

Expansion of Kingsgate Primary School and Redevelopment of Liddell Road

Planning, Design and Access Statement

Submitted in support of
Application 01 for Phase 01
Application 02 for Phase 02
December 2014



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Contents

1.0	Introduction		4.0	Phase 1 Application 1 - Kingsgate School Design	6.0	Phase 2 Application 2 - Workspace Design			
1.1	Planning Approach	05	4.1	Process	6.1	Process			
1.2	Application Content	06		4.1.1	Client Brief	73	6.1.1	Introduction	159
1.3	The Project Team	07		4.1.2	Assessment	74	6.1.2	Assessment	160
1.4	Document Structure	07		4.1.3	Involvement	75	6.1.3	Involvement	160
				4.1.4	Evaluation	76	6.1.4	Evaluation	160
				4.1.5	Design	78	6.1.5	Design	161
2.0	Site Assessment		4.2	Use	85	6.2	Use	167	
2.1	Location	09	4.3	Amount	86	6.3	Amount	167	
2.2	Use	10	4.4	Layout	87	6.4	Layout	168	
2.3	Height & Character	12	4.5	Scale	92	6.5	Scale	170	
2.4	Views & Visibility	14	4.6	Landscape	94	6.6	Appearance	171	
2.5	Access	25	4.7	Appearance	109	6.7	Landscape	172	
2.6	Ecology	27	4.8	Access	116	6.8	Access	178	
2.7	Ground Conditions	29							
2.8	Site Appraisal	30	5.0	Phase 2 Application 2 - Residential Design	7.0	Phase 2 Landscape		181	
2.9	Planning Policy Considerations	31	5.1	Process					
3.0	The Masterplan			5.1.1	Client Brief	121	8.0	Planning Statement	189
3.1	Process			5.1.2	Assessment	122	9.0	Appendices	
	3.1.1	Client Brief	37	5.1.3	Involvement	122		Appendix 1 - Workspace Statement	
	3.1.2	Assessment	38	5.1.4	Evaluation	122		Appendix 2 - Views Assessment	
	3.1.3	Design	40	5.1.5	Design	123			
	3.1.4	Involvement	42	5.2	Use	134			
	3.1.5	Evaluation	44	5.3	Amount	134			
3.2	Use	46	5.4	Layout	135				
3.3	Amount	46	5.5	Scale	139				
3.4	Layout	47	5.6	Appearance	143				
3.5	Scale	50	5.7	Access	155				
3.6	Landscape	55							
3.7	Appearance	62							
3.8	Access	63							
3.9	Sustainability	67							
3.10	Construction Phasing	68							

1.0 Introduction

1.1 Planning Approach

This Planning, Design and Access Statement (PDAS) has been prepared on behalf of the Applicant, the London Borough Camden and in support of the submission of two detailed planning applications that together seek approval for the comprehensive mixed use redevelopment of the Liddell Road Industrial Site on Liddell Road, London NW6 2EW (the Site) in order to facilitate the delivery of two key Council objectives; namely:

- The planned expansion of Kingsgate Primary School from to create 420 permanent new school places; and
- The generation of essential funds to enable the improvement of other schools in the Borough.

The planned expansion of the existing Kingsgate School forms part of Camden Council's Community Investment Programme (CIP). The existing school currently has three bulge classes, which provide a temporary solution to demand for additional spaces. A continuing and rising demand for school places in this part of the Borough does, however mean that there is a pressing need to permanently expand the school.

Detailed consideration of a number of alternative options for the accommodation of this additional expansion requirement resulted in a recommendation from the Directors of Finance, Culture and Environment, Housing and Adult Social Care and Children, Schools and Families to Cabinet in December 2010 that the Liddell Road site should be considered as the preferred location to accommodate the additional expansion requirement. The expansion of Kingsgate School was given conditional approval by the Director of Children, Schools and Families (CSF) on the 20th March 2014:

"The Director of Children, Schools and Families, having noted the contents of this report and consulted the Cabinet Member for Children, has given conditional approval to the expansion of Kingsgate primary from two forms of entry to four forms of entry, subject to the grant of planning permission under Part 3 of the Town and Country Planning Act 1990, acquisition of an empty site and relevant changes to the schools admission arrangements by 1 September 2015."

Based on this recommendation a preferred strategy for the delivery of the additional new school facilities at the Site was subsequently developed and presented to Cabinet on 4 December 2013. The preferred strategy envisaged the comprehensive redevelopment of the Site for a mix of buildings and facilities suitable for the accommodation of 420 additional primary school places, new employment space to replace the floorspace that would be lost from the Site as a result of any redevelopment and new residential floorspace.

A key requirement of the Strategy was that it would deliver a development that would be self –funding and that, in addition it should also be capable of delivering a funding surplus, which would be used to re-invest in other school improvement initiatives in the Borough.

Section 18 of this December 2013 Cabinet Report confirmed the overriding objectives for the redevelopment project at Liddell Road, as follows:

"In addition to providing new school places, the objectives for the proposed redevelopment of Liddell Road are to maximise the community and employment benefits and optimise the value delivered from the scheme.....The capital programme redevelopment requires the site to be self-funding through capital receipts from new housing within the development and for it to generate a positive surplus of £3 million to reinvest in other CIP school projects."

The strategy report also recognised the Liddell Road site as an important employment location and hence required that any redevelopment of the Site should provide an opportunity to provide higher density employment floorspace and increase employment opportunities.

Based on the approved strategy objectives the Council appointed a design team led by Maccreanor Lavington architects to help evolve alternative development options for the Site.

This design process has required consideration of a number of complex and overlapping environmental, social and economic issues associated with:

- The operational and spatial needs of the proposed school buildings.
- The financial considerations associated with the development.
- The programme and funding arrangements associated with the delivery of the School and the rest of the development i.e. the school must delivered as the first phase.
- The proximity of existing residential properties, particularly those fronting onto the southern side of Maygrove Road.
- The proximity of Maygrove Peace Park and the potential to provide a link from the development into the Park.
- The presence of and ecological importance of the linear greenspace fronting Maygrove Road.
- The existing topography of the Site.
- The topography of the surrounding area and the views across the area and the visibility of the Site.
- The east west orientation of the Site and the existing sunpath.

- The presence of a railway line running east/west along the northern boundary of the Site and the associated noise generation from trains
- The existing use of the Site and the presence of a number of existing employment uses.
- The presence of a number of mature trees on the Site.
- The accessibility of the Site and its proximity to the Hampstead Growth Area.
- The character of the existing townscape and built form that comprises the West Hampstead area.
- The existing access arrangements and the patterns of movement associated with pupils that will attend the new school.
- The existing and emerging planning policy context and the standards and requirements associated with the building of a new school.

Based on these various considerations and the funding objectives of the project the Applicant developed and tested a number of alternative options for the redevelopment of the Site. The alternative design approaches explored as part of this process is described in detail in Section 3.1 of this report.

The options were discussed with the future school users, the local community, Members and officers from the Council and the GLA.

Based on feedback from the process, together with more detailed testing of the proposals the Applicant has developed a preferred set of proposals, which seek to strike an appropriate balance between the various issues raised and as a result bring forward a high quality and sustainable mixed development that is capable of delivering the Council's stated objectives.

This PDAS is one of a number of documents that has been prepared to support the planning applications. It is, however the key document in that it provides a detailed explanation in terms of the background to the project, the content of each application, the factors that have influenced the design and its evolution, the component parts of the development proposals and how they relate to the prevailing planning policy framework.

1.2 Application Content

A single masterplan has been developed for Site as whole. It is, however intended that the masterplan will be delivered in two phases, as follows:

- Phase 1: The demolition and clearance of all existing buildings; site preparation works, site levelling and associated groundworks; creation of a new access road from Liddell Road; construction of the new school buildings and associated facilities and implementation of temporary landscape works.
- Phase 2: Construction of three new blocks: Block A (5 storeys) to provide 3,729sqm (GIA) of mixed commercial use (Use Class B1); Block B (11 storeys) and Block C (5 storeys) to provide 106 mixed tenure residential units (Use Class C3) and associated public realm and landscaping works.

Application 1 therefore relates to the phase 1 works that will be delivered by the London Borough of Camden and Application 2 relates to the phase 2 works that will be delivered by the Council's preferred development partner.

In addition to this PDAS, which relates to applications 1 and 2, a number of other documents have been submitted in support of the applications as listed in the adjacent columns.

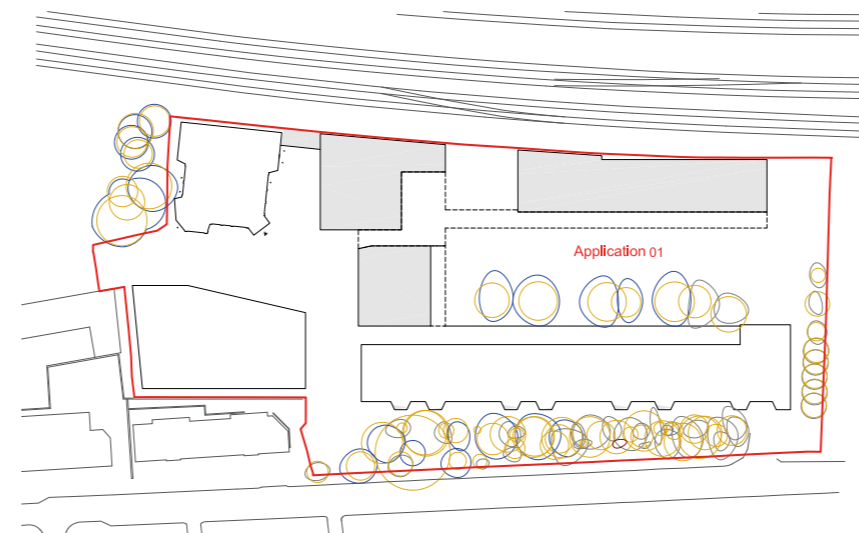
In addition, both applications 1 and 2 are accompanied by an Affordable Housing and Viability Assessment, which is submitted on a confidential basis.

Application 1 (phase 1):

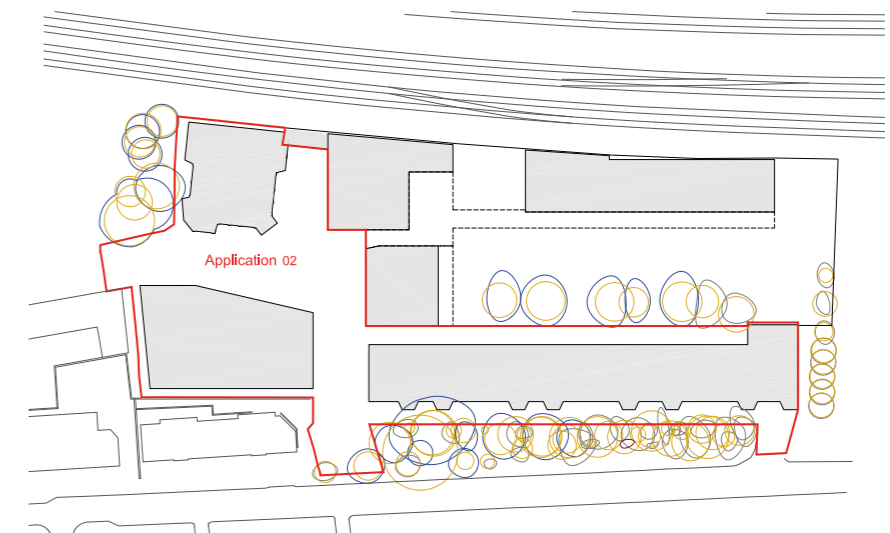
- A covering letter
- The relevant planning application forms, certificates, CIL forms and the relevant application fee.
- Site location and ownership plans.
- Existing and proposed plans, sections and elevations.
- Planning, Design and Access Statement (including landscape, lighting and public realm strategy, refuse strategy, verified views, planning statement and workspace strategy).
- Statement of Community Involvement.
- Construction, Logistics, Management Plan.
- Energy Statement (including BREEAM and CfSH pre assessments).
- Flood Risk Assessment (including drainage strategy and SUDS).
- Air Quality Assessment
- Transport Assessment, Draft School Travel Plan.
- Arboricultural Impact Assessment.
- Acoustic and Vibration Assessment.
- Geotechnical Study.
- Ecological Appraisal.

Application 2 (phase 2):

- A covering letter
- The relevant planning application forms, certificates, CIL forms and the relevant application fee.
- Site location and ownership plans.
- Proposed plans, sections and elevations.
- Planning, Design and Access Statement (including landscape, lighting and public realm strategy, refuse strategy, verified views, planning statement and workspace strategy).
- Statement of Community Involvement.
- Construction, Logistics, Management Plan.
- Energy Statement (including BREEAM and CfSH pre assessments).
- Flood Risk Assessment (including drainage strategy and SUDS).
- Air Quality Assessment
- Transport Assessment, Draft Workspace and Residential Travel Plans.
- Arboricultural Impact Assessment.
- Acoustic and Vibration Assessment.
- Geotechnical Study.
- Ecological Appraisal.
- Sunlight, Daylight, Overshadowing and Light Pollution Assessment.



Site plan identifying application 1 boundary



Site plan showing application 2 boundary

1.3 The Project Team

Both applications have been prepared by the Applicant's Agent, Tibbalds and a design team comprising Maccreanor Lavington and landscape architects, JCLA.

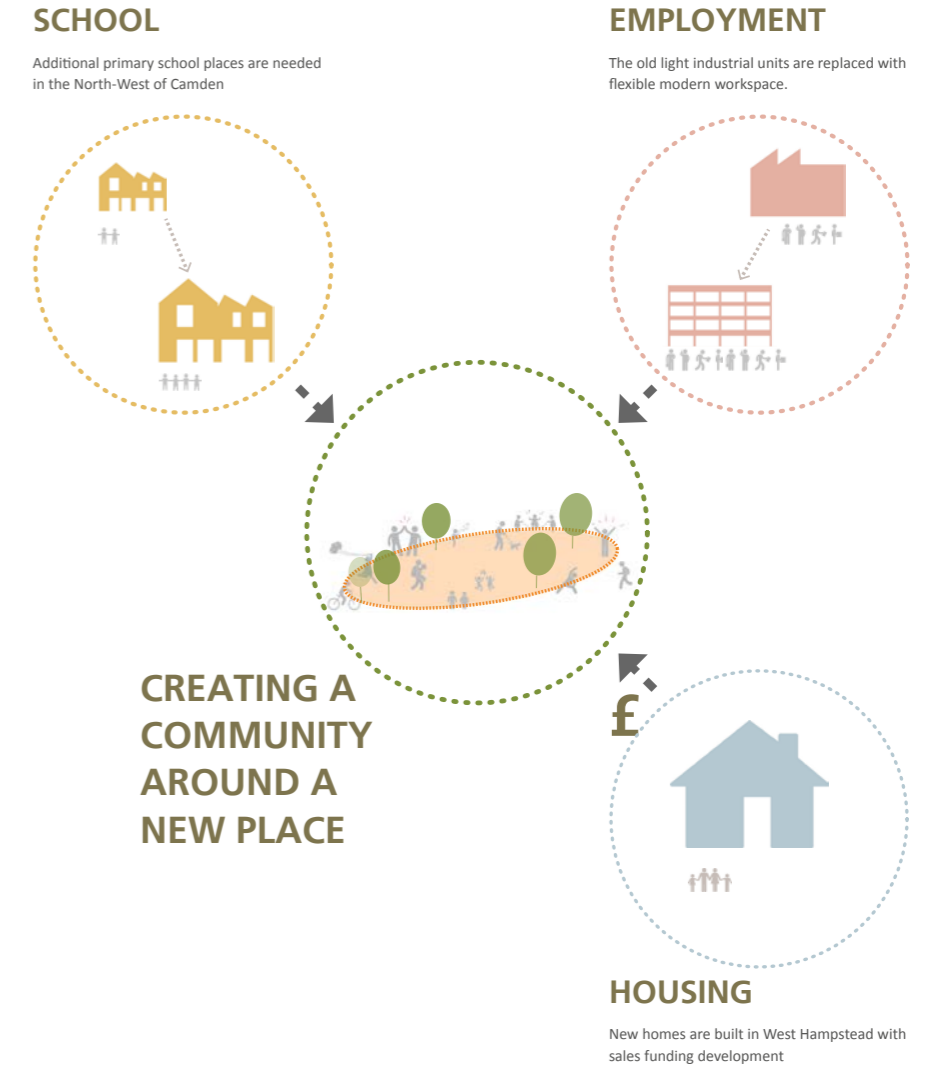
The core project team and their roles include:

- London Borough of Camden: Applicant
- Maccreanor Lavington: Architect and Masterplanning coordination
- Tibbalds: Planning
- Affordable housing and viability: Deloitte
- Energy and Sustainability: Atelier Ten
- Transport: Alan Baxter Associates
- Engineering (Structural & Civil), flood risk & drainage: Price & Myers
- Ecology: The Ecology Consultancy
- Workspace advice: Creative Space
- Arboriculture: Skerratt
- Sunlight, daylight, overshadowing: Point 2 Surveyors
- Construction Logistics: Sweet

1.4 Document Structure

Based on CABE guidance this PDAS is structured as follows:

- **Section 1:** Introduction and Approach: Introduces the project and its background.
- **Section 2:** Site Assessment: Describes the application sites, their contexts and introduces the various baseline assessments and surveys of the site, including an assessment of the prevailing planning policies as they relate to the Sites and based on this information provides an initial assessment of the issues that are likely to affect any future redevelopment plans.
- **Section 3:** The Masterplan: Describes the masterplanning process and its evolution through the pre-application and consultation stages of the project. The section then goes onto to describe the preferred masterplan in terms of layout, land use and quantum/ mix of development; scale, landscaping, appearance, access, sustainability and phasing of development.
- **Section 4:** Application 1- Kingsgate School proposals.
- **Section 5:** Application 2- Residential proposals.
- **Section 6:** Application 2- Workspace proposals.
- **Section 7:** Application 2 - Landscape proposals
- **Section 8:** Planning Policy Assessment: Explores the implications of the proposals in relation to the prevailing planning policy framework at the national, regional and local levels, provides a summary of the proposals and outlines the key benefits of the development.
- **Section 9: Appendices**
 - Appendix 1 - Workspace Statement
 - Appendix 2 - Views Assessment



Community Investment Programme concept diagram

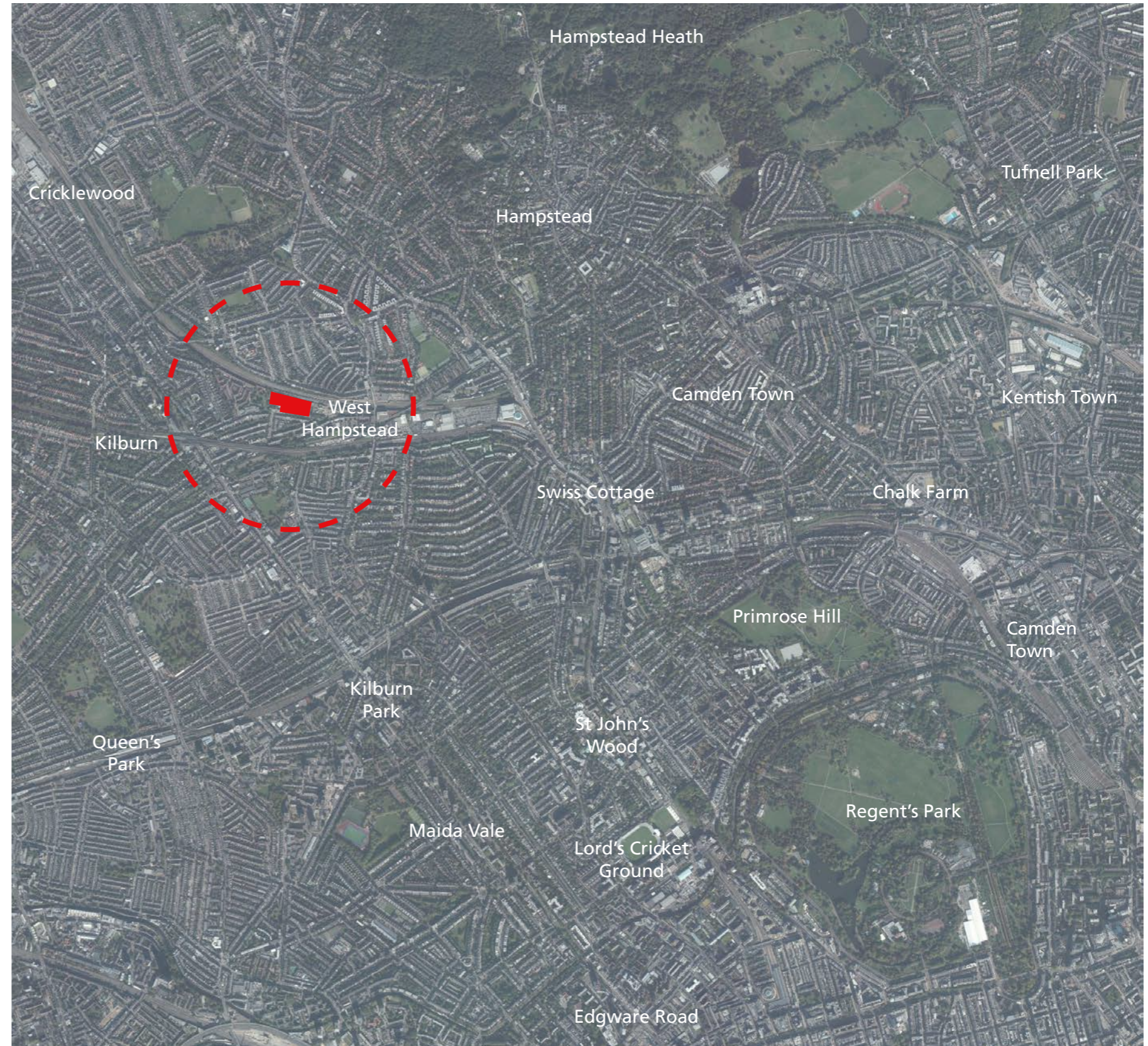
2.0 Site Assessment

2.1 Location

The Liddell Road site is located in West Hampstead in the north west of the London Borough of Camden, midway between West End Lane and Kilburn High Road. It sits to the west of West Hampstead Transport Interchange and is bordered by Maygrove Peace Park to the west, Maygrove Road to the south, the Thameslink rail line to the north and signal box/Network Rail buildings to the east.



Existing site aerial photograph from the south



Site location - situated between West Hampstead and Kilburn

2.2 Use

The area surrounding the Site is mixed in character consisting of residential, and employment uses (light industrial, general industrial, warehousing and offices).

West End Lane (District Centre) to the east and Kilburn High Road (Major Centre) to the west support a wide range of retail, restaurant and service uses and are well served by public transport.

The immediate area i.e. the land between the railway tracks and west of West End Lane should also be described as an area in transition. Several former industrial sites have been subject of recent planning permissions:

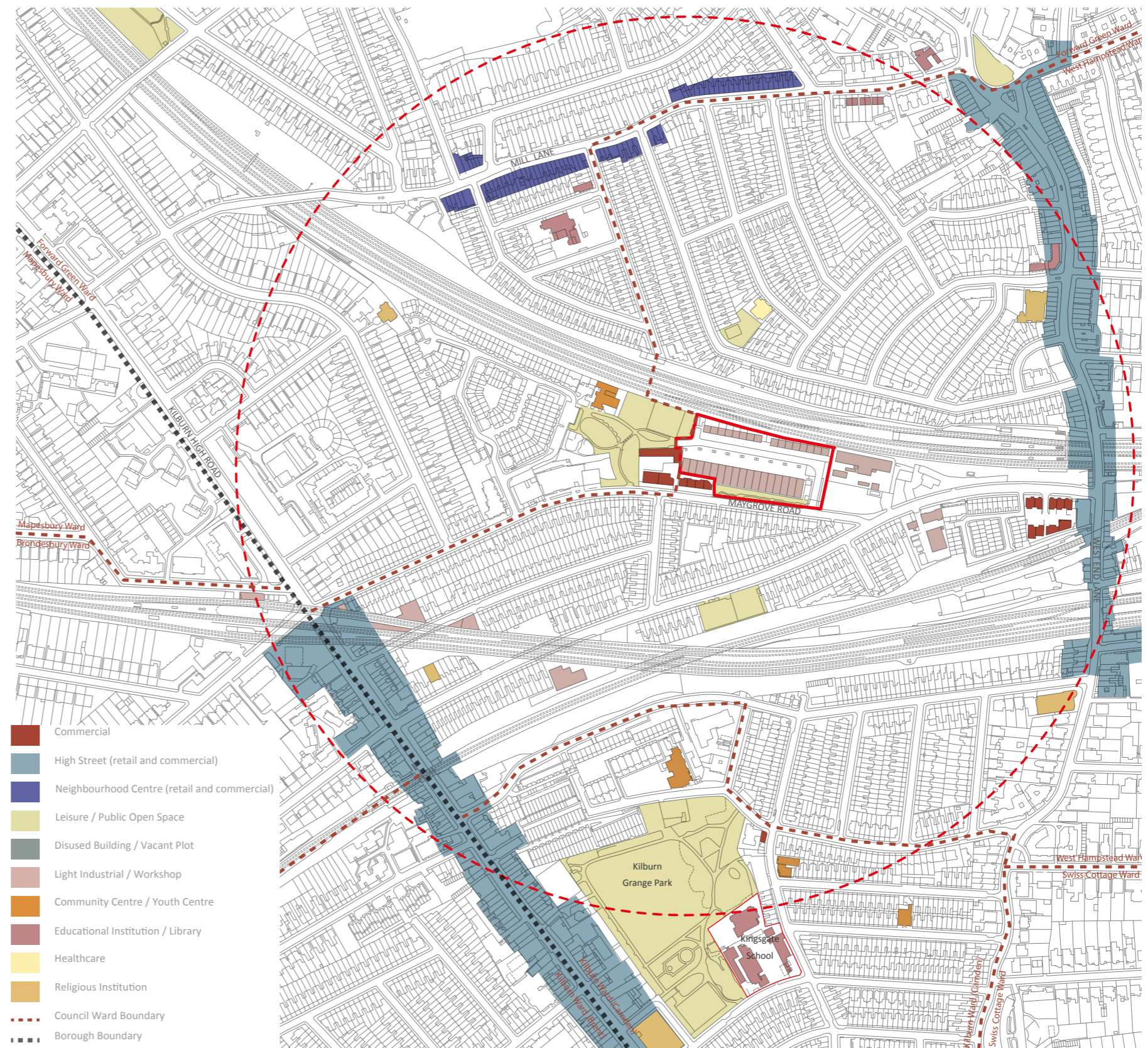
- Hampstead Garden Centre, 163 Iverson Road (App. ref: 2012/0099/P): Erection of a part four and part five storey building comprising 33 flats and three, three storey town houses.
- 159-161 Iverson Road (App. ref: 2013/7505/P): Erection of two buildings ranging in height from one and six storeys, comprising 19 residential units and 164 sqm of employment floorspace.
- 65&67 Maygrove Road (App. ref: 2012/5934/P): Erection of a building comprising a basement and five upper storeys to provide 91 residential units.
- 59 Maygrove Road (App. ref: 2009/4598/P): Erection of a part four, part five storey building to provide 29 flats.
- 187-199 West End Lane (App. ref: 2011/6129/P); Seven new buildings between five and twelve storeys to provide 198 residential units, retail, financial and professional services and food and drink floorspace and employment/ healthcare floorspace.

Each of the above permissions have or are currently being implemented and involve the replacement of a mixture of lower density commercial buildings and yard areas with larger scale and higher density residential led mixed developments. Such changes in use and intensification of development in this location is given policy support at both the regional and local levels.

The railway cutting to the north of the Site provides a 70 metre separation between the Site's northern boundary and the existing residential streets to the north and Maygrove Peace Park separates the Site from the existing housing to the west.

The existing Kingsgate School lies some 0.5km to the south of the Site, adjacent to Kilburn Grange Park.

Any redevelopment of the Site will alter views toward the Site. In order to



Communities and High Streets diagram

2.2 Use



View from footbridge at West Hamsstead Thameslink station



Maygrove Peace Park, view towards West End Sidings estate



West End Lane, local high street



Existing workspace buildings in Maygrove Road



Existing Victorian terraced houses on Iverson Road



Sidings Community Centre in adjacent Maygrove Peace Park

2.3 Height & Character

The traditional residential streets to the north and south of the site are characterised by terraces of two/ three storey residential properties.

West End Lane running north south to the east of the Site has a more varied character, fluctuating along its length from 1 or 2 storeys up to 5 or 6 floors.

As already discussed there is also a third emerging character area associated with the West Hampstead Growth Area. Former commercial/ industrial sites located immediately to the south east, west and east of the Site have or are being more intensively developed. The proposals include for buildings of between 4 and up to 12 storeys in height.

In the wider area a number of taller buildings punctuate the skyline to the west of the site and situated on Kilburn High Road.



Aerial photo showing massing context