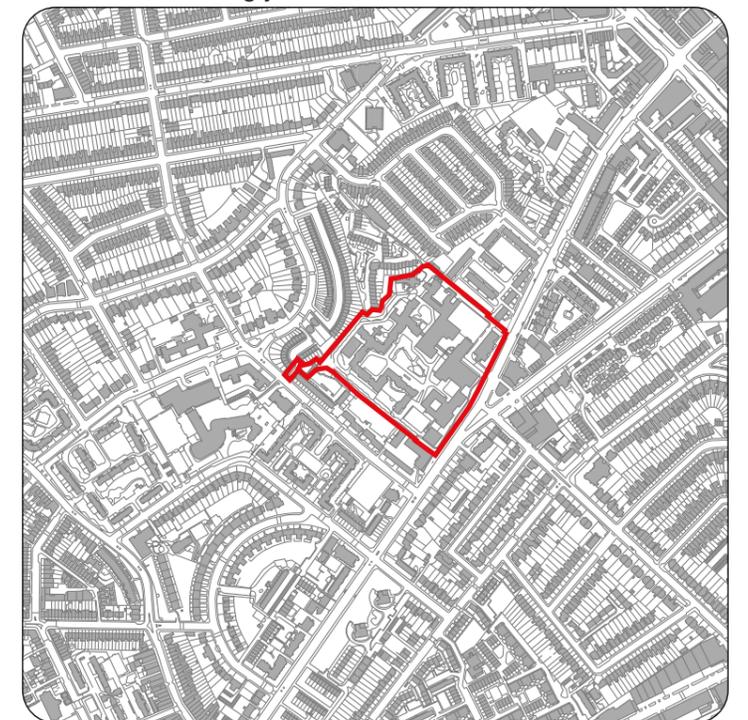
1871/1877
Surroundings continue to build up and become increasingly residential



1936
Institutions and industry increase in the area.



1975-1976
New Prison is under construction and Victorian terraced housing cleared to make way for larger scale housing estates.



2019
Present day

2.0 Site Analysis

2.3 Site History

Holloway Prison opened in 1852 as a mixed-sex prison, but became a female-only prison in August 1902 due to a growing demand for space for female prisoners. The Prison's male inmates were moved to Pentonville, Wormwood Scrubs and Brixton prisons.

The original Prison building was based on radial design which aimed to keep inmates separate but easily observed at all times. The building was described as an imposing Victorian structure (called the Castle) built as a 'Terror to Evil Doers'.

When Holloway Prison first opened it could only accommodate 60 female prisoners, but when the male inmates left in 1902, new wing extensions meant that the building could hold 949 women with a later wing extension allowing for a further 101 prisoners.

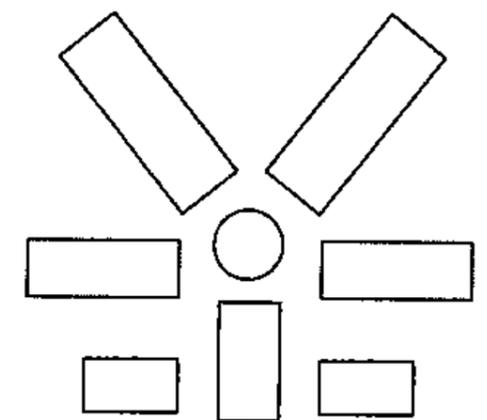
The Prison held a number of notable inmates during this period, from Duchesses to fascists and spies. The suffragettes were also imprisoned on the site, many committing to hunger strikes as they continued their campaigning from within the Prison walls.

Public hangings ended in the UK in 1868 and moved inside prisons, including Holloway. A total of five judicial executions by hanging took place at Holloway Prison between 1903, including the last woman to be executed in the UK, Ruth Elis, in July 1955.

Little remains of the original Holloway Prison apart from a small selection of objects held in the Museum of London's Social Working History collections store. These include the bell hung in the gatehouse of Holloway Prison yard, which was rung to summon the prisoners to work and exercise.



The old prison (built 1850s)



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2.3 Site History

Holloway Prison was completely rebuilt between 1971 and 1985 on the same site.

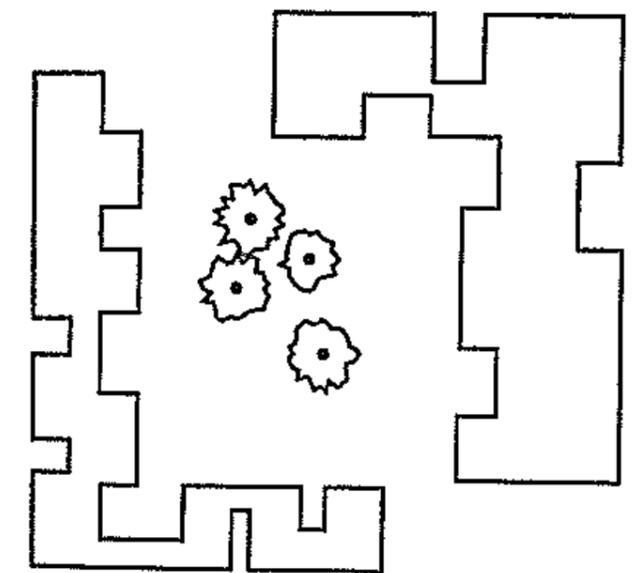
The new prison reflected a desire to move away from the Victorian justice system. It was designed to feel different to a traditional prison, with accommodation grouped around a number of attractive green spaces, and cells along corridors rather than wings to provide greater privacy. The new building also included classrooms, a swimming pool and a sports hall. The aim was to provide better facilities for the treatment of women in prison.

Despite the good intentions for the new design, the building proved to be difficult to manage. The last inspection of the prison concluded that “the size and poor design make it a very difficult establishment to run”. The Chancellor of the Exchequer, George Osborne, announced in his Autumn Statement on 25 November 2015 that the prison would close and would be sold for housing. Holloway Prison closed in July 2016, and the prisoners were moved to HMP Downview and HMP Bronzefield, both in Surrey.

The sale of the Holloway Prison site by the Ministry of Justice forms part of a wider programme of prison reform – the Prison Estate Transformation Programme. The prison reform programme involves £1.3billion of investment to modernise the prison estate and support rehabilitation.



The new prison (built 1970s)



2.0 Site Analysis

2.4 The Existing Prison

The Existing prison buildings

The existing prison buildings are characterised by blank façades to the outside context with internal pocket courtyards arranged around a large central Garden.

A large sinusoidal brick wall closes off the site to the north and west sides.

- 1 Prison buildings form site edges
- 2 Closed Camden Road / Parkhurst Road Frontage
- 3 Sinusoidal Wall
- 4 Pocket Courtyards
- 5 Central Garden





2.0 Site Analysis

2.4 The Existing Prison

Existing Landscape

The site has a series of attractive green pocket courtyards and landscaped spaces arranged around a central garden space. The site holds a number of mature trees within its boundaries.

The utilisation of the central open space and the enhancement of its biodiversity and maintenance of its trees where possible presents a positive opportunity in a sustainable offering of much needed public green space to Islington. See Chapter 3.2 and the Landscape Strategy for further details.



Existing tree positions and category's, refer to more detailed information in the Landscape document.



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3.0 Masterplan



3.0 Masterplan

3.1 Aspirations

Great homes for Londoners

Central to our aspirations for the site is the history and legacy of the applicant, who has demonstrated unwavering commitment to create wonderful homes for Londoners.

Peabody has a long history and many good examples of successful homes and places that have become the fabric of our city.

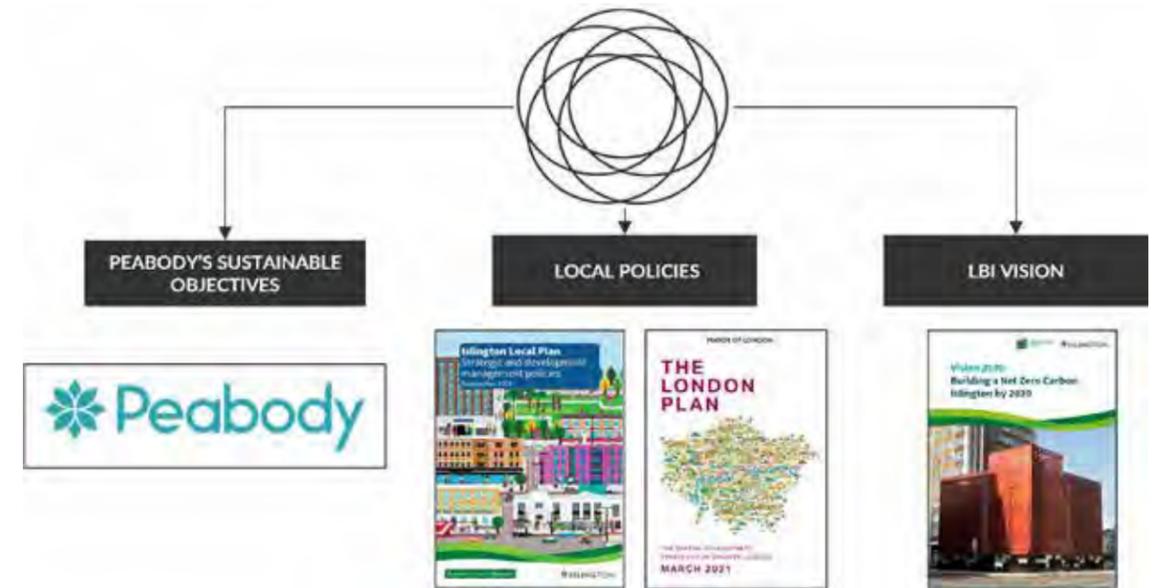
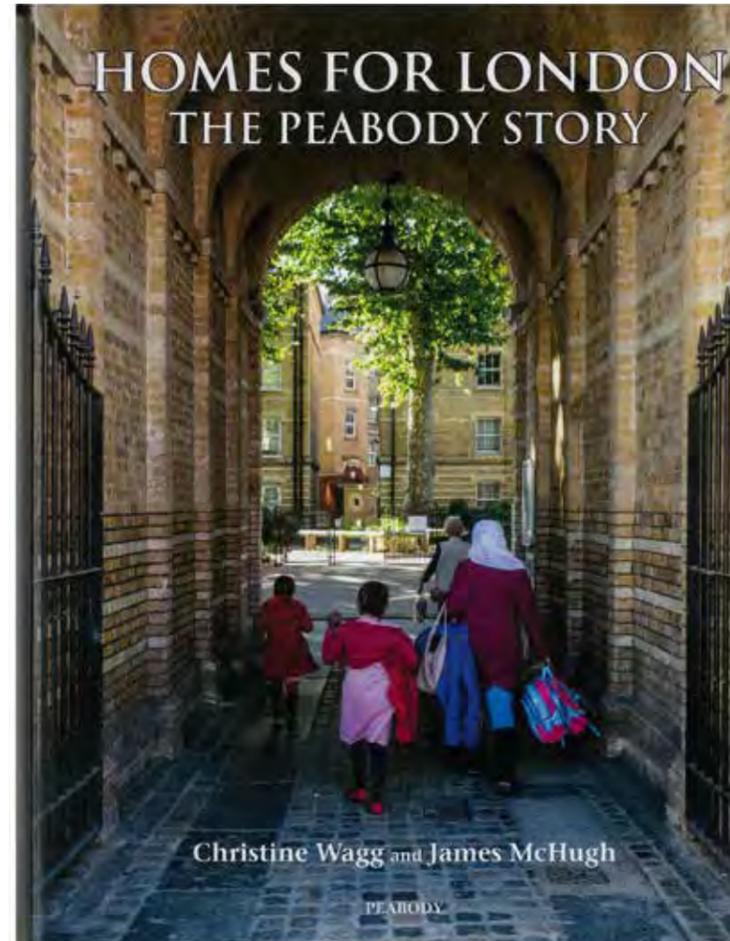
Throughout the process it has been Peabody's wealth of experience and clarity of purpose that has driven the continued pursuit of the best proposal possible for Holloway.

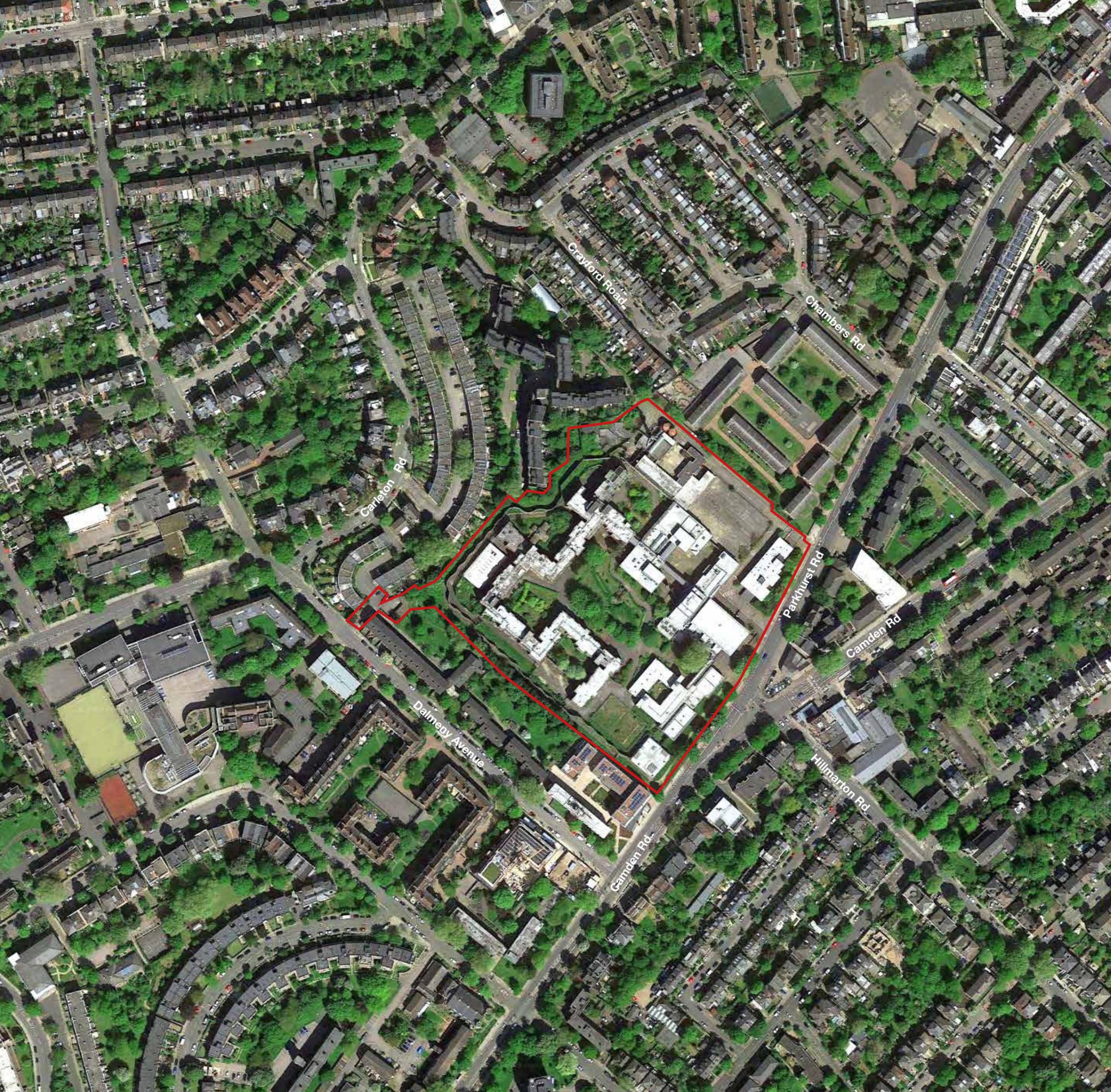
- At the forefront of providing affordable housing in London since 1862.
- One of the largest housing associations in London.
- Own and manage approx. 67,000 homes.
- Housing 155,000 people.
- Work with the community to create new neighbourhoods.
- Provide great quality homes.

Alongside Peabody's sustainable commitment

Peabody's design approach at Holloway aims to provide a sustainable living environment that seeks to minimise its impact on the environment, promote health, well-being and sustainable lifestyles, and create communities that enable its residents to thrive and flourish.

Hand in hand with the aspiration to continue to build great homes for London, Peabody has set clear and meaningful targets for the sustainable objectives of the project. The design and technical consultant team have been challenged to create an exemplar project and are working collaboratively to provide the best possible sustainability outcome for the site and its residents.





Primary aspirations

- 60% affordable housing
- Women's Building
- Creation of public open space
- Optimise family units
- Mix of tenures
- Maximise dual aspect
- Integrated play spaces
- New connections across site
- Active frontage on Parkhurst / Camden Road
- Other uses - Commercial, Extra Care facility

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3.2 Key design drivers

Site context

As set out in the previous chapter, the site is very well located in close proximity to three underground stations and multiple bus stops.

The locations of Tufnell Park and Caledonian Road underground stations as well as the position of local services like schools, generate clear desire lines through the site and suggest the importance of the Dalmeny and Crayford road connections. This has influenced the arrangement of the Masterplan.



Local transport connections and underground stations - Establishing primary desire lines through the site.

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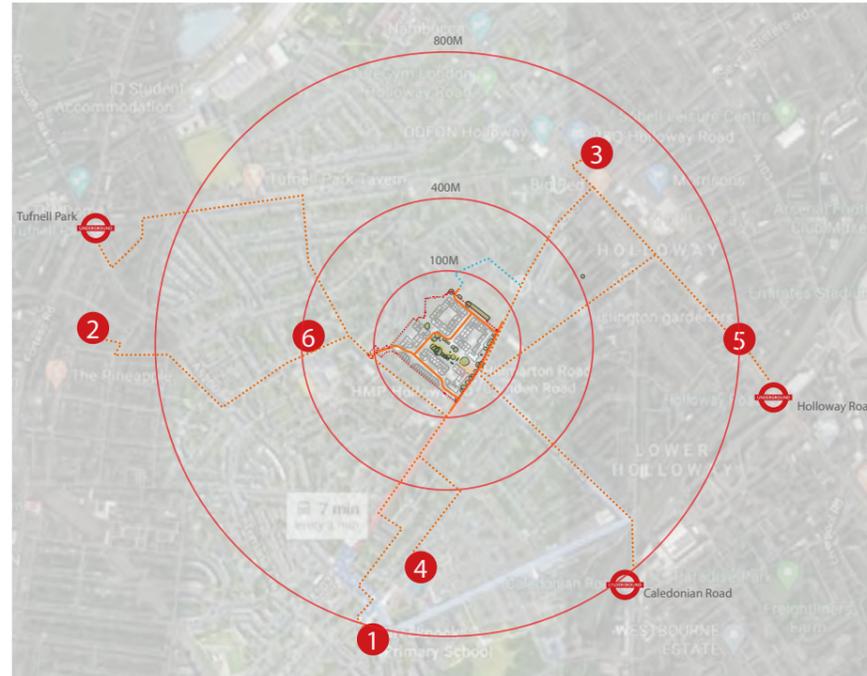
3.2 Key design drivers

Movement within the local context.

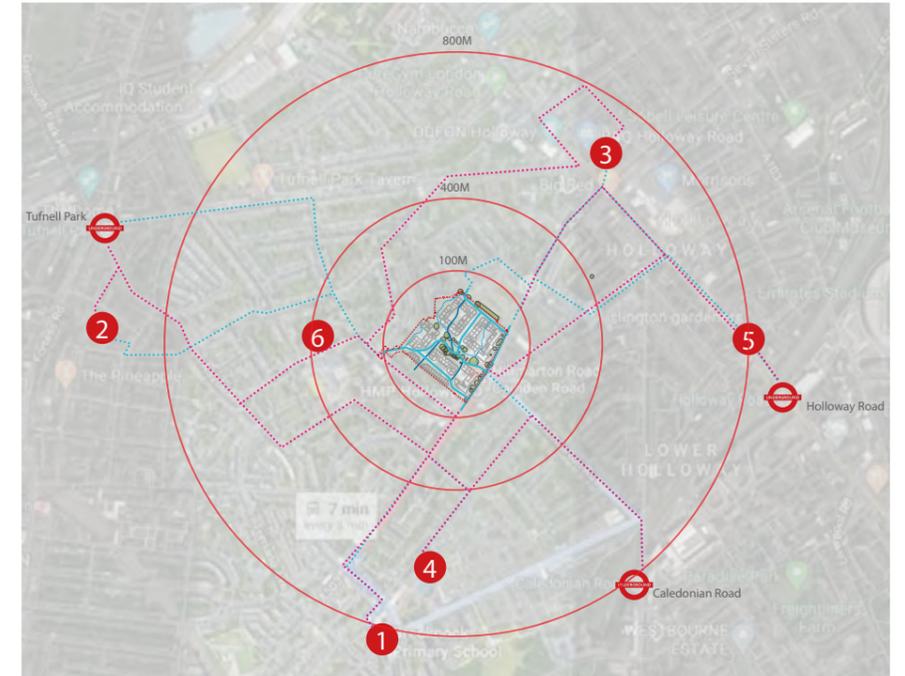
The following diagrams set out the key routes for movement of cars, bicycles and people in relation to key local landmarks. These routes help to establish the desire lines and give a greater understanding of how local residents might use the site.



VEHICLE MOVEMENT



CYCLE MOVEMENT



PEDESTRIAN MOVEMENT

More connections / less car journeys

Promoting and enabling pedestrian and cyclist connections is key, to support a move to sustainable modes of travel and reduce reliance on private car journeys.

- 1. Brecknock Primary School
- 2. Eleanor Palmer
- 3. Grafton School Islington
- 4. Hungerford School
- 5. The Ramsay Scout Centre
- 6. Tufnell Park

3.0 Masterplan

3.2 Key design drivers

Holloway Prison Site SPD 2018

The London Borough of Islington adopted the Holloway Prison Site SPD in 2018. The SPD includes a number of objectives to which the design has sought to positively respond.

The SPD was supported by a Site Capacity Study, produced in 2017, which set out illustrative scenarios of how development could come forward on the site. The SPD confirms the Site Capacity Study is illustrative of one way in which the site could be developed according to the key principles identified and the final design of any scheme and quantum of development are likely to be different. The study proposed a central green space, surrounded by three courtyard plots to the east and south, one linear block to the northern most edge of the site and two U-shaped plots to the west.



An illustrative massing idea from the Site Capacity Study 2017



3.0 Masterplan

3.2 Key design drivers

Site Capacity Study 2017 – Principles taken forward

The Site Capacity Study was reviewed in detail alongside all other key design drivers and the following key elements have informed the overarching design principles for the scheme. These are summarised here:

- 1 Open space**
Draw community into the site with high quality public open spaces and centrally located green public open space.
- 2 Trees**
Celebrate existing trees
Maintain Camden/Parkhurst road tree line, the Category A tree and others.
- 3 Connections**
Restore the axial relationship to Hillmarton road with pedestrian access and visual connection. Facilitate new connections to integrate the site with wider community.
- 4 Vehicles & Servicing**
Utilise existing vehicle access points and add new access point at southern tip of site along Camden road.



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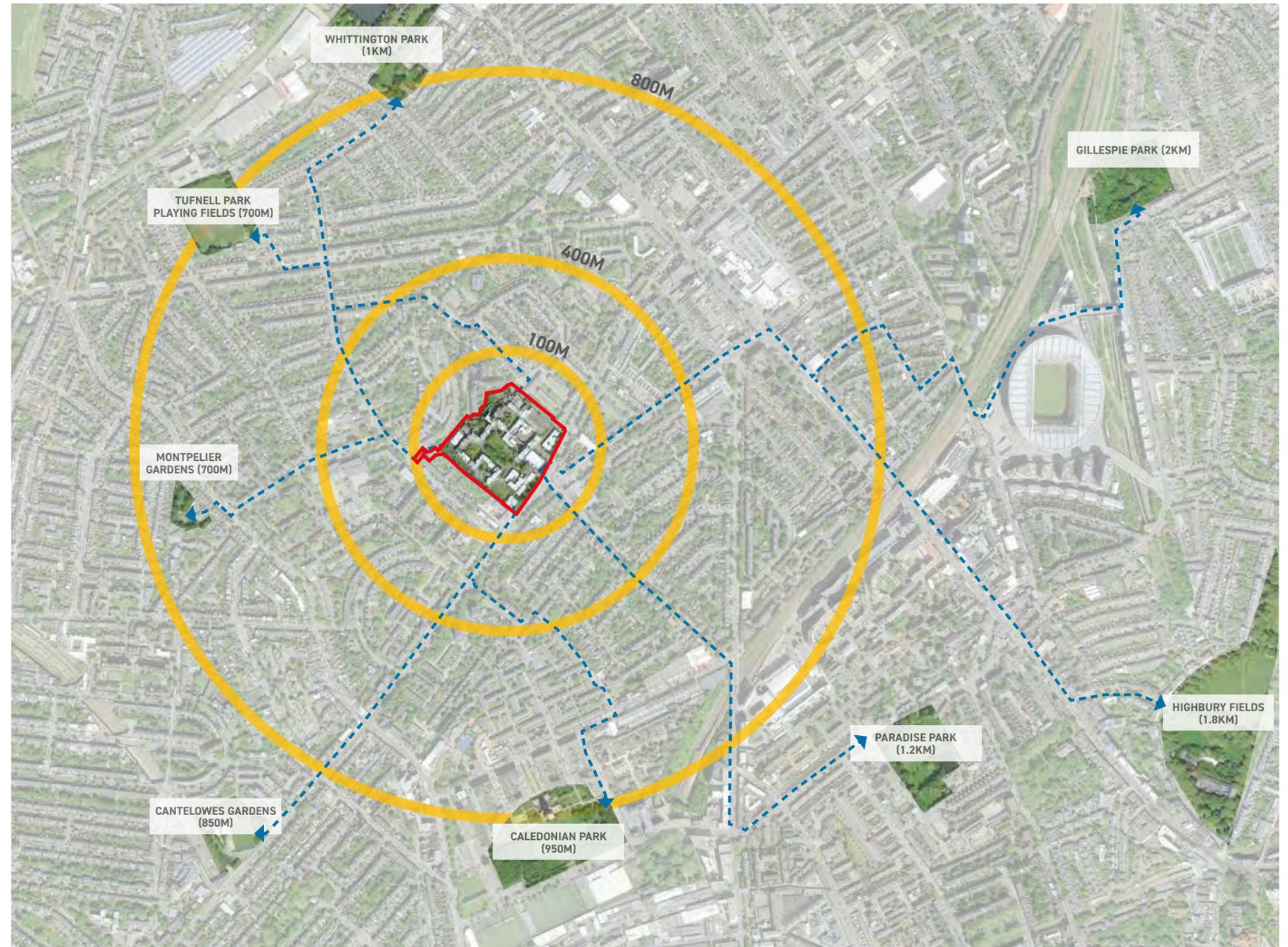
3.2 Key design drivers

Open space in the local context

The local context is characterised by excellent examples of homes, housing and streets but not open space. Islington has the lowest ratio of open space to built up area of any London borough. This site is situated in an area of Islington particularly deficient in open space. The following diagram illustrates the local green spaces available to the public and the relatively walking distances between them.

The site is an excellent opportunity to provide a new public park for existing and future residents. The existing mature trees creates a unique opportunity to provide an established landscape, created by the historical legacy of the former prison.

Further detail is set out in the landscape document.



Open space in the local area, including approximate distance.

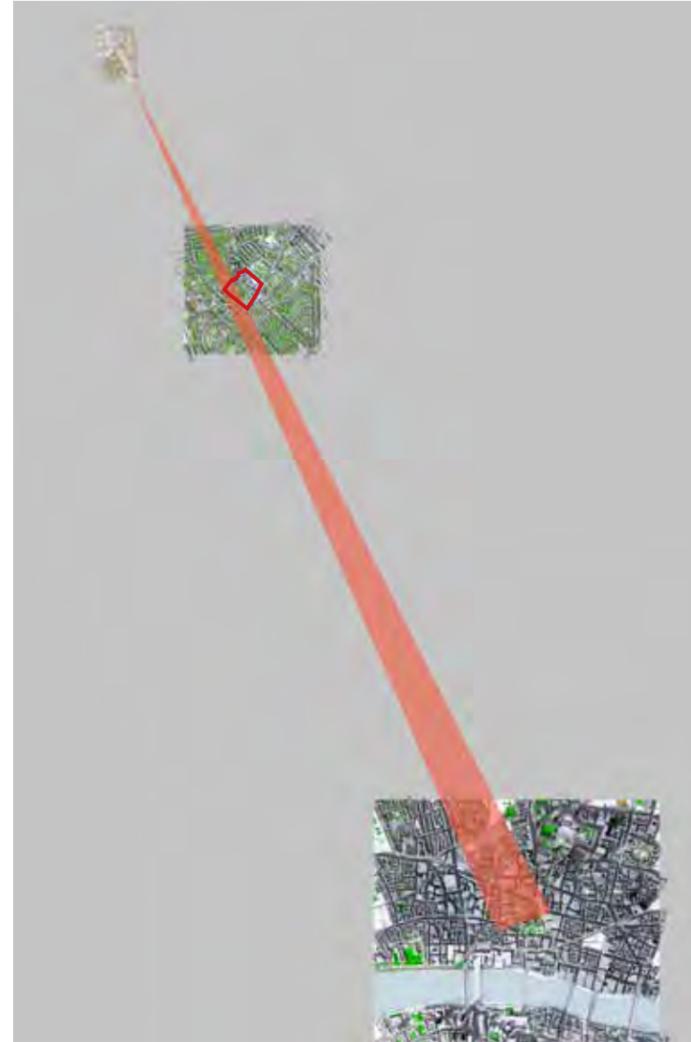
3.0 Masterplan

3.2 Key design drivers

Important local views

As set out in more detail in the Townscape, Visual and Above Ground Built Heritage Assessment, there are a limited number of significant local views which have influenced the scale and massing of the proposal to ensure that views of St. Paul's for key positions are not impacted.

- Proposed development wire line
- Top of local view corridor at St Paul's



A selection of the important local views detailed in the townscape assessment

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3.2 Key design drivers

Existing trees

A primary aspiration for the project is to retain as many of the existing trees as possible for the future masterplan. These are important to retain as they provide a number of benefits as listed below:

- Instant maturity to the landscape and public realm
- Preserving diversity of species
- Strengthening the green infrastructure
- Connect the past and the future through the memory of the landscape

The adjacent survey identifies all the existing trees within the site.



Existing tree positions and category's, refer to more detailed information in the Landscape document.

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3.2 Key design drivers

Proximity of existing buildings

The relationship with our nearest neighbours has been a key driver for the resultant proposal. We have considered the relationship of the site to the neighbouring properties and their amenity spaces and gardens. Technical assessments of daylight and sunlight to neighbours has shaped the design.

The key relationships that have helped to craft the design are highlighted in the adjacent diagram.



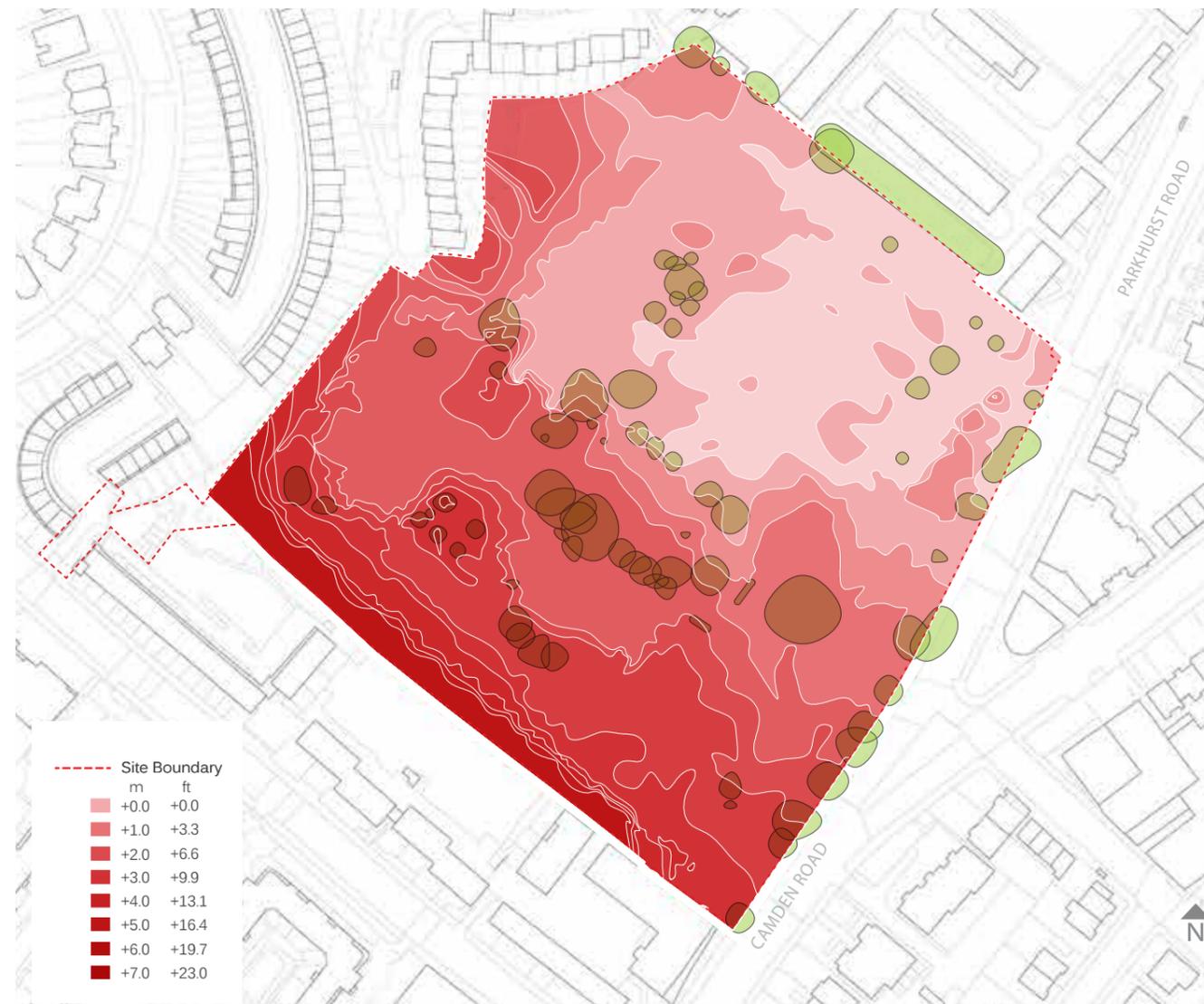
Aerial photograph showing existing relationship with nearest neighbours

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3.2 Key design drivers

Existing levels

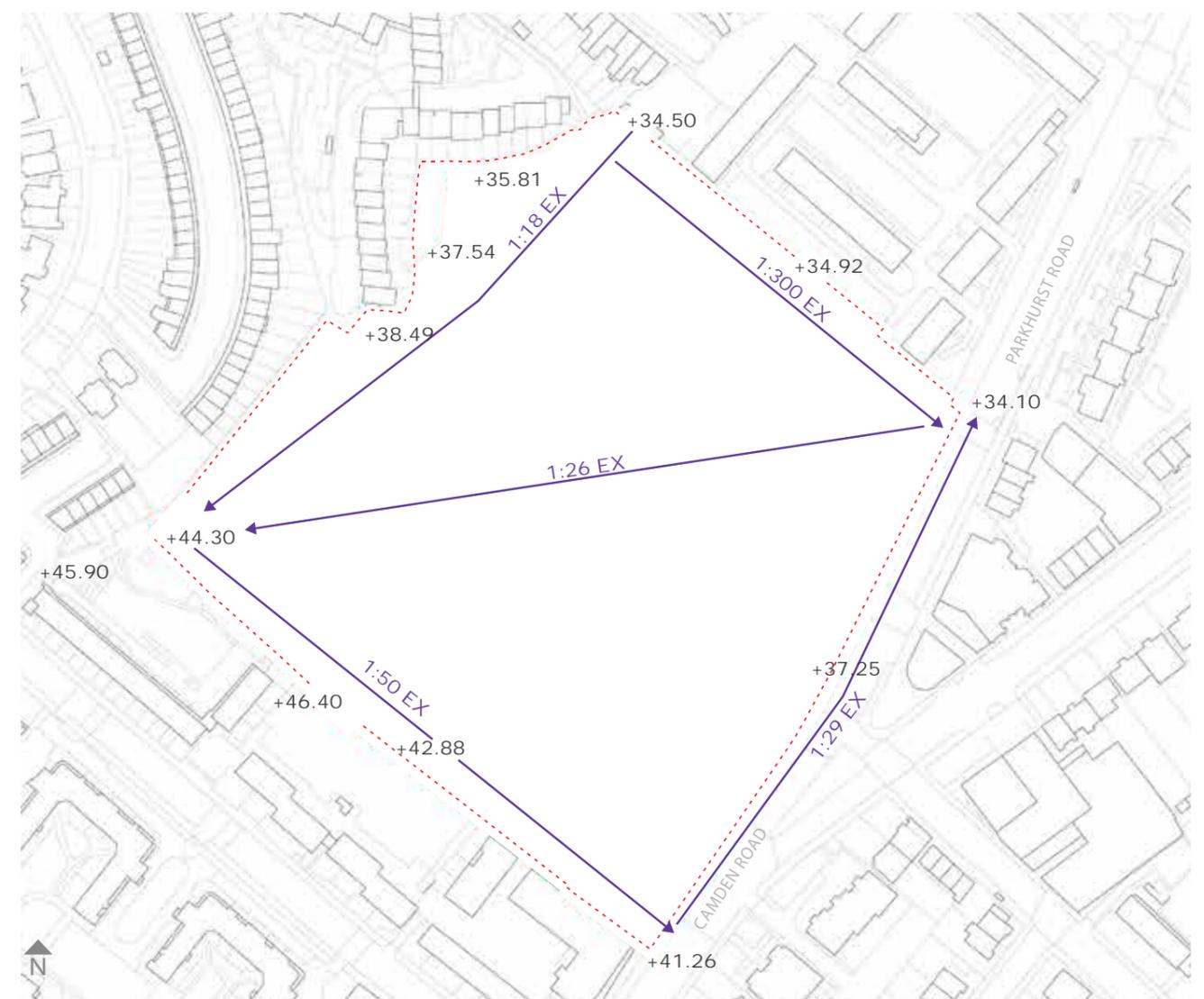
The existing levels at the edges of the site are a given constraint that has become a key driver to the masterplan arrangement. The level change is greater than 10m from one corner to the other. As a result, the masterplan is carefully arranged to ensure minimum falls for accessible between each plot and connection.



Plan showing existing changes in level

The challenge of direct routes

The image below sets out the existing levels at each corner and the gradient resulting in a direct slope between these points. As noted in some instances this is steeper than 1:21 and would not be accessible. The masterplan resolves this by avoiding direct connections, as illustrated on the following page.



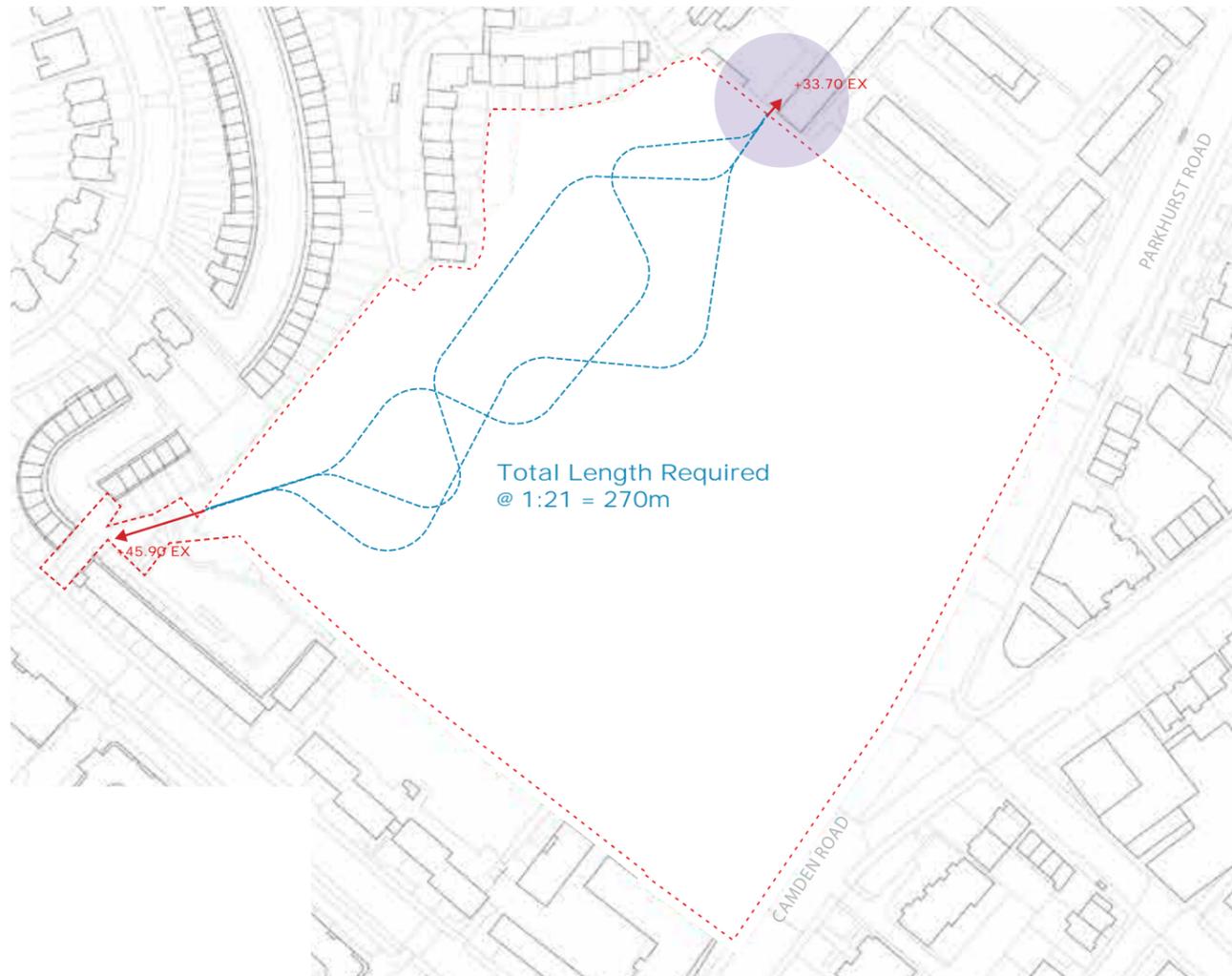
Plan showing existing AOD's and the gradients required to connect them

3.0 Masterplan

3.2 Key design drivers

Indirect but accessible routes

By introducing indirect routes, the length of the connection between can be increased and the gradient of the slope reduced. This principle has driven the arrangement of the plots.



Plan showing the length required to create an accessible gradient

Existing trees + additional constraints

As far as possible the aspiration is to retain as many of the best trees. The trees that are being retained is set out in the Landscape information. With existing trees come existing levels, which introduce further constraints on the levels of the landscape. As a result, significant level changes are required at the corner of the Trescastle Way connection.



Plan showing the length required to create an accessible gradient between existing levels of the existing trees to be retained.

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3.2 Key design drivers

Quality of the accommodation

The London Plan and the London Borough of Islington's current and emerging development plans, include a series of design standards for residential developments which have been taken into account and the scheme will:

- meet or exceed the minimum space standards as set out in the London Plan.
- have a floor to ceiling height of at least 2.6m in habitable rooms.
- dual aspect provision is a key requirement and has driven the design towards smaller buildings with more corners.
- have dedicated private amenity space in the form of a garden, terrace or balcony which meet or exceed the minimum size standards.
- 12% of homes will be designed as wheelchair homes across all tenures and types
- served by at least two lifts.

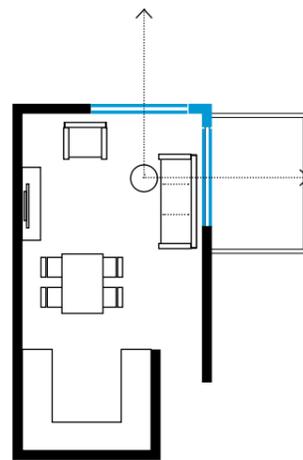
Alongside these requirements, Peabody has a Design Guide that sets out the further standard requirements for every home to ensure quality and consistency for all Peabody's new homes.

Dual aspect

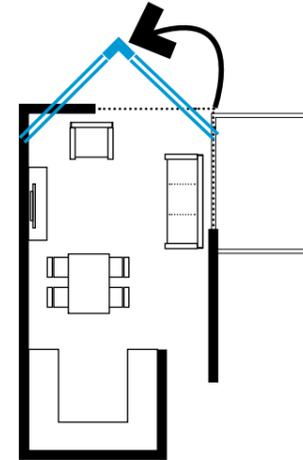
The provision of dual aspect accommodation has been maximised across the development, with 96% dual aspect homes comprised of corner aspect and stepped/double aspect which provide windows at 90 degrees on two external walls, allowing future occupants views in two different directions.

Aspect		
	Unit	Percentage(%)
Dual Aspect, comprising:	925	94%
<i>Through Aspect</i>	0	
<i>Corner Aspect</i>	484	
<i>Stepped/Double Aspect</i>	441	
Single Aspect	60	6%
Total	985	100%

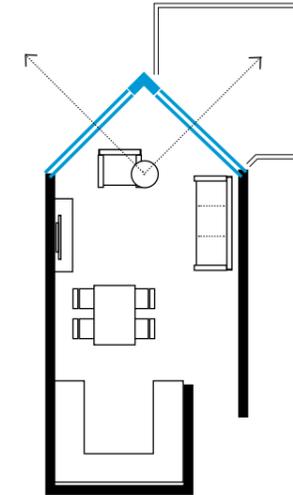
Standard corner aspect



Rotating the corner + balcony



Creating a projecting corner



Our approach to creating dual aspect units by creating a projecting corner with the same geometry as a standard corner



Internal view of a home in Plot D with windows within the projecting corner providing stepped double aspect