



The Office
14 Harcourt Close
Henley on Thames
OXON, RG9 1UZ

15th August 2014

London Borough of Camden
Planning Department
Camden Town Hall
Judd Street
London
WC1H 9JE

Dear Sir / Madam

**TOWN AND COUNTRY PLANNING ACT 1990
HOLMES ROAD, CAMDEN COUNCIL DEPOT, KENTISH TOWN, NW5 3AP**

We are instructed by Westminster Kingsway College to submit to you the enclosed planning application for:

“Retrospective proposal for the erection of a two storey portacabin extending to 50 sq m and installation of fire exit door on to Holmes Road, steps and railings, for a temporary period of 12 months.”

Accordingly, please find enclosed copies of the following documents:

1. Planning application forms and completed Certificate B.
2. Plans as follows:
 - Site Location Plan
 - Portacabin Elevations BR0079/B
 - Portacabin Ground Floor and First Floor layout plans
 - Proposed Site For New Fire Escape: Ground Layout and Elevation
3. Cheque for the sum of £385 made payable to the London Borough of Camden

Background

Following the voluntary liquidation of Camden Jobtrain in 2012, Westminster Kingsway College (WKC) was approached by Camden Council to continue the provision. Jobtrain provides education and training to 14-16 year olds who for whatever reason fall outside mainstream education. It also offers training for young adults. Most trainees are residents of Camden, with a high proportion from minority ethnic groups.

WKC has successfully continued the provision, which focuses on the provision of car maintenance, brick laying and construction skills and carpentry, across two sites in Camden: Regis Road and Holmes Road. In July 2014 the lease at Regis Road was terminated and the College was unable to renew it. In order to continue providing the training, the College is proposing to consolidate the provision onto the Holmes Road site through the erection of a double height portacabin to provide classroom space for students, alongside the existing workshops.

In order that the provision is available for students at the start of September 2014, the portacabin has already been erected on the site. It is proposed to utilise the portacabin for the 2014/2015 academic year, after which the provision will cease and it will be removed.

Portacabin

The portacabin was installed on the site at the beginning of August. It provides 50 sq m GEA across two floors, with an external staircase.



Figure 1: Portacabin As Existing

The portacabin is set back from the existing building by 1.5m in order to maintain access to the workshop and to provide a dedicated walkway around the existing buildings for health and safety reasons.



Figure 2: Separation From Existing Workshop

Each floor will provide a classroom for 14 students and will complement the provision in the workshops.

The portacabin will result in student numbers at the site increasing from 30 to 50 students, and staff numbers increasing from 6 to 10 members of staff.

Four car parking spaces will be lost as a result of the development. Students and staff will not be allowed to park at the site and will be encouraged to use public transport to access the site.

It is considered that the portacabin meets an identified short term need for additional education floorspace in the Borough and accordingly meets the NPPF, London Plan and Camden’s policy aims of inclusivity and providing education and training for young people in the capital. Whilst the design approach is basic, the scheme will not be visible from public vantage points and it will therefore not impact on the street scene in the locality and it is not considered to undermine Camden’s design policies in this respect.

Fire Escape

In order to accommodate the increase in students at the site, it is proposed to renovate an internal existing mezzanine, for which planning consent is not required. The mezzanine will be used as a break out space for students and will provide natural surveillance over the workshop below.

A protected internal fire escape route is proposed from the mezzanine to the ground floor of the workshop and a fire escape door and steps will be created providing access to the exterior of the building on Holmes Road, in the location shown below. Planning consent is sought for the external fire door, platform, steps and railings.

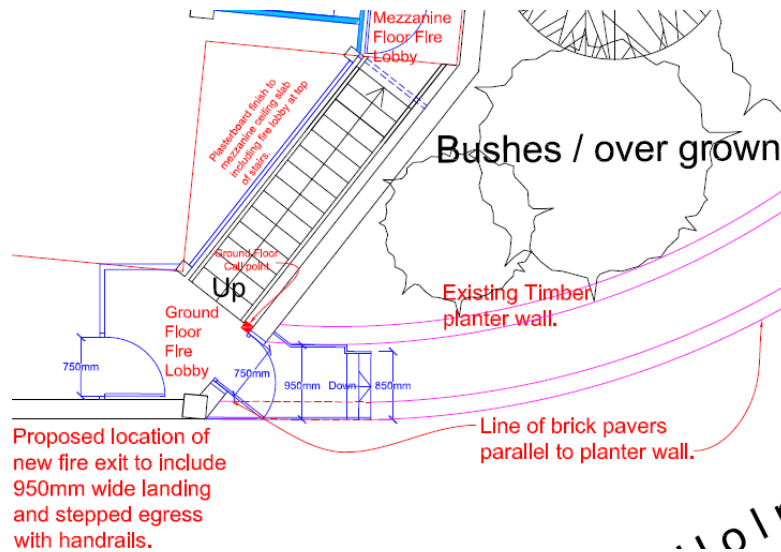


Figure 3: Location of Proposed Fire Escape Door

The fire escape door will be inserted in the truncated corner elevation of the building, with steps and railings down to the footway, adjacent to the raised timber flower bed, which will be retained. The railings will extend to 1.5m, adjacent to a public highway, and hence the need to secure planning consent.

Temporary consent is sought for the fire door and railings for 12 months, after which they will be removed and the wall and ground reinstated as above.

The works proposed are an essential part of the operation of the premises for the provision of Jobtrain. They will not impact on the freeflow of pedestrians on the pavement, nor on the existing landscaping which will be cut back slightly, but maintained in the majority. It is considered that the fire door and access are acceptable in planning terms, particularly given their temporary nature and proposed reinstatement of the building.



I trust the enclosed information provides you with sufficient information to consider the planning application, but should you require clarification on any matter, please do not hesitate to contact me.

Yours faithfully

LOUISE MORTON
T: 01491 571 123
M: 07989 048 771
E: lm@quadranttowntownplanning.com