



GERALDEVE

**Town Planning Statement
Hawley Primary School**

On behalf of Stanley Sidings Limited

April 2014



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1 Executive Summary

1.1 Stanley Sidings Limited was granted Planning Permission; Outline Planning permission, Conservation Area Consent and Listed Building Consent for the masterplan redevelopment of an important site within Camden Town in January 2013.

1.2 This application brings forward the detailed design of the new school proposals for Hawley Primary School and for which the outline planning permission was granted. The application scheme has been designed by AHMM architects in conjunction with the London Borough of Camden and their advisors; SCABAL and Hawley Infant School.

In summary the proposals include:

- a) A one form entry primary school and nursery
- b) A high quality architectural design which complements the local area;
- c) An exemplary sustainable building which results in a 74% reduction in CO2 emissions;
- d) A bespoke landscaping scheme which meets the needs of the pupils; and
- e) Improvements to 1 Hawley Road (Grade II) to enable wheelchair access into the upper ground floor.

1.3 The reserved matters application complies with approved Design Principles which formed part of the outline planning permission and the Development Plan policies, guidance and standards contained therein.

2 Introduction

- 2.1 Stanley Sidings Limited (herein referred to as ‘the Applicant’) is bringing forward the development of a new one form entry infant and junior primary school together with a 26 pupil nursery. The application has been designed jointly with the Applicant together with the London Borough of Camden and their advisors, SCABAL and Hawley Infant School.
- 2.2 Outline planning permission was granted in January 2013 for the demolition of the existing buildings (excluding 1 Hawley Road) and erection of a one form entry primary school and nursery with all matters reserved.
- 2.3 The application for the school was submitted in outline with all matters reserved to enable the Applicant to continue to refine aspects of the school design in consultation with the London Borough of Camden, SCABAL and Hawley Infants School.
- 2.4 The approved parameter plans related to maximum and minimum footprints, height, massing and play area location which accord with BB99 ‘Briefing Framework for Primary School Projects’ Government guidance. The approved Design Principles set out the design aspirations for the detailed design of the school.
- 2.5 Listed Building Consent was also consented for the demolition of 1C Hawley Road together with internal and external alterations and associated works to 1 Hawley Road, including a ramp at the rear providing access to the lower ground floor.
- 2.6 Planning permission was also granted to change the use from storage to an educational use at 1 Hawley Road in order that the new school could utilise the listed building.
- 2.7 As part of the outline planning permission for the school, the approved parameter plans were assessed as part of the Environmental Impact Assessment for the entire masterplan. Since the approval, the approved parameter plans have been the subject of non-material amendments which do not require a re -assessment of the Environmental Impact Assessment.
- 2.8 It has been agreed with the London Borough of Camden that details of means of

layout, scale, appearance, design and landscaping are for consideration as part of this application. This application therefore comprises:

‘A reserved matters application dealing with access, appearance, landscaping, layout and scale in respect of a one form entry primary school and nursery in connection with outline planning application reference number 2012/4640P’

2.9 Planning permission and Listed Building Consent is also required for:

‘Demolition of 1c Hawley Road and internal and external alterations and associated works to 1 Hawley Road to provide disabled access to the lower and upper ground floors’.

2.10 In addition to this Town Planning Statement, the application is accompanied by:

I. Design and Access Statement prepared by AHMM

II. Landscaping Design Statement prepared by Fabrik

III. Transport Statement prepared by Arup

IV. Energy Statement prepared by Waterman

V. Heritage report prepared by Heritage Architecture

VI. Air Quality Statement prepared by Waterman

2.11 This Planning Statement provides a comprehensive review of national, regional and local planning policy and guidance relevant to the nature of the development proposals and assesses the degree to which the proposals would conform to the requirements of the statutory Development Plan and other material considerations, in accordance with the requirements of section 38(6) the Planning & Compulsory Purchase Act 2004.

2.12 The school proposals have been subject to extensive pre-application discussions with officers at the London Borough of Camden (LBC), local stakeholders, including local Ward Councillors, the Hawley Wharf Working Group and the local community.

3 Site and Context

- 3.1 The site occupies 0.3129 hectares and bounded by Hawley Road to the north, Kentish Town Road to the west and Torbay Street to the west. To the south of the site lies a railway viaduct.
- 3.2 The site is located in a predominately residential area but includes a number of light industrial and general industrial uses. The existing site comprises residential dwellings and light industrial and general industrial uses (within the existing arches).
- 3.3 The site is well served by public transport services, and has a Public Transport Accessibility Level of 6b given its proximity to Camden Town Underground station which is located 350 metres to the south of the site; Camden Road Overground station located 450 metres to the east of the site. In addition, this site is served by numerous bus routes.

4 Relevant Planning History

- 4.1 Planning permission was granted on 13 January 2013 under application reference number 2012/4628/P for “the redevelopment of the site to create a mixed use development comprising eight new buildings between three and nine storeys in height to provide, employment, housing, retail, cinema, weekend and bank holiday farmers/produce market together with associated engineering works to create basements, plant and ancillary works, highways, public realm improvements, car and cycle parking and landscaping, and associated works, following the demolition of all buildings across the site including single storey shopfront extensions at 1-6 Chalk Farm Road (excluding 1 Hawley Road and remaining structures at 1-6 Chalk Farm Road)”.
- 4.2 Outline Planning permission was approved on 13 January 2013 under reference 2012/4640/P for the demolition of existing buildings (excluding 1 Hawley Road) and erection of a one form entry primary school and nursery with all matters reserved.
- 4.3 Conservation Area Consent was approved on 13 January 2013 under reference 2012/4641/C for the demolition of all buildings across the site including single storey shopfront extensions at 1-6 Chalk Farm Road (excluding 1 Hawley Road and remaining structures at 1-6 Chalk Farm Road)
- 4.4 Listed Building Consent was approved on 13 January 2013 under reference 2012/4642/L for the demolition of 1C Hawley Road together with internal and external alterations and associated works to 1 Hawley Road, including a ramp at the rear providing access to the lower ground floor, and partial demolition of the wall fronting the Regent’s Canal
- 4.5 A Non Material Amendment application was approved under reference number 2014/0370/P on 24 January 2014 to amend the parameter plans for the school.

5 Description of the Proposal

5.1 This application seeks approval of the Reserved Matters of the outline permission, namely access, appearance, landscaping, layout and scale of the development. The application seeks:

'A reserved matters application dealing with access, appearance, landscaping, layout and scale in respect of a one form entry primary school and nursery in connection with outline planning application reference number 2012/4640P'

5.2 Planning Permission and Listed Building Consent is also required for:

'Demolition of 1c Hawley Road and internal and external alterations and associated works to 1 Hawley Road to provide disabled access to the lower and upper ground floors'.

6 Consultations

- 6.1 The Planning and Compulsory Purchase Act 2004 emphasises the need to involve and engage with the local community during the planning process. This is reiterated by national planning guidance contained within the National Planning Policy Framework (NPPF) (March 2012) which states that early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. Good quality pre-application discussion enables better coordination between public and private resources and improved outcomes for the community (paragraph 188).
- 6.2 Consultation is recognised as an essential tool for balancing the views and needs of different interest groups and securing mutually compatible solutions and as such has played an important role in the preparation of this planning application.
- 6.3 Paragraph 189 of the NPPF states that local planning authorities have a key role to play in encouraging other parties to take maximum advantage of the pre-application stage.
- 6.4 Paragraph 190 reiterates that the more issues that can be resolved at the pre-application stage, the greater the benefits.
- 6.5 The proposal has been subject to extensive consultation over the last four years with local residents, known occupiers of the adjacent properties and other local stakeholders, as well as design and planning officers at Camden Council and other statutory consultees. The scheme has evolved in response to these consultations.
- 6.6 A number of meetings have taken place with local residents, businesses, parents of the existing school and teachers of the existing school to discuss the proposals.
- 6.7 Many of the comments raised were design related, in particular the design of the main façade fronting Hawley Road. Comments raised by the teachers related to how the proposed school would flow throughout the day.
- 6.8 Heritage matters relating to 1 Hawley Road have also been discussed with officers following the detailed design of the school and the proposed use of the listed building.

6.9 Further details are contained in the Design and Access Statement.

7 Planning Policy

- 7.1 The statutory development plan for the purposes of Section 38(6) of the Planning and Compulsory Purchase Act comprises:
- 7.2 At a national level, Central Government has recently adopted the National Planning Policy Framework (NPPF) document on 27 March 2012. The NPPF document supersedes previous national planning policy guidance and planning policy statements.
- 7.3 At a regional level, the London Plan, being the Spatial Development Strategy for Greater London adopted by the Mayor of London in July 2011, herein referred to as the London Plan. Revised Early Minor Alterations to the London Plan were published on 11 October 2013 and form part of the development plan for Greater London. Further Alterations to the London Plan have been published seeking to, namely, address key housing and employment issues. The proposed alterations are available for public consultation until 10 April 2014 and do not, currently, form part of the Development Plan
- 7.4 At a local level, the Camden Local Development Framework (LDF) Core Strategy and Development Policies Documents were formally adopted by the Council on 8th November 2010. Other Supplementary Planning Documents (SPD's) are also produced by London Borough of Camden.
- 7.5 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires planning applications to be determined in accordance with the statutory development plan unless material considerations indicate otherwise.

National Planning Policy Guidance:

The National Planning Policy Framework (NPPF), March 2012

- 7.6 The NPPF document sets out the Government's planning policies for England and how these are expected to be applied. It summarises in a single document all previous national planning policy advice. The NPPF must be taken into account in the preparation of local and neighbourhood plans, and is a material consideration in planning decisions.

- 7.7 The NPPF introduces the presumption in favour of sustainable development although it still requires that proposals be determined in accordance with the development plan.
- 7.8 The NPPF sets out the Government's requirements for the planning system only to the extent that it is relevant, proportionate and necessary to do so. It provides a framework within which local people and their accountable councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities.
- 7.9 The policy statement, Planning for Schools Development sets out the Government's commitment to support the development of state funded schools and their delivery through the planning system. The Government's aim is to enable new schools to open, for good schools to expand and for all schools to be able to adapt and improve existing facilities.
- 7.10 Furthermore, paragraph 72 advises that the Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities.

Regional Planning Policy: The London Plan, Spatial Development Strategy for Greater London, July 2011 (as amended in 2013)

- 7.11 The London Plan sets out the relevant London-wide planning policy guidance and sets the relevant regional planning policy guidance for Camden and forms a component part of the statutory development plan.
- 7.12 The site is located within the Inner London Sub region. Camden Town is highlighted as a Major Centre. The site is not identified as an Area for Intensification or an Opportunity Area and is not located in the Central Activities Zone (CAZ).
- 7.13 The Mayor recognises that London is a city which has very distinctive strategic needs. His Plan has been designed to facilitate the continuing attractiveness of London as a World City.

7.14 The Mayor considers that the greatest challenge faced in London is to accommodate significant growth in ways that respect and improve London's diverse heritage while delivering the vision for an exemplary, sustainable world city. This will involve the sensitive intensification of development in locations that are, or will be, well served by public transport.

Local Planning Policy

7.15 The relevant development plan is the London Borough of Camden Local Development Framework. The Core Strategy and Development policies were formally adopted in November 2010.

8 Key Planning Considerations

8.1 The key planning considerations affecting the Reserved Matters of the school are set out in the following chapters:

- 8. Design
 - 1. Layout and scale
 - 2. Appearance
 - 3. Access
 - 4. Landscaping
- 9. Heritage
- 10. Sustainability
- 11. Transport
- 12. High Speed 2
- 13. Other Matters Previously Approved

Layout and Scale

8.2 The approved parameter plans set the minimum and maximum parameters of the proposed school. The arrangement of the new school building is based on the guidelines within the Department for Education and Skills Building Bulletin 99 (BB99).

8.3 The footprint and scale of the proposed building falls wholly within the approved parameter plans (as amended).

8.4 The proposed school measures 2137 sqm GEA and has been designed to accommodate 236 pupils and 25 full time staff.

8.5 The proposed school building is three storeys and would accommodate eight classes. Each classroom would benefit from its own external teaching space.

Ground floor

8.6 The ground floor includes a central courtyard, external learning spaces, classrooms for Years 1 to 3, library, toilets, staff room and the main playground and MUGA.

- 8.7 In addition, a kitchen garden and orchard is proposed behind 1 Hawley Road.
- 8.8 Car parking and cycle parking together with scooter parking (for the pupils) is also proposed at ground floor level and is described further in chapter 12 of this statement.

First floor

- 8.9 At first floor level, classrooms for Years 4 and 5 are proposed, together with staff facilities and toilets. The first floor terrace has been designed to be used as a large communal terrace (approximately 220sqm) which could be used as an external learning space for Years 4 and 5 or as an overflow playground.

Second Floor

- 8.10 The second floor includes a classroom for Year 6 and a terrace (measuring approximately 220 sqm) which would be used by the Year 6 pupils for group work and external learning. Toilet facilities are also proposed on this floor.

Appearance

- 8.11 London Plan policy 7.2 requires all new development in London to achieve the highest standards of accessible and inclusive design.
- 8.12 Policy 7.3 advises that Boroughs should seek to create safe, secure and appropriately accessible environments. Development should be consistent with the principles of 'Secured by Design'.
- 8.13 Policies 7.4, 7.5 and 7.6 relate to ensuring that development respects the local character of the area; promotes high quality public realm; and ensure that the architecture makes a positive contribution to a coherent public realm, streetscape and wider cityscape.
- 8.14 At a local level, Core Strategy policy CS14 seeks to ensure that new developments are attractive, safe and easy to use.
- 8.15 The aim of policy Development Policies DP24 is to require all developments to be of

the highest standard of design.

8.16 Camden has also published Camden Planning Guidance – CPG1 Design, 2013 which establishes Design Principles to be used in the assessment of development proposals. The document reinforces or where necessary amplifies existing guidance and defines the Council's expectations for new buildings, as positive and enduring additions to this unique urban landscape. The key messages are to consider:

I. The context of a development and its surrounding area;

II. The design of the building itself;

III. The use of the building;

IV. The materials used; and

V. Public spaces.

8.17 The primary school building has been designed to create a strong civic presence which is of a high quality and easy to maintain in the long term.

8.18 The approved Design Principles state that:

- 1) High quality detailing and materials will be used across the buildings. The predominant building material will be one of or a combination of the following; brick, terracotta, timber and coated metal.
- 2) The choice of materials will contribute to an appropriate architectural relationship between the new school building and the listed building at 1 Hawley Road, its immediate setting of residential buildings and the wider master plan.
- 3) Materials will be selected with regard to robustness, durability and ease of maintenance, to be suitable for use in a school building.

Hawley Road elevation

8.19 This elevation incorporates the school's primary entrance. The main entrance into the school comprises a double height entrance space which is flanked by angled fin walls and is visible along Hawley Road.

- 8.20 The building line is set back by five metres behind a landscaped garden and front wall which complements the listed building at 1 Hawley Road.
- 8.21 The elevation would also include signage which would be the subject of a planning condition to be determined at a later date.

West Elevation fronting the approved pedestrian route

- 8.22 In accordance with the approved Design Principles, the western boundary, facing the new pedestrian route connecting Hawley Road with the canal, has been designed to take into account the privacy of the children in the playground and the aspect of the approved residential units located in Area B of the masterplan.
- 8.23 The west elevation forms the main pupil entrance into the school and would be secured by 2.4m high railings.
- 8.24 High level planting along the approved pedestrian route to the canal will further screen the school from the adjacent residential apartments in Area B.
- 8.25 The plant room at first floor would be glazed which would add animation to the flank wall.

South and East elevations

- 8.26 These elevations have been designed to maximise the visual connections between the main playground and the upper landscaped terraces. The solid parapet varies in height to enable views onto the playground.

Playground elevations

- 8.27 A central courtyard, which would form the heart of the school is bounded by a timber cloister structure which would provide shade and cover for pupils, staff and visitors.

Materials

- 8.28 The proposed materials are in keeping with the local context, the approved masterplan for Hawley Wharf and the approved Design Principles.
- 8.29 The proposal includes a textured brick as the primary material. Timber is proposed

within the internal courtyard.

- 8.30 Metal balustrades are proposed and the top rail at roof level will be coloured to match the window frames and parapet details.
- 8.31 Further details are contained within the Design and Access Statement.
- 8.32 It is considered that the proposed appearance and choice of materials meets London Plan polices and local policies, in particular, CS14, DP24 and CPG1 Design.

Access

- 8.33 London Plan policy 7.2 requires all new development in London to achieve the highest standards of accessible and inclusive design.
- 8.34 Policy 7.3 advises that Boroughs should seek to create safe, secure and appropriately accessible environments. Development should be consistent with the principles of 'Secured by Design'.
- 8.35 Policies 7.4, 7.5 and 7.6 relate to ensuring that development respects the local character of the area; promotes high quality public realm; and ensure that the architecture makes a positive contribution to a coherent public realm, streetscape and wider cityscape.
- 8.36 At a national level, paragraph 57 of the NPPF stipulates that it is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes.
- 8.37 London Plan policy 7.2 requires all new development in London to achieve the highest standard of accessible and inclusive design.
- 8.38 At a local level, Core Strategy policy CS14 seeks to ensure that new developments are attractive, safe and easy to use.
- 8.39 The design aspiration for this proposal is the creation of an inclusive environment throughout the site.

Pedestrian Accessibility

- 8.40 The new school building and grounds would be fully accessible and comply with the codes and regulations, in accordance with the intent of the Equality Act 2010.
- 8.41 The main civic entrance to the school would be off Hawley Road. Access for nursery and reception for parents dropping off and collecting pupils would also be off Hawley Road.
- 8.42 In accordance with the approved Design Principles, the access arrangements have been designed to ensure that adequate space is given to prevent visitors, staff, parents and children from leaving the school and emerging directly onto the pavement of Hawley Road.
- 8.43 The main pedestrian entrance for parents and pupils at the beginning and end of school day would be on the western boundary which would be accessed from the approved pedestrian route. Access would also be provided to the external MUGA and to the Network Rail access zone on the Western Boundary, adjacent to the railway arches.
- 8.44 As part of the January 2013 s106 agreement, a feasibility study was undertaken to assess the requirement for a new pedestrian crossing along Hawley Road. The report concludes that a pedestrian crossing should be provided. A financial contribution towards this crossing will be provided to the Council in due course.

Wheelchair Accessibility

- 8.45 The proposed building has been designed to be fully inclusive. A platform lift would be centrally located and in close proximity to the main staircase which would enable a wheelchair user to access all areas of the new building.
- 8.46 The approved listed building consent proposals at 1 Hawley Road would enable a wheelchair user to access the lower ground. The new Listed Building consent proposals would enable wheelchair users to access the upper ground floor of the building.
- 8.47 In addition, two off street disabled car parking spaces are proposed along Hawley

Road.

Vehicular Accessibility

- 8.48 As part of the approved masterplan, an off street loading bay would be provided to the west of the proposed school. This will serve the school and the residential apartments located in Area B of the masterplan.
- 8.49 However, until the rest of the masterplan comes forward, an interim arrangement is proposed. This includes an on street loading bay and the relocation of eight of the nine existing car parking bays which would be moved slightly to the west along Hawley Road. This proposal would therefore result in the loss of one on street car parking bay.
- 8.50 Emergency access into the playground would be from the east and west boundary via locked gates which would be managed by the school and Network Rail.
- 8.51 The proposals meet national, regional and local policies in terms of access.

9 Landscaping

- 9.1 Paragraph 73 of the NPPF identifies access to high quality open spaces and opportunities for sport and recreation as making an important contribution to the health and well-being of communities.
- 9.2 Paragraph 75 states that planning policies should protect and enhance public rights of way and access and that local authorities should seek opportunities to provide better facilities for users.
- 9.3 Policy 7.5 of the London Plan seeks to ensure amongst other objectives, that London's public spaces should be secure, accessible, easy to understand and maintain and incorporate the highest quality landscaping, planting, furniture and surfaces.
- 9.4 At a local level, policy DP24 seeks to ensure that developments provide high quality landscaping proposals. Supporting paragraph 24.22 advises that new hard and soft landscaping should be of a high quality and should positively respond to its local character.
- 9.5 The landscape proposals have been designed in accordance with the Hawley Infant School's landscaping design brief. The key themes are to:
1. Promote integration between internal and external learning
 2. Integrate materials throughout the landscape
 3. Include the natural feel of materials
 4. Provide sustainable and permeable materials, shade providing trees, native planting, fruit and vegetable growing
 5. Include external learning spaces
 6. Provide stimulating playspace for all ages
 7. Include storage, flexible spaces, seating and social spaces
- 9.6 The approved Design Principles state that the landscaping scheme to the rear of No.1 Hawley should provide a domestic scale garden, of an appropriate size.

Hard Landscaping

- 9.7 The proposal includes a number of hard landscaped areas. Within the courtyard area, granite setts, clay block paving and composite paving is proposed.
- 9.8 The external learning spaces would have a variety of hard materials and planting on the edges of these spaces.
- 9.9 The main playground proposes a range of materials which are interactive including seating areas under trees, artificial grass, play structures and willow tunnels. The proposed seating and play structures would be constructed using hard wood timber. In addition, an external story corner and caretaker's storage facility is also proposed.
- 9.10 Gravel and self-binding gravel is proposed within the orchard and kitchen garden behind 1 Hawley Road.
- 9.11 The proposal includes a porous tarmacadam for the MUGA together with mesh fencing.
- 9.12 At first floor, a mathematics themed terrace is proposed which could include composite paving and blocks, rubber crumb and resin bonded gravel.
- 9.13 Indicative materials for the second floor terrace include wet pour rubberised bark and wet pour rubber crumb together with composite flag paving, concrete block paving and clay paver.
- 9.14 Further details are contained within the Landscaping Design Statement and it is proposed that the final choice of materials would be conditioned.

Soft Landscaping

Trees

- 9.15 At ground floor level, the proposal includes pleached trees along the approved masterplan pedestrian route adjacent to the school building. Fastigate trees are proposed where tree planting is more restrictive. An oak tree is proposed within the

courtyard of the proposed school.

- 9.16 The findings and recommendations of the approved arboricultural report which formed part of the masterplan application remain extant. The approved report, prepared by Tree: Fabrik is appended to the Fabrik Landscaping Design Statement.

The Nature Garden and Orchard

- 9.17 The proposal includes a nature garden, kitchen garden and orchard within the curtilage of 1 Hawley Road. It is envisaged that this space would provide the character features of a productive Victorian garden. Fruit trees and a wildflower meadow is also proposed.

The streetscape, terraces and playground

- 9.18 The proposal also includes a range of shrubs and grasses which would be planted within the site.

Design of the Multi Use Games Area

- 9.19 The proposal includes two options to accommodate the Multi Use Games Area (MUGA). Option one proposes a MUGA measuring 465 sqm. Option two proposes a smaller MUGA measuring 288 sqm which could be used as a ball court but also allows for improved circulation around the school building and the introduction of a running track.

- 9.20 The preferred option would be determined via a planning condition.

Green and Brown roofs

- 9.21 The proposal includes a roof space measuring 220 sqm which would comprise a mix of green and brown roofs together with PVs. The second floor external area also provides space for a green/brown roof.

- 9.22 It is considered that the proposed landscaping strategy meets national, regional and local planning policies.

10 Heritage

- 10.1 Under paragraph 128 of the NPPF, in determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting.
- 10.2 Paragraph 131 states that in determining planning applications, local planning authorities should take account of:
- the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
 - the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
 - the desirability of new development making a positive contribution to local character and distinctiveness.
- 10.3 London Plan policy 7.9 states that regeneration schemes should identify and make use of heritage assets and reinforce the qualities that make them significant.
- 10.4 Policy CS14 contained within LBC's Core Strategy, sets out the requirements to safeguard Camden's heritage. The overall strategy is to sustainably manage growth in Camden in a way that conserves and enhances the heritage and valued places that give the borough its unique character.
- 10.5 Development policy DP25 indicates that to maintain the character of Camden's conservation areas, the Council will:
- take account of conservation area statements, appraisals and management plans when assessing applications within conservation areas;
 - only permit development within conservation areas that preserves and enhances the character and appearance of the area;
 - prevent the total or substantial demolition of an unlisted building that makes a positive contribution to the character or appearance of a conservation area where this harms the character or appearance of the conservation area, unless exceptional circumstances are shown that outweigh the case for

retention;

- 10.6 The Listed Building Consent which was granted under reference number 2012/4642/L approved the demolition of 1c Hawley Road together with internal and external alterations and associated works to 1 Hawley Road, including a ramp at the rear to provide access to the lower ground floor.
- 10.7 Following a detailed review of 1 Hawley Road (Listed Grade II), Camden Council and Hawley Infant School were keen to adapt the existing building further to enable wheelchair access into the upper ground floor. The design team has also decided to remove the ramp and include further alterations which fall outside the previously consented as part of application reference number 2012/4642/L.
- 10.8 The proposed works to the building therefore include elements which have already been consented in addition to new alterations to the buildings. These works comprise:
1. Demolition of the two storey building known as No 1c Hawley Road adjoining the west side of the listed building;
 2. Replacement of the supporting front portico columns with strengthened columns to look identical to the original. The structural beam above the portico also to be strengthened and repaired to match the original;
 3. Demolition of the rear portico and reconstruction with an increased footprint to accommodate 1500mm turning circle and a lift;
 4. Demolition and reconstruction of the rear stairs re-aligned through 90°;
 5. Replacement of the existing chimney pots, 4 in the west side stack and 2 and 3 in the east side stacks, with the same number of canon-head clay pots;
 6. Construction of a new boundary fence in cast iron fence brickwork pillars in line with the existing garden wall with a maximum height between 1.50m and 1.60m.;

7. Replacement of eaves/soffit with wooden soffit including ventilation grates (completed 14/12/2013);
8. Removal of a partition at lower ground floor to enable access and use of the existing vault;
9. Removal of a section of a previously modified brickwork wall at lower ground floor to create an open plan dining and kitchen area;
10. Incorporation of new disabled WC facilities in the existing room in the southeast rear at lower ground floor compliant with the requirements M1 and M3 of the Approved Document M (in relation to existing buildings);
11. Removal of a later partial height partition in timber board in the west side room of the upper ground floor;
12. Removal of cabinetry at the upper ground floor to maximise storage and rehearsal space;
13. Removal of shower room above the stair compartment at first floor;
14. Re-configuration of the existing internal stair to enable level access to upper ground floor from the re-constructed rear portico;
15. Reinstatement of the missing balustrades; and
16. Enlargement of doors on lower and upper ground floors to achieve the 775mm required in Table 2 of the Approved Document M (in relation to existing buildings).

- 10.9 It is considered that the proposed works to the listed building would not cause any harm to the significance of the heritage asset. In fact, the proposals would enhance the historic building and its setting by allowing the internal space to be actively used at lower ground and upper ground levels in the long term. The proposal therefore meets national, regional and local policy.

11 Sustainability

- 11.1 The NPPF sets out the Government's overarching planning policies on the delivery of sustainable development through the planning system.
- 11.2 Section 10 of the NPPF identifies the role that planning plays in helping shape places to secure radical reductions in greenhouse emissions, minimising vulnerability and providing resilience to the impacts of climate change, and supporting the delivery of renewable and low carbon energy and associated infrastructure
- 11.3 The Mayor's vision in the London Plan is to ensure London becomes an exemplary, sustainable world city whilst allowing London to grow in a responsible and considered socio-economic manner.
- 11.4 With regard to the London Plan, Policy 5.1 seeks to achieve an overall reduction in London carbon dioxide emissions of 60% (below 1990 levels) by 2025.
- 11.5 Policy 5.2 states that proposals should make the fullest contribution to minimising carbon dioxide emissions in accordance with the Mayor's energy hierarchy.
- 11.6 Major development proposals should include a detailed energy assessment to demonstrate how the minimum target for carbon dioxide emissions reduction outlined above are to be met within the framework of the energy hierarchy.
- 11.7 Policy 5.3 states that development proposals should ensure that sustainable design standards are integral to the proposal, including its construction and operation, and ensure they are considered at the beginning of the design process.
- 11.8 Policy 5.6 considers that development proposals should evaluate the feasibility of a Combined Heat and Power system which should seek:
- i. Connection of existing heating or cooling networks;
 - ii. Site wide CHP network;
 - iii. Communal heating and cooling

11.9 Camden Core Strategy policy CS13 advises that the council will require all developments to take measures to minimise the effects of and adapt to climate change.

11.10 Development Policies policy DP22 requires development to incorporate sustainable design and construction measures including providing green and brown roofs; meeting Code for Sustainable Homes level 4 by 2013; expecting developments to meet very good in Eco Homes prior to 2013 and encouraging 'excellence' from 2013; expecting non-domestic development to achieve 'very good' BREEAM assessments and 'excellent' from 2016; and ensuring schemes include appropriate climate change adaptation measures, such as:

- a) summer shading and planting;
- b) limiting run-off;
- c) reducing water consumption;
- d) reducing air pollution; and
- e) not locating vulnerable uses in basements in flood-prone areas

11.11 The energy strategy for the school proposes a stand-alone CHP plant which the school would use and manage. This differs from the approved masterplan wide scheme which envisaged a centralised energy plant within the basement of Area C which would connect to all of the masterplan buildings, including the school. The strategy has been amended to enable the school to come forward in a timely manner without having to rely on the rest of the masterplan being developed.

11.12 The revised energy strategy therefore proposes the following energy efficient measures:

Use Less Energy – 'Be Lean'

- 1) Carefully considered façade engineering that optimises daylight penetration whilst limiting summer heat gains. This will include the use of high performance glazing technology that affords low G value and U value and high light transmittance;

- 2) Passivhaus type thermal fabric standards with triple glazing and highly insulated opaque elements and exceptionally low air permeability
- 3) Use of low energy lighting in incorporating the latest LED technology where appropriate. Many areas would include presence detection and low energy fittings.
- 4) Demand controlled ventilation
- 5) Heat recovery on main air handling plant.
- 6) Variable speed drives on pumps and fans with hydraulic systems tuned to respond to varying building load.

11.13 The proposal would include passive and active design measures through improved u values and efficiency of energy systems. The total 'Be Lean' measures equate to 25% in regulated CO2 emissions compared to the baseline.

Supply energy efficiently – 'Be Clean'

- 1) Provision of a school wide heating system to serve all parts of the school utilising on site Combined Heat and Power energy centre.

11.14 The 'Be Clean' measures result in a 24% reduction in regulated in CO2 emissions compared to the baseline.

Use Renewable Energy – 'Be Green'

The following has been applied:

- 1) Roof mounted solar electric PV modules measuring 140 sqm.

11.15 The proposed 'Be Green' measures equate to a 54% reduction in regulated CO2 emissions

11.16 The proposed school has been designed to exceed Part L 2010 regulations through a combination of passive design and energy efficient measures. The proposal seeks to provide a 74% reduction in carbon emissions when compared against 2010 regulations. Further details are contained within the Energy Statement.

11.17 The BREEAM target for the school building has been targeted as Very Good with an aspiration to meet 'Excellent'. The mandatory carbon requirements of 'Excellent' are met.

11.18 The revised energy strategy therefore exceeds the policy targets set at regional and local levels.

12 Transport

- 12.1 Paragraph 29 of the NPPF states that the transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. Encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion.
- 12.2 At a regional level, London Plan policy 6.3 states that “development proposals should ensure that impacts on transport capacity and the transport network, at both a corridor and local level, are fully assessed”. The policy also indicates that transport assessments will be required in accordance with TfL’s Transport Assessment Best Practice guidance for major planning applications.
- 12.3 Policy 6.9 states that “the Mayor will work with all relevant partners to bring about a significant increase in cycling in London
- 12.4 Policy 6.10 indicates that “the Mayor will work with all relevant partners to bring about a significant increase in walking in London, by emphasising the quality of the pedestrian environment, including the use of shared space principle –promoting simplified streetscape, de-cluttering and access for all”.
- 12.5 The Mayor’s Transport Strategy, 2010 sets out policies and proposals to achieve the goals set out in the Plan. The Mayor’s Transport Strategy sets a vision of London as an exemplary sustainable world city.
- 12.6 At a local level, Core Strategy policy CS11 seeks to promote the delivery of transport infrastructure and the availability of sustainable transport choices.
- 12.7 Development policy DP16 seeks to ensure that development is properly integrated with the transport network and is supported by adequate walking, cycling and public transport links.
- 12.8 Development Policy DP17 seeks to promotes walking, cycling and public transport.
- 12.9 Development policy DP18 advises that the Council will seek to ensure that developments provide the minimum necessary car parking provision and expects

that schemes within the Central London Area and the town centres of Camden town, Finchley Road, Swiss cottage, Kentish High road and west Hampstead should be car free with the exception of disabled parking.

Car Parking and cycle parking

12.10 As per the approved masterplan, the proposal includes two disabled car parking spaces which would be provided off street along Hawley Road.

12.11 The proposal includes three cycle spaces for staff and twenty four spaces for pupils. Twelve visitor spaces are proposed at the front of the school on Hawley Road.

Scooter parking

12.12 The proposal includes storage space at ground floor level which would accommodate scooter parking for pupils.

Waste and Recycling

12.13 The waste and recycling strategy remains the same as the approved masterplan strategy. However, in order for the school to be delivered before the rest of the masterplan, an interim proposal has been devised to allow on street servicing which would mean that refuse vehicles would collect the school's waste on street rather than using the approved masterplan off street loading bay which would only be constructed once the rest of the masterplan comes forward. This proposal has been discussed with highways officers.

14 High Speed 2

- 14.1 The Applicant has been working with representatives of High Speed 2 to ensure that the proposed school can be delivered in 2016.
- 14.2 To date, discussions have taken place regarding the proposed High Speed 2 works to the existing viaduct and the potential implications on the proposed MUGA and external landscaping.
- 14.3 Negotiations with High Speed 2 are on-going.

15 Other Matters Previously Approved

- 15.1 As part of the outline application for the school, the approved parameter plans were assessed as part of the Environmental Impact Assessment. Since the approval, the approved parameter plans have been the subject of non-material amendments which did not require a re-assessment of the Environmental Impact Assessment.

Noise

- 15.2 The findings of the 2012 ES remain the same. The school falls into NEC C and the design includes appropriate attenuation measures.

Air Quality

- 15.3 The proposed school now includes a stand-alone CHP energy plant which would run independently from the rest of the masterplan site. This would enable the school to manage its own costs. The revised air quality assessment therefore takes into account additional pollutant emissions from the proposed heating plant. The report concludes that a qualitative assessment of dust effects during the construction phase has been carried out. With the implementation of a range of appropriate site management practices to control dust emissions, effects associated with construction activities are considered to be negligible to, at worst, temporary moderate adverse.
- 15.4 The proposed heating plant is predicted to have a negligible effect on air quality at all existing receptors considered. However, a minor adverse effect is predicted at one of the proposed residential units in Area B of the approved masterplan at 4th floor level. Specific mitigation measures would be required for this unit to ensure the risk of exposure is minimised for future occupiers.

Contamination

- 15.5 The outline planning permission requires the submission of a site contamination report to be submitted and approved by Camden Council before development takes place on site. This is to ensure that the site is cleared and clean prior to works starting on site.

Habitat

- 15.6 The Phase 1 Habitat survey which was submitted in support of the 2012 planning application concluded that the site did not include any priority habitats or protected species. The 2012 bat survey stated that the site did not include any area which would be suitable for roosting habitat and that there was no evidence of bat activity recorded.
- 15.7 A revised survey has not been submitted in support of this application as the masterplan planning permission requires the submission of an updated bat survey to be completed prior to the commencement of demolition and/or any tree works and so this will be submitted at the appropriate time.

Construction Management Plan

- 15.8 The findings of the approved Construction Management Plan remain extant. Prior to the commencement of demolition works, hoardings will be erected around the perimeter of the site. Hoardings will provide acoustic screening of the site from road level as well as ensuring the safety of pedestrians and vehicles, and provide security. Site access points will be protected with secure gates and security staff will also be present during working hours and 24 hour security during the later fit out stages.
- 15.9 The key construction activities and indicative timescales are contained in Table 1 below:

Table 1 – Construction Activities and indicative timescales

Key Activity	Action	Indicative timescale	Access
Set Up / Demolition/ Substructure	Enabling Works, Demolition and piling	23.2 weeks	From Hawley Road
Structure & Finishes	Superstructure and school fit out	80 weeks	From Hawley Road
Completion	Handover	8 August 2016	From Hawley Road

15.10 The proposed hours of construction work are:

- 08:00 - 18:00 hours Monday to Friday;
- 08:00 - 13:00 hours Saturday; and,
- No working on Sundays or Bank Holidays.

15.11 The s106 agreement for the entire masterplan requires the Owner to submit a Construction Management Plan prior to the demolition of any part of the site.

Basement Impact Assessment

15.12 The proposed school does not include a basement and therefore a Basement Impact Assessment is not required.

Attenuation Tank

15.13 The approved Masterplan includes an attenuation tank which will be located within the school boundary.

15.14 There are a number of potential zones for the location of the attenuation tanks which would be agreed by condition.

16 Conclusion

- 16.1 The Applicant instructed AHMM architects to design the school in corroboration with the London Borough of Camden and their advisors, SCABAL and Hawley Infant School.
- 16.2 The proposed school has been designed as a high quality sustainable building which meets the approved Design Principles for the school.
- 16.3 In accordance with all levels of policy, the proposed scheme provides the following benefits:
- a) A one form entry primary school and nursery
 - b) A high quality architectural design which complements the local area
 - c) An exemplary sustainable building which results in a 74% reduction in CO2 emissions
 - d) A bespoke landscaping scheme which meets the needs of the pupils
 - e) Improvements to 1 Hawley Road (Grade II) to enable wheelchair access into the upper ground floor.
- 16.4 In accordance with Section 38 (6) of the Planning and Compulsory Purchase Act, the application proposals meet the objectives of the Development Plan including relevant London Plan and Camden Council's Core Strategy and Development Policies. There are many other material planning considerations of substantial weight that justify the grant of the Reserved Matters for the school and Listed Building Consent in respect of 1 Hawley Road. The proposals fulfil the statutory duties in respect of the listed building at 1 Hawley Road.
- 16.5 This Planning Statement has assessed the proposed development against the development plan and other relevant planning policy and guidance at national, regional and local policy level.
- 16.6 This statement therefore concludes that the proposed development complies with the aims and objectives of national, regional and local planning policy and should be granted planning permission accordingly.

