

Appendix A. Summary of London Borough of Camden consultation and decision making about the expansion of Kingsgate primary school and redevelopment of Liddell Lane

Date and Forum	Comment	Outcome
<p>December 2010 CIP report to Cabinet</p>	<p>156 West End Lane and Liddell Road was considered, along with around 20 others sites, as a possible site for a new school but Liddell Road was considered a more suitable site.</p>	<p>Agreed that, subject to the outcome of statutory consultation that the authority should prepare proposals for new school buildings on Liddell Road site.</p>
<p>June 2011- West Hampstead Shaping the Future workshop 1 February 2012 - West Hampstead Shaping the Future workshop 2</p>	<p>Workshops with local representatives as part of the process of preparing a Place Plan for West Hampstead, working towards a shared vision for West Hampstead area</p>	<p>West Hampstead Place Plan published March 2012</p>
<p>July 2012 - cabinet report September 2012 - CSF scrutiny committee</p>	<p>Option appraisal for delivery of the new primary school places on Liddell Road to compare benefits and opportunities of expanding an existing school or establishing a new Academy</p>	<p>Expansion of Kingsgate primary school as part of mixed use redevelopment of Liddell Road adopted as preferred strategy to meet need for new school places within. Officers to undertake consultation and report results to Cabinet together with outcome of consultation.</p>
<p>November 2012 - Kingsgate primary school public consultation</p>	<p>To engage with school community on the principle of expansion</p>	<p>Feedback from parents was positive The main concern from parents related to the transfer of children between the two sites and a number of options that the school could adopt to manage this were discussed. The school governing body confirmed their support for the expansion, subject to completion of the statutory consultation.</p>
<p>May 2013 – Kingsgate primary school parents meeting</p>	<p>To engage with school community on the principle and practicalities of expansion</p>	<p>Feedback from parents was positive. Main concerns remain logistics for travel for families who have children at both schools. Education specialist commissioned to work with headteacher on vision and management for new school.</p>
<p>July 2013 - meetings with local stakeholder groups 4 groups:</p> <ul style="list-style-type: none"> • Sidings Community Centre (staff) • West Hampstead and Fortune Green Neighbourhood Development Forum • Maygrove Peace Park Friends Group • West Hampstead Amenity Transport 	<p>Initial engagement with local stakeholders to gain understanding of key issues in relation to future redevelopment of Liddell Road</p>	<p>Key issues for local people identified to inform feasibility study and proposed strategic plan. List of issues to mitigate in design development. For example</p> <ul style="list-style-type: none"> • Relationship with Maygrove Peace Park and impact on open space • Improvements to pedestrian access • Impact on parking and traffic • Affordable housing offer • Loss of employment space

Appendix A. Summary of London Borough of Camden consultation and decision making about the expansion of Kingsgate primary school and redevelopment of Liddell Lane

<p>Sept -Oct 2013 Statutory consultation on the proposed expansion of Kingsgate primary school and redevelopment of Liddell Road</p>	<p>Consultation on expansion of Kingsgate primary school Consultation leaflet distributed to 5000 homes and Drop in events held at</p> <ul style="list-style-type: none"> • Kingsgate primary school • Sidings community centre 	<p>Reported to Cabinet December 2013. Decision Cabinet delegated the final decision on the proposed expansion of Kingsgate primary school to the Director of CSF, in consultation with the Cabinet Member for Children.</p>
<p>January 2014 Representation stage following publication of the proposal.</p>	<p>Report on responses received during the representation stage of the statutory school organisation process regarding expansion of Kingsgate primary school</p>	<p>Reported to Director of Children Schools and Families Decision to give conditional approval to proposals to expand Kingsgate primary school 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;</p>

Your views on the proposals

1. What are the likely impacts of this proposal (positive and negative) on you / your family?

Please let us have your comments here:

2. Do you have comments about

- a. The school
- b. The employment space
- c. The housing
- d. The open space, including trees
- e. Traffic
- f. Any other issues

Please let us have your comments here:

Name

Address

.....

.....postcode

Email

What is your interest in the proposals? (tick all that apply)

- Local resident local business
 parent school staff or school governor
 other (please specify)

.....

Are you male or female?

- Male Female

What was your age on your last birthday?

Please write in box

Years

To which of these groups do you consider you belong to?

Please tick one box only

White

- British Irish

Any other White background (Please tick and write in box)

Mixed

White & Black Caribbean

White & Black African

White & Asian

Any other Mixed background (Please tick and write in box)

Chinese and Other ethnic groups

Chinese

Black or Black British

Caribbean

African

Any other Black background (Please tick and write in box)

Asian or Asian British

Indian

Pakistani

Bangladeshi

Any other Asian background (Please tick and write in box)

Other ethnic group

(Please tick and write in box)

Do you have a disability or long-term limiting illness?

- Yes No

Please specify

"The Council operates a policy of diversity and equal opportunity in the provision of services and employment. All the monitoring information collected is treated in absolute confidence in line with the 1998 Data Protection Act."

You can fill this form in online at camden.gov.uk/LiddellRoad

You can hand this form in at any of our events

Or you can post this form to FREEPOST RSLT-RJBR-TXAA (no stamp required)

Please return your comments by: **Friday 29 August 2014.**

Liddell Road

– a new place for West Hampstead

View the proposals for a new primary school building, employment space, housing and new public open space.

Tuesday 15 July

■ **9am-12pm** at Sidings

Community Centre in 150
Brassey Road, NW6 2BA

■ **1pm-4pm** in West Hampstead

Community Centre, 17 Dornfell
Street, NW6 1QN

■ **6.30pm-8.30pm** at Sidings

Community Centre in 150
Brassey Road NW6 2BA

■ **Wednesday 16 July**

5pm to 8pm at West

Hampstead library, Dennington
Park Road NW6 1AU



Image is the architect's illustration of a proposed new access from Maygrove Road

Find out more at one of our exhibitions:

- Meet the design team
- Ask any questions
- Give us your views

We aim to submit a planning application in Autumn 2014

Have your say

Liddell Road Development Management Forum

Tuesday 22 July, 7pm to 9pm

at Sidings Community Centre, 150 Brassey Road NW6 2BA

The purpose of the meeting is to discuss the proposal before a planning application is made. After a presentation by Camden Council as the developer of the site there will be an opportunity for you to ask questions and to give your views on the proposals as they stand at this stage.

For more information email planning@camden.gov.uk

Community Investment Programme

What are we proposing?

In March 2014, Camden agreed to expand Kingsgate primary school, based in Kingsgate Road NW6, to provide 420 new primary school places. A new school building for children aged 3 to 8 years old will be built in a mixed use redevelopment at Liddell Road, subject to planning consent. The project is part of Camden's Community Investment Programme.

The vision is to provide a wider range of benefits to the community as a whole through a more effective use of the site.

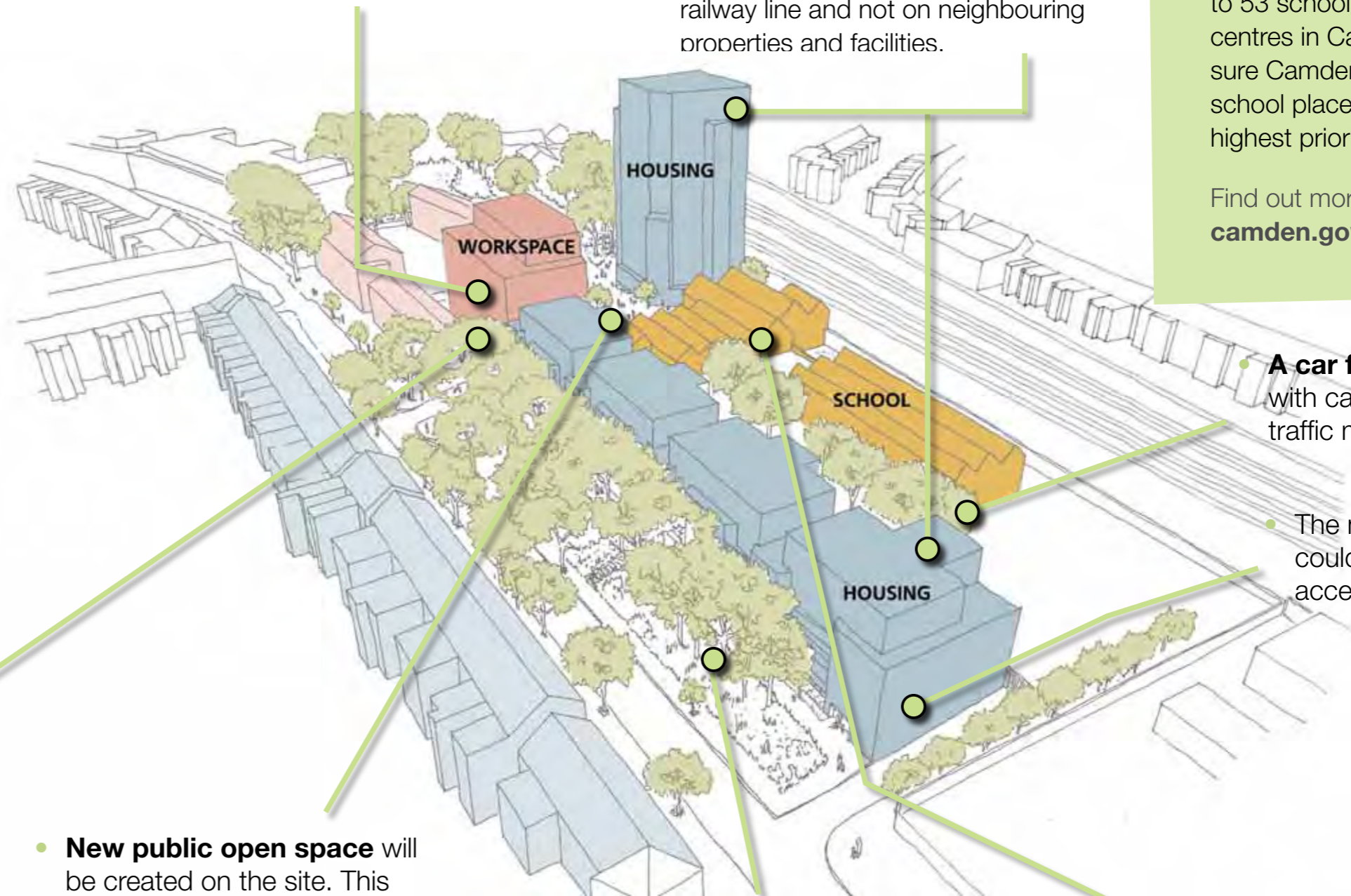
The proposal will deliver a high quality, mixed use new place in West Hampstead for local people, children and families to live, learn, work and play, that is integrated with and enhances the surrounding open space.

The aim is to open the new school building for the start of term in September 2016.

Currently, the existing site is used only by businesses. The new site will have its own identity as a destination, and will be accessible to everyone in the area.

The proposed design for the development will provide:

- **New business spaces** Development of 3,900 sqm of purpose built office space for fast-growing small businesses. The design will be flexible to suit modern business needs and support more jobs than currently provided in the industrial space that will be lost. We expect at least 160 new jobs to be created along with an extra 40 new jobs at the school.
- **New private housing** to pay for the development:
 - The housing facing Maygrove Road is behind the retained trees, not visible from Maygrove Road. The rest of the housing is in a 14 storey tall building.
 - This is positioned to have the minimum visual impact, with any shadowing falling mostly over the railway line and not on neighbouring properties and facilities.



- **A new point of public access** from Maygrove Road – making the area more accessible for local people to enjoy. The park would provide a secondary point of entry and exit.

- **New public open space** will be created on the site. This will extend and enhance the western corner of Maygrove Peace Park.

- This design maintains the mature trees along Maygrove Road while making the space around them more attractive and usable.

This project is part of Camden's Community Investment Programme.

This has seen the Council become one of the largest builders of genuinely affordable housing in London with 1,100 council rent and 300 shared ownership homes set to be built in Camden. CIP is also investing £117m into vital repairs and refurbishments to 53 schools and children's centres in Camden. Making sure Camden has enough school places is one of our highest priorities for the CIP.

Find out more at camden.gov.uk/CIP

- **A car free development**, with careful parking and traffic management

- The new housing could include disabled accessible units

- **A new school building** and playground for children aged 3 to 8 years old

Kingsgate school expansion and Liddell Road redevelopment proposals

>Questions & Answers

Section 1 - About the proposal and timescale

Section 2 - About the school and school places

Section 3 - About the housing and finances

Section 4 - About the environment and open space, traffic and parking

Section 5 - About the businesses and the new employment space

Section 1 – ESSENTIALS About the proposal and the timescale

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5. [Why not abandon the expansion, and put an academy or free school on the Liddell Road site? Would this mean the government would pay for it rather than having to fund it by building housing?](#)
6. [Why not expand the existing Kingsgate campus by Building the school upwards, or building on park land or workshops adjacent to the existing Kingsgate campus?](#)
7. [Why not expand St Mary's Kilburn by building the school upwards](#)
8. [Why not build a second campus, or a Free School/Academy on 156 West End Lane?](#)
9. [Why have you chosen Liddell Road when you said that West End Lane was not suitable because it was next to the railway line?](#)

SPLIT SITE

10. [Why is there a split into infants and juniors rather than two 2FE primary schools on both sites?](#)

11. [Why are the infants moving to Liddell Road rather than the junior children? Won't children face a worse environment when they join the junior school?](#)
12. [How will the school manage two sites?](#)
13. [Won't it be too difficult for younger children to walk between sites? How will parents with a child at both sites manage?](#)
14. [Are there examples of existing schools operating across a split site?](#)
15. [Won't the nursery take business from the existing children's centre at Sidings Community Centre?](#)
16. [Will there be enough playing fields/MUGA for Infants/Nursery?](#)

ADMISSIONS

17. [How will the new admissions to the school be managed?](#)
18. [Will the admissions for the expanded school change? Where will the admissions point for the school be?](#)
19. [Won't the new school be full of children from Brent? How do we know local parents will be able to get their children into the school?](#)
20. [Could there be two admissions points for the school?](#)
21. [Will moving the admission point to the midpoint disadvantage children from the estate south of Kingsgate School?](#)
22. [Will children from north of Liddell road and on the other side of the railway be disadvantaged?](#)
23. [Why aren't you providing more secondary school places, these primary children will have nowhere to go next?](#)

Section 3– Housing and Finance

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1. [What housing is provided and how much of it is affordable?](#)
2. [Is Camden the developer on this project?](#)
3. [What form of building contract will be used to build the new school? And will the current architects \(Maccleanor Lavington\) be appointed through the construction of the new school? How will you ensure the quality of the design if the current architects hand over to a developer after planning permission is gained?](#)
4. [Isn't there a requirement to provide 50% affordable or social housing?](#)
5. [How do the Liddell Road proposals compare to other school developments in Camden?](#)
6. [The government allocated Camden £6.7million in January towards new school places. Why can't Camden use this money to make changes to the proposals?](#)
7. [What is CIP and why is Camden aiming to make a receipt of £3million from the development?](#)
8. [Why not spend the \(projected\) £3million to lower the height of the tall building?](#)
9. [What has happened to the 'Section 106' money from developments in the area?](#)
10. [Is it possible to prevent the housing for sale being bought up by foreign investors?](#)
11. [What is the impact of reducing the tall building to six storeys on the finances for the project?](#)
12. [Is this development an excuse to help private developers to make lots of money? The developer will make a profit from building the new houses on our land, this is wrong.](#)

13. [There's the potential to waste money if projects are handled badly. What steps does the Council take to make sure that public money is not wasted?](#)
14. [Why is it a problem if the housing is visible from Maygrove Road?](#)
15. [Aren't 11 storeys still too high? It goes against the local \(neighbourhood development\) plan, and the London Plan](#)
16. [Won't the proposed height of the housing/tower overshadow people?](#)

Section 4 – Environment and open space, traffic and parking

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1. [Traffic and parking along Maygrove Road is already a problem – how will this be managed during construction?](#)
2. [Will there be lots of noise and disruption when school and accommodation is built?](#)
3. [What will the impact of the new development be on traffic and parking, and what steps will be taken to mitigate this?](#)
4. [West End Lane is already overcrowded with pedestrian around the railway stations, children and parents will be not be safe walking on the pavements between the two school sites.](#)
5. [Where will the people moving into the housing on the site park?](#)
6. [Is there any new open space so that visiting parents don't use the peace park as an entrance?](#)
7. [How many trees will be lost on Maygrove open space/woodlands strip in order to create the new access point? Where will this be replaced?](#)
8. [Will the Maygrove woodlands strip be managed or left wild as a nature reserve?](#)
9. [Will Maygrove Peace Park become a thoroughfare? Will Maygrove Peace Park be full of children with a school so close by?](#)
10. [How much investment will there be in the Maygrove Road Peace Park and the community centre to mitigate the impact of the new development?](#)

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2. [What will happen to the businesses on the site?](#)
3. [Why can't the existing businesses return to the site?](#)
4. [How do you know that there is a demand for this type of business units? Other office space in the local area has failed to be taken up.](#)
5. [How many jobs are likely to be created and how does this compare to the number which will be lost?](#)
6. [We believe there are 200 jobs on the Liddell Road site. Can the Council confirm that there will be no job losses as a result of the relocation?](#)

Tables:

[Section 106 funds received from major developments in West Hampstead/Fortune Green, and planned expenditure at August 2014](#)

[Investment in West Hampstead area](#)

1. What is the proposal for the current site?

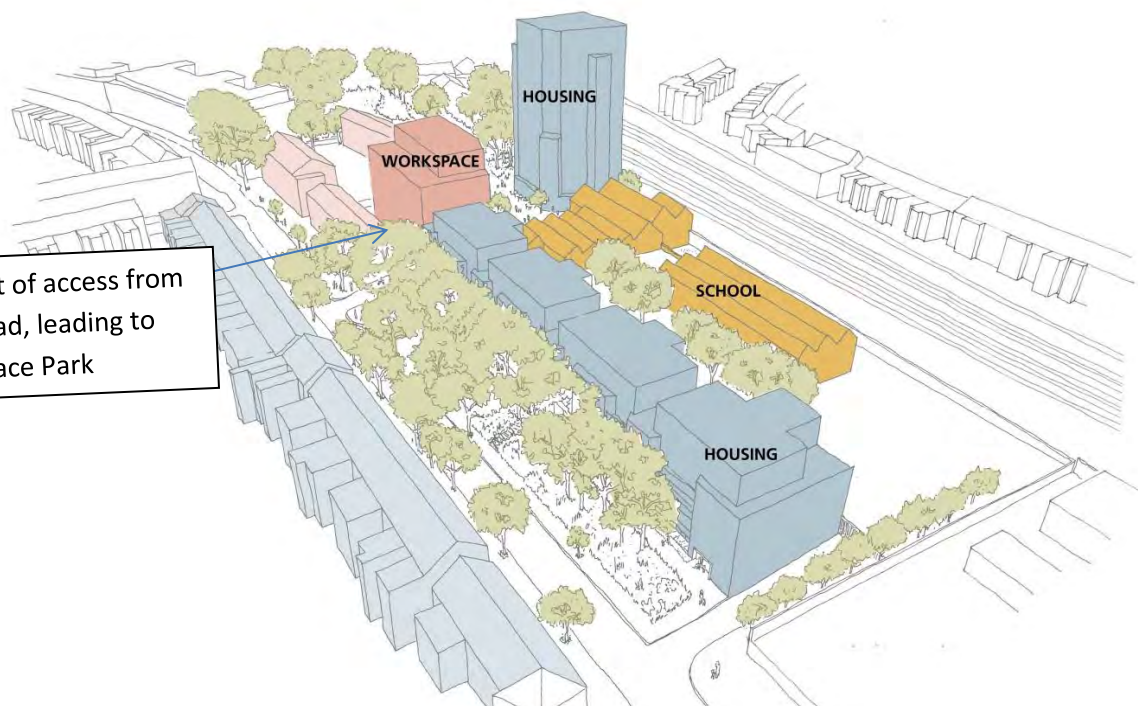
The Camden Plan sets out how the Council will make Camden a place that works well for everyone. The Council aims to have the country's best schools within a decade to ensure children get the very best start in life possible and increase the number of Camden residents employed in new businesses in Camden. The Camden Plan provides a clear framework for the Council's vision for the expansion of Kingsgate primary school and redevelopment of Liddell Road.

The Community Investment Programme (CIP) is our answer to government spending cuts whilst simultaneously ensuring we continue to invest in schools, homes and community facilities in Camden. We're doing this by redeveloping or selling buildings or land that are underused or expensive to maintain. This project is part of Camden's Community Investment Programme ([CIP website](#)). Making sure Camden has enough school places is one of our highest priorities for the CIP.

The redevelopment of the land at Liddell Road industrial estate will create:

- A new Infant school building for an expanded Kingsgate primary school. This creates 420 additional primary places in the north-west of Camden, enabling us to meet our statutory duty for sufficient school places. It will provide a new learning environment designed specifically for the youngest children (3 to 7 years).
- New business space to replace the loss of the current light industrial units, providing jobs and employment opportunities for local people
- New housing along Maygrove Road and in a tall building on the railway side of the site; most of which will be sold privately to pay for the development.
- Additional new public open space on the site, which will extend and enhance the eastern corner of Maygrove Peace Park.
- A new point of public access from Maygrove Road.

An indicative plan of the proposed layout of the site is set out below:



2. What has changed about the proposal since the consultation in Oct 2013?

The firm of Maccreanor Lavington was appointed as architects in March 2014 to take forward the design and look at how best to deliver the project's objectives.

The position of the different elements – school, housing and employment space has changed since the consultation in October 2013 which the Council thinks provides a number of benefits:

- The school has moved to a more sheltered and enclosed position along the railway line.
- The area of employment space has increased and is located close to the existing business units to create a cluster.
- The 8/9 storey housing block along the railway line has been moved. There are now up to 5 storeys of housing facing on to Maygrove Road. There is also an 11 storey building with a reduced footprint beside the railway and park. This provides the additional units needed to fund the development, will help meet local housing need and creates a focal point for the new public space.
- The site access has been improved to enable everyone to use it as an entrance to Maygrove Peace Park, the new school and other buildings.
- This design maintains most of the mature trees along Maygrove Road while making the space around them more usable and avoids disturbing the ambience of the Peace Park.

Overall, we believe these changes deliver a better designed scheme that reflects the comments and concerns local people told us about during the initial consultation.

The consultation document from the consultation on the expansion of Kingsgate primary school is available on camden.gov.uk/Kingsgate

More information about the current proposal is available on camden.gov.uk/LiddellRoad

3. Why has the scheme been changed?

What was wrong with the scheme provided by the other architects with an eight or nine storey block along the railway?

The previous design had a 8/9 storey block running 100 metre along the north of the site and a significant area of the site was used to provide an access road to the school entrance and park. The Council's view is that a taller building with a smaller footprint will have less impact than the bulk and massing of the 8/9 storey block along the full length of the site. This is especially the case when viewed from the Sumatra Road side of the railway and from West End Lane.

4. Why is the Council proposing to locate the tall residential building to the west of the Liddell Road site?

The location for the tall building has been arrived at following detailed consideration of options for the overall site layout. Its location needs to be seen in the context of the relative location and scale of the other parts of the scheme.

[Plans of two options and a comparison of the two options are provided here:](#)

It is the Council's view that locating the tall building to west makes the best use of the land by allowing the employment building, school and tall building to share a common access point from Maygrove Road, focussed around a new public open space.

- The revised proposal makes better use of space on the site by arranging the new buildings around a pedestrian friendly open space next to the Maygrove Peace Park. By reducing the

area of access road, the area of employment space can be increased and the link to Maygrove Peace Park can still be provided. There are new homes overlooking the most isolated area of the park.

- Locating the tall building to the west and the school to the east next to the railway, provides the school with a secure boundary and the school entrance seen from Maygrove Road.
- Locating the tall building to the east and the school to the west, means the school has two long boundaries. The boundary to the south is hidden behind the Maygrove Road open space.
- Locating the tall building to the east would mean that the access road to the school takes up much more space on the site and no new public open space could be provided. To allow enough room for the school playground the area of employment space would have to be reduced.
- Moving the taller building to the east would not improve the impact on neighbours 60m away on the north side of the railway along Sumatra Road and would locate it within 50-60m of residents to the south on Maygrove Road. In its western location it is still a considerable distance (150m) from the nearest residents on the Sidings Estate.
- Moving it to the eastern end where the site narrows would make it more prominent in views from Maygrove Road
- Siting the tall building adjacent to the developments on Iverson Road and nearby would potentially undermine height limits negotiated and approved. It could give rise to development pressures for comparable heights on any future local re-developments, for example, the adjoining Network Rail signal box site.

5. What has changed since the consultation in July/August 2014?

Taking into account the comments received during the consultation, and after reviewing the possibilities for the site, the Council has asked the design team to make changes to the proposal. These changes also reflect changes to the viability of the scheme. The changes are:

- The height of the tall building has been reduced from 14 storeys to 11 storeys by reducing the number of housing units being provided on the site.
- 4 units of affordable housing will be provided, including one wheelchair accessible unit.
- More planting and trees have been added to the new open spaces

6. What happens next, and what is the timescale for this development?

- The aim is to open the new school building for the September 2016 start of term.
- The planning application is likely to be submitted in the autumn (November 2014). Once this happens, local residents and stakeholders will be consulted on the planning application.
- If the redevelopment gets the go ahead, we plan to take possession of the site in March 2015.
- Construction and landscaping are likely to take 18+ months.
- A separate consultation on the school admissions policy will take place in January 2015.

Comparison of the two options for location of the proposed tall building on Liddell Road		
	Taller residential element to the west (Plan A)	Taller residential element to the east (Plan B)
Urban design	A new link to Maygrove Peace Park: focused around new open space, with new planting and trees adjacent to the park.	A link to Maygrove Peace Park is possible along the access road. No new open space is created
	Residential terrace set behind green space overlooking Maygrove Road – in keeping with the local terraced approach along the street.	School boundary set behind green space on Maygrove Road
	Tall building further away from Maygrove Road	Tall building nearer to Maygrove Road more prominent in views from Sumatra Road, Maygrove Road and West End Lane
	Tall building not directly opposite site entrance from Maygrove Road	Tall building in narrow part of site directly opposite site entrance
Height and overshadowing	Early morning overshadowing of park, but not during the day Afternoon overshadowing of school	Afternoon overshadowing of adjoining Network Rail site
		Could give rise to development pressures for comparable heights on any future re-development of the adjoining Network Rail signal box site
Transport & access	Main site entrance closer to park link: smaller extent of access road	Main site entrance to east: access road takes up more space on the site
	Turning circle for servicing easily integrated within public realm.	Turning circle for servicing is a dead end, located in closer proximity to existing park
	Alternative emergency access to school	
School & employment space	Equivalent area of employment space can be reprovided	In order to provide equivalent area of employment space, school area is reduced.
	School site area 4.800m ² approx.	School site area 4.555m ² approx.
	Efficient school building layout and good school playground layout	School site area less than prescribed in government guidance for school playgrounds.
	Good community presence for school entrance on Maygrove Road	School not visible from Maygrove Road



Plan A. Tall Building to West

Plan B Tall Building to East



Section 2 - The school and school places

1. How do we know there will be a need for school places in 2016?

For a number of years families in the north west of the borough have struggled to find a local reception class place and Camden's school place planning indicates that there will continue to be a pressing need in this area in the future.

Additional primary school places are needed because of population increases and new housing developments. It has been unsatisfactory that parents have struggled to get places in the local area for their children. We have managed this pressure on school places through creating 'bulge' classes in existing schools but we have reached the limit of what can be done through this option.

Permanent new school places are needed to ensure that the Council meets its statutory duties.

2. Has the decision to expand Kingsgate primary school been confirmed?

The Director of Children Schools and Families has given conditional approval to the proposal to expand Kingsgate primary school, subject to:

- Granting of planning permission for the redevelopment of Liddell Road to provide new school buildings, new housing and employment space
- Relevant changes to the schools admission arrangements by 1st September 2015

The Director's decision was published on 24 March 2014. The decision was made following formal consultation and Cabinet approval of a business case in December 2013.

Formal consultation on the proposal to expand Kingsgate primary school took place in autumn 2013 and was reported to Cabinet in December 2013. Cabinet agreed to delegate authority to the Director of Children, Schools and Families to decide whether to give conditional approval to the expansion of Kingsgate primary school.

Prior to this, the Cabinet explored alternative ways of creating more primary school places in the NW6 area in detail in July 2012. It reviewed options for the delivery of new primary school places on Liddell Road and the expansion of Kingsgate primary school was adopted as the preferred strategy to meet need for new school places. Informal consultation with the school community took place in November 2012.

3. Have you taken into account the impact of the new primary Academy (free school) that's opening in Brent?

Camden reviews its places planning information on an annual basis and makes this information publicly available on the Camden Data website. Our latest 2014 primary report reinforces the need for the additional 420 permanent primary school places in the north west of the borough. Officers have discussed the latest free school proposals with colleagues in Brent who have confirmed they face considerable pressure for places and there is still sufficient requirement for their planned expansions based on demand and their most recent school roll projections.

To manage the current demand they face, Brent Council had to install 15 temporary classrooms for September 2014.

4. Why is Kingsgate primary school being expanded rather than a new primary school being created?

Kingsgate is an outstanding school and is very popular with local parents. The Kingsgate leadership team is in favour of expanding the school and the school has proved to be capable and successful with this age group.

The expansion would enable Kingsgate to build on its success, enabling the school to offer a wider curriculum and increase the opportunity for local parents to gain a place for their children at their preferred school.

It has been found that expansion of a school with an outstanding and experienced leadership team can have a positive impact on quality of the teaching and learning. For example, at Kingsgate primary school, excellent teachers are already expressing an interest in future teaching and leadership opportunities and are clear that they will remain at the school to benefit from these opportunities. Professional development opportunities would be enhanced by having a bigger pool of 'talent' amongst the teaching staff.

All of this will be a huge benefit to pupils who attend the school.

5. Why not abandon the expansion, and put an academy or free school on the Liddell Road site? Would this mean the government would pay for it rather than having to fund it by building housing?

Having identified the need for new school places, government guidance means that the Council must bear the cost of developing any new provision.

In this case, Cabinet agreed that the additional places could be provided by the expansion of Kingsgate primary school rather than a new school being needed.

In these austere times, the Council can only fund any new school buildings by selling land for new homes. Kingsgate is a popular school and the expansion has already been welcomed by parents at initial consultation events

6. Why not expand the existing Kingsgate campus by building the school upwards, or building on park land or workshops adjacent to the existing Kingsgate campus?

It is not possible to expand the existing Kingsgate site further on its existing site.

The Kingsgate studios are sold on a long lease and are near but not adjacent to the school building. The Council could not develop on the open space at Kilburn Grange Park as this is would mean a permanent loss of public open space and is contrary to our planning policy.

7. Why not expand St Mary's Kilburn by building the school upwards

The amount of open learning and play space at St Mary's Kilburn is strictly limited. It would certainly be insufficient for the number of children if the school were to double in size by taking an extra 2 forms of children per year group.

8. Why not build a second campus, or a Free School/Academy on 156 West End Lane?

The site at 156 West End Lane has been considered for school use. In 2010 officers carried out a comprehensive search for suitable school sites. Over 20 possible sites were considered including sites in private ownership and expansion of existing school sites. A further assessment to compare 156 West End Lane and Liddell Road was carried out.

The site at 156 West End Lane presents far greater challenges and risks to develop. It was not considered to be an appropriate site for 420 new primary school places and would not provide the housing and community benefits that could be enjoyed by developing Liddell Road.

9. Why have you chosen Liddell Road when you said that West End Lane was not suitable because it was next to the railway line?

The Council undertook a detailed analysis of possible sites to expand Kingsgate site and Liddell Road was found to be the most suitable.

10. Why is there a split into infants and juniors rather than two 2FE primary schools on both sites?

The school considered both options and felt that there were greater educational advantages to creating larger year groups of children. There will be specialist early years facilities and teachers working together across year groups; this will be better for teaching and learning and retaining good teachers:

- Children have a larger number of same age peers to learn and play with
- Staff are better able to develop and share expertise with colleagues.
- Resources can be better managed across a larger year group.
- It is a more efficient use of space because we wouldn't need to replicate specialist spaces, particularly for the early years and foundation stage children.

The head teacher is excited that the excellent education that Kingsgate pupils currently benefit from would be available to larger numbers of children if the school expands and is confident this more than outweighs any disadvantage of the distance to be travelled between sites. The school is already developing plans to manage the split site and is keen to work with parents to address any concerns they may have. For example:

- Opening and closing times could be staggered between the two sites.
- Breakfast clubs and after school activities for children will make pick up and drop off times more flexible.
- A 'walking bus' for children between the two sites could be organised if there is demand.
- The school's systems, procedures and policies would be consistent over the two sites.

11. Why are the infants moving to Liddell Road rather than the junior children? Won't children face a worse environment when they join the junior school?

The layout of the buildings at the current Kingsgate primary school is better suited to teaching junior school children. The facilities needed for the younger children – such as direct access from the classroom to outside spaces - are able to be newly created on the Liddell Road site.

As well as a brand new infants building, the Council is currently undertaking works to improve the quality of the teaching spaces at Kingsgate and increase the number of classrooms. Further changes at the current Kingsgate buildings will be made to increase the size of some of the smaller classrooms for the junior school children if the expansion goes ahead.

12. How will the school manage two sites?

The head teacher and governors have carefully considered how they will manage across both sites and an education vision for the new expanded school is being developed in discussion with parents – it is the school's intention to have a member of the Senior Leadership Team present on each site all the time the school is open.

Most teachers will be based at one of the sites, and only the head teacher and a few senior and specialist teachers will move between the sites on a daily basis.

13. Won't it be too difficult for younger children to walk between sites? How will parents with a child at both sites manage?

The school has considered how best to manage this issue and is keen to work with parents to address any concerns they may have. Opening and closing times could be staggered between the two sites, breakfast clubs and after school activities for children will make pick up and drop off times more flexible. A 'walking bus' for children between the two sites could be organised if there is demand.

14. Are there examples of existing schools that operate across a split site?

Yes, here are some London-based examples:

- **Mission Grove Primary** in Walthamstow (a 420 place school that operates across a north and south site, 0.7 miles apart separated by a railway line). This school was inspected during its expansion in 2012 and graded good. <http://www.missiongroveschool.com>
- **Upton Cross Primary School** in Newham. This is a 1.5 form entry primary school which is expanding to be a 5 form entry school on 2 sites (0.7 miles apart separated by a railway line). The school was inspected in June 2013 during its expansion and kept its outstanding status. The report states 'Leadership is outstanding. School leaders are highly supportive of the vision to continually improve and are inspiring role models across the school. Staff support for the head teacher has helped to sustain high standards across the school.' 'Their high expectations are reflected throughout the school and mirrored on the new and developing site.'

There are some other examples outside London:

- **Kings Weston School**, a special school in Bristol (operates over 4 sites) - nursery, primary, and secondary. The school was inspected in July 2014 and was graded 'Good' school in all elements. <http://www.kingsweston.bristol.sch.uk>
- **Sidmouth Primary** in Devon This school has 20 classes operating over 3 sites. One of the sites is 1 mile from the other two. The school was inspected in Feb 2013. Overall graded good with improvements in teaching since the previous inspection. <http://www.sidmouth-primary.devon.sch.uk>
- **Kestrel Fields Primary school** in Leicester. This is a good school that is planning to expand across from 420 to 840 school places across two sites that are 0.5 miles apart

15. Won't the nursery take business from the existing children's centre at Sidings Community Centre?

There is no lack of demand for early education and childcare places in the West Hampstead area. The Council believes there will be plenty of interest in places at both and there is significant demand for the additional places at Kingsgate.

The provision of nursery places at Liddell Road could offer opportunities for the school and children's centre to work together especially on children transferring from disadvantaged two year old places or from nursery into reception. The government has recently widened the eligibility for free childcare places for disadvantaged two-year olds and there is now increased demand for these places.

16. Will there be enough playing fields and games areas for Infants/Nursery?

Yes, the guidelines for outside play and learning space on constrained sites will be met and the new arrangements would be at least as good as the existing arrangements.

17. How will the new admissions to the school be managed?

It is proposed that the expansion will be managed incrementally with 60 new places being offered in reception each year until 2022. When the new school buildings open in 2016, 60 new places would be offered to children in reception, which will have four forms of 30 children.

In 2017, these 120 children would move on into the next year group and a further 120 children will be offered reception places.

The school will reach full capacity in 2022, when the children who started at school in 2016 start their final year at primary school in year 6.

18. Will the admissions for the expanded school change?

Where will the admissions point for the school be?

The council will consult with the governing body about options to change the admissions point in October 2014. The council will be considering any changes to its published admissions policy in January 2015. Any proposed change will be consulted upon at this time.

19. Won't the new school be full of children from Brent? How do we know local parents will be able to get their children into the school?

There is no reason to believe that it will be any easier for Brent children to access places than at present. The aim of moving the admission point would be to ensure that the local community continue to have fair access to the new school building.

Creating additional school places locally is the best way to ensure that there are places for local children.

20. Could there be two admissions points for the school?

Under the admissions code it is not possible to have two admissions points into the reception classes.

21. Will moving the admission point to the north disadvantage children from the estate south of Kingsgate School?

This would be considered if there is a proposal to move the admissions point. The admission point would only move to ensure the local community continue to have fair access to the new school building. We believe that providing the additional school places should offset any impact of a change in the admissions point. We expect that those families who currently access the school places at Kingsgate will continue to be eligible for a place on distance criteria.

22. Will children from the Sidings estate, north of Liddell road and on the other side of the railway be disadvantaged?

Kingsgate admissions are measured in a straight line 'as the crow flies', so the railway itself and the actual distance families have to walk to the school is not a consideration.

23. Why aren't you providing more secondary school places, these primary children will have nowhere to go next?

Our school place planning shows there is sufficient capacity at existing secondary schools within the borough.

Section 3 - Housing and finance

1. What housing is provided and how much of it is affordable?

100 units of housing are now being proposed. The majority of these will be for private sale to help pay for the development. We need to balance the provision of affordable housing against the benefit of providing the school places, and the constraints of the site.

Given the benefits and costs of developing the new school facilities and the cost of creating the new employment space, significant levels of affordable housing are unlikely to be financially viable; however, four units of affordable housing will now be provided including a unit which has been fully fitted out for a wheelchair user. The addition of affordable housing to the scheme is possible as a result of further discussions with planners and a change in the view about the level of housing market values in the West Hampstead area.

This development is just one of the projects within Camden's Community Investment Programme (CIP) which has seen the Council become the biggest developer of social housing in London, building over 1,400 council or shared ownership homes across Camden.

2. Is Camden the developer on this project?

Camden is currently developing the proposals for the site. Camden would also procure the contractor for the school building and retain the freehold on the school site. The Council is limited in how much financial risk it can take on at any one time, so Camden is not intending to build the new homes itself.

It is currently envisaged that the rest of the land will be sold to specialist property developers with planning permission already in place. The developer who takes on the financial risks of the development and builds the new homes will make a profit rather than the Council. The developers will be required to comply with the planning permission when they develop the land.

3. What form of building contract will be used to build the new school? And will Maccreeor Lavington be appointed through the construction of the new school? How will you ensure the quality of the design of the current architects hand over to a developer after planning permission is gained?

We are evaluating the best form of building contract for the new school. Maccreeor Lavington is appointed to develop the specification for the building contract for the school beyond planning and we will decide then on their future role in the scheme.

Camden's planning process and the conditions attached to the permission should ensure that a good quality of design is achieved.

4. Isn't there a requirement to provide 50% affordable or social housing?

The Local Planning Authority has a starting point of 50% affordable housing for new developments, however every scheme is considered against planning policy on its own merits, including the social benefits each development provides.

The primary objective of the Liddell Road development is to provide 420 much needed additional primary school places in the north-west of the borough. The secondary priority is to re-provide employment space on the site.

At Liddell Road the Council is providing four units of affordable housing and a new school building and the replacement employment floor space instead of the 50% affordable housing.

The Council simply cannot afford to deliver 50% affordable housing at Liddell Road if it is to fund the new school building.

At 156 West End Lane the Council is seeking 50% affordable housing from the sale of the site to a private developer.

5. How does this compare to other school developments in Camden?

It is not always financially viable to provide 50% affordable housing schemes on all major developments. Private developments may deliver much less – for example on schemes at Mount Pleasant it is only 24% and 12% at the Nine Elms development in Battersea.

Liddell Road is currently proposed to provide 100 new homes including 4 affordable housing units (4%), a new school building for 420 primary school places and 3500 m2 new employment space.

There are two examples in Camden where a school building has been provided instead of affordable housing that are very similar to Liddell Road.

The Hawley Wharf redevelopment is being carried out by a private developer. Planning consent was granted in 2013 for 170 houses, including 14 affordable housing units (8%) managed by a Registered Provider and a fully fitted out new school for 240 primary school places. Members agreed to support the new school instead of affordable housing in view of the wider benefits that the school project offered in terms of securing the future for Hawley school and meeting the needs of the local community through the addition of junior pupil places.

The Netley campus is a Council-led development that has planning consent for 70 new homes including 10 affordable housing units (14%), new school facilities for the existing Nursery, Netley School, a Pupil Referral Unit and Adult Community Learning Centre.

6. The government allocated Camden £6.7million in January towards new school places. Why can't Camden use this money towards Liddell Road and provide more social housing or to lower the height of the tall building?

- The proposal for a mixed use redevelopment of Liddell Road aims to maximise the benefits that can be delivered for the borough. On this scheme the priority is a new school building and employment space to deliver new jobs.
- Camden intends to use the £6.7 million allocation as part funding for the building of the new school at the Liddell Road development, which is designed to create an additional 420 school places in the north-west of the borough by September 2016. It is part of the way in which the Council is funding the development alongside other resources from the Council.
- We aim to derive full value from this site in order to pay for as wide a range of social benefits as possible, including the school, employment space, new open space and a small amount of affordable housing and also to generate a surplus that can be used for other capital priority schemes as part of the community investment programme.
- If we chose to derive less than the full value of the land say by perhaps a sum equal to the grant figure of £6.7m then the Council would not be able to fund £6.7m of other priority capital schemes elsewhere in the community investment programme.

7. What is CIP and why is Camden aiming to make a receipt of £3million from the development?

The development is part of the Community Investment Programme (CIP), which is Camden's 15 year plan to invest money in schools, affordable housing and community facilities. The CIP aims to raise capital funding from regeneration projects and the disposal

of land and buildings to reinvest in vital priorities, including £117million in Camden's schools.

Schools in West Hampstead, Fortune Green and Kilburn have already received investment, benefitting from the programme and money raised in other parts of the borough.

[Further details are provided in the table attached.](#)

- Beckford school is benefiting from £450k of repairs,
- St Mary's Kilburn has received £350k,
- St Eugene de Mazonod has received £400k,
- Kingsgate school has received £2.2 million
- Hampstead School has received £1 million, and
- Emmanuel Primary School had an £8 million rebuild.

The £3million receipt from the Liddell Road scheme is its contribution to supporting the strategic objectives of CIP, and will be re-invested back into the CIP schools programme.

8. Why not spend the (projected) £3million to lower the height of the tall building?

The scheme is required to deliver a surplus like other projects in the Council's Community Investment Programme (CIP). We are making a surplus from the land sale to build the new school building and invest in the CIP schools programme. We have done this at Netley school site and other Council sites across the borough as we are facing huge gaps in our income. All developers seek to make a surplus from developments. The difference with the Council is that any surplus is used to reinvest in projects for community benefit, such as investment in schools.

The financial receipt enables the Council to invest in housing, schools and community facilities. This development is being carried out in line with the CIP principles. Although this may not be everyone's ideal, this is only way.

In an ideal world we would be able to build affordable homes and a new school. The reality is we do not have the sites or the funds to do this. The scheme as it stands provides the best proposal given the pressure for school places, the timescales for meeting these and the funding situation.

9. What has happened to the 'Section 106' money that is coming in from developments in the area?

The receipts currently amount to around £2.7 million. These funds are allocated across a variety of community benefits and facilities for the West Hampstead area.

[A breakdown of the S106 receipts for West Hampstead is available on the table at the end of this document.](#)

10. Is it possible to prevent the housing for sale being bought up by foreign investors?

Where the council is a developer we have pledged to market homes to local residents first, as one of our Community Investment Programme pledges.

The properties will be advertised first to Camden residents through the CIP newsletter and local press. Anyone interested in the properties can subscribe to the newsletter by visiting **camden.gov.uk/cip**

Where we sell land to developers, we cannot restrict who buys the final homes.

11. What is the impact of reducing the tall building to six storeys on the finances for the project?

Financial analysis has shown that we cannot deliver the affordable housing, employment floor space, school and surplus with a tower less than 11 storeys. Reducing the tall building to six storeys would reduce the residential land value to less than the amount required to build the school. The deficient would be as much as £1.5 million .

12. There's the potential to waste money if projects are handled badly. What steps does the Council take to make sure that public money is not wasted?

Camden's procurement and project management processes are in place to ensure public money is not wasted. There are strict legal limits and requirements which govern how the Council spends money and what risks can be taken.

All large scale expenditure is scrutinised in committees and has to be agreed by Council.

13. Why is it a problem if the housing is visible from Maygrove Road?

A key consideration is to preserve the tree-lined ambience of Maygrove Road. The impact of adding housing into the area should be mitigated as far as possible, while still meeting the requirements for the redevelopment.

14. Aren't 11 storeys still too high? It goes against the local (neighbourhood development) plan, and the London Plan

The next stage of the process is to apply for planning permission.

The planners will then consult with local residents and stakeholders - including the neighbourhood development forum on the proposals before taking a view on the acceptability of the height of the tall building. Consideration of the London Plan, the Local Development Plan and draft Neighbourhood plan will be part of this process. The weight that can be given to the neighbourhood plan policies is dependent on which stage the plan is at when the planning application is considered.

15. Won't the proposed height of the housing/tower overshadow people?

The position of the housing means that any shadowing falls mainly over the railway line. The design team will prepare a daylight/sunlight study to show this as part of the planning application process. Details are included in the slide presentation to the meeting

Section 4 - Environment and open space, traffic and parking

1. Traffic and parking along Maygrove Road is already a problem – how will this be managed during construction?

Traffic generated from construction will be carefully managed through construction management plan(s).

Residents will be consulted throughout the construction about any issues of concern relating to the build. This is done through a Contractor Community Liaison Group and would be a requirement of any planning permission.

2. Will there be lots of noise and disruption when the school and accommodation is built?

It's not possible to redevelop a site without some noise and disruption. However, this will be managed through a construction management plan which will include a number of measures and restrictions on the contractors including strict limits imposed on the hours that contractors can work.

3. What will the impact of the new development be on traffic and parking, and what steps will be taken to mitigate this?

To help the Council respond to concerns, we have carried out a survey of traffic in the area. We found overall there is generally 75% occupation of parking areas, so there is some capacity. There are rarely more than two cars waiting at Maygrove Road. We have found on average journeys that 100 cars visit Liddell Road in a morning.

The next step for us is to use this information to model the impact of the new school building so we can be clear what the impact will be and what additional measures may be needed.

There is no plan to reduce existing resident parking places, though some may be moved as a result of the new access point.

Kingsgate primary school will extend its existing travel plan to support the expansion. Their travel plan already encourages parents to walk, cycle or use public transport rather than cars, and parents will not be allowed to drive onto the site to drop off or pick up children. There will be a total of two parking places only for the school (staff and visitors).

The Council's policy is to discourage car use and promote and encourage sustainable travel. Parents are encouraged to bring their children to school on foot, or by bicycle, or by public transport – this is already reflected in the school's travel plan.

4. West End Lane is already overcrowded with pedestrians at peak times around the railway stations, children and parents will not be safe walking on the pavements between the two school sites.

The West Hampstead Interchange has been improved over the past few years with improvements to the station entrances to the North London Line station and London Underground and a second station entrance and bridge for Thameslink.

The front of the Ballymore development next to West Hampstead station will provide a small public square to help reduce congestion here and is proposing to create a new ticket office from the square to the North London Line to reduce congestion on West End Lane.

A further proposal to move the ticket office to widen the pavement over the bridge is also anticipated.

5. Where will the people moving into the housing on the site park?

The new homes on the site will be built without parking spaces to discourage car use. The only parking spaces will be disabled parking spaces. Residents of the new homes will not be eligible for parking permits within the controlled parking zone on Maygrove Road. This should be achievable as the development is close to excellent transport links.

Car free developments are now common planning policy across Camden.

Car parking and deliveries to the site will be managed to ensure that it is safe to enjoy the new space. There will be a barrier on the new access road which can be raised and lowered by the school and specific key holders. This will be used to prevent parents and residents from driving onto the site, while enabling deliveries and disabled or emergency access.

6. Is there any new open space so that visiting parents don't use the Peace Park as an entrance?

Yes, a lot of work has been done to design an improved access point from Maygrove Road. This leads through to new public open space on the site. The new access should enhance the use of the peace park without creating extra pressure. It provides an alternative route onto the site that does not involve coming through the park.

Currently, the existing site is used only by businesses. The new site will have its own sense of place, and will be accessible to everyone in the area.

7. How many trees will be lost on Maygrove open space/woodlands strip in order to create the new access point? Where will this be replaced?

The open space and trees between Maygrove Road and the site will be protected with only the new access point having an impact on this space. Additional trees will be planted on the site and extra green spaces created as part of the landscaping and the aim of the development will be to result in no *net* loss of trees.

The Council will provide details in the planning application to show how we will extend the current woodlands strip/open space by narrowing the existing entrance, as well as showing how many trees might be lost by the creation of the new access point. The tree survey will set out the impact on the trees and Camden's tree officer will be involved in the process to minimise the impact on existing trees.

We believe that five trees will be lost, but many more trees will be re-provided as part of the development. We agree that the open space must be protected and enhanced and our proposals will reflect that.

8. Will the Maygrove woodlands strip be managed or left wild as a nature reserve?

The aim is to leave the Maygrove strip in a natural state, with minimal intervention – as it is at present.

9. Will Maygrove Peace Park become a thoroughfare? Will Maygrove Peace Park be full of children with a school so close by?

The Council believes that improving the access to Maygrove Peace Park through the site will be a benefit for local residents. The redevelopment will create new areas of public open space and a pedestrian friendly new square.

The Council wants to encourage families to make best use of Camden's outside environment, such as Maygrove Peace Park and the new access point will encourage more people to use the park. The Council will be working closely with the Friends of Maygrove

Peace Park and the school to identify and manage any issues that may arise. The school would have its own sufficient play provision for children who attend the school.

10. How much investment will there be in the Maygrove Road Peace Park and the community centre to mitigate the impact of the new development?

We will be discussing what measures might be taken to mitigate the impact of our development and improve local amenities in the area with the Council's Local Planning Authority. The commitments made during these discussions are recorded in the planning decision and are called 'Section 106' agreements.

The commitments can be made by providing services, creating or improving infrastructure, or through an agreed financial contribution. The S106 contributions arising from the Liddell Road development would include contributions to parks, community facilities and highways improvements within the vicinity of the development. For example, based on the current proposals, a contribution of up to £180,000 towards improvements to community buildings and facilities within the vicinity of the development would be expected.

- There may be specific proposals identified in the planning application, for example in relation to the nearby open spaces. Residents will be able to suggest how the S106 funds could be used during the statutory planning consultation.
- If the use for S106 contributions is not specified in the planning decision, councillors and local community stakeholders would be consulted on individual projects after a consent is granted and payment is received.

There is an emerging West Hampstead and Fortune Green Neighbourhood Plan which sets out some local priorities. These will be taken into account when drawing up the agreement, and there will be consultation before any project is implemented.

11. Was any consideration given to opening up a tunnel under the railway lines?

The feasibility study in 2013 did raise and investigate the possibility of a new crossing across the ground level and elevated train lines between Iverson Road and Netherwood Street, including the disused tunnel. This project was estimated to cost a minimum of £6 million, and the Liddell Road redevelopment could not provide sufficient funding to pay for this expensive and ambitious project.

Section 5 - Employment space

1. How much employment space being reprovided?

The current proposal is for up to 3,500 square metres of workspace to replace the 3,500 square metres of existing industrial space.

2. What will happen to the businesses on the site?

Unfortunately the businesses in the industrial estate will need to move. Depending on the terms of their lease, some businesses will receive financial compensation.

The Council has appointed a property search consultant to work with the businesses affected by the proposal to assist them in finding suitable alternative premises. The consultant will help businesses to identify their future requirements, and search for suitable premises. We accept that it is difficult for light industrial businesses to find premises in central London locations like Camden where there are high land values.

3. Why can't the existing businesses return to the site?

The new managed workspace is designed for flexible use by the creative, professional and business service sectors. It is unlikely to meet the needs of the current businesses which mostly need units suitable for light engineering.

The proposals for the new site are 'mixed use' so residential units are being built. The existing businesses are light industrial, some of which are not compatible with residential use. The new space will be built over five floors and the upper floors will not be suitable for businesses that need continuous ground floor access

4. How do you know that there is a demand for this type of business units? Other office space in the local area has failed to be taken up.

Our analysis shows that there is a growing demand for new types of managed workspace for growth areas in Camden.

As part of developing the site strategy a study was undertaken by consultants to look at what type of employment space would be best for the site. This study concluded that there is demand locally for managed workspace, where small businesses share facilities and services in offices. The research showed that this kind of workspace is particularly attractive to the creative, professional and business service sectors which are growing in Camden. The type of units that have been available on Maygrove Road and in the area in the past did not offer these benefits.

The Council also carried out some soft-market testing with a managed workspace provider. This was designed to gauge the demand for these types of units in this area, and the minimum floor space that would need to be provided in order for the development to be commercially viable.

5. How many jobs are likely to be created and how does this compare to the number which will be lost?

We anticipate that the Liddell Road re-development will provide more jobs than currently on-site. This is partly due to the nature of the businesses we aim to attract fast-growing small businesses which use the employment space more intensively.

Encouraging and promoting economic growth and creating conditions for increasing employment opportunities are one of the Council's highest priorities

A council survey indicated that there are currently 80 jobs on site. The scheme for Liddell Road includes replacement employment space of a managed workspace to support local small businesses in growth sectors and will support up to 160 jobs, with around 40 extra jobs being created at the school.

6. We believe there are 200 jobs on the Liddell Road site. Can the Council confirm that there will be no job losses as a result of the relocation?

The Council regrets that the businesses will be required to relocate. However it is not possible to provide the new schools places at Kingsgate primary school without displacing the current businesses.

Unfortunately the people employed by the businesses are not Council employees and we therefore cannot give any assurances about the jobs of the people employed at Liddell Road in their future.

We do not have evidence to support the suggestion that there are 200 jobs on the site.

7. What is being done to help the businesses find alternative accommodation?

Some of the businesses may consider taking leases in the new employment space. However, the new managed workspace is unlikely to meet the needs of many of the current businesses which are not compatible with a mixed use site.

There are two ways in which we are providing support to the tenants. First, depending on the terms of their lease, some businesses will receive financial compensation. Detailed financial negotiations have been continuing with the business tenants and we are hopeful of reaching agreement with all the tenants within the terms that the Council has approved to achieve vacant possession. The approved terms include a confidentiality clause.

Second, we accept that it is difficult for light industrial businesses to find premises in central London locations like Camden where there are high land values. There are no suitable premises within the Council's own property. Most of Camden's other commercial estates are identified for redevelopment in the very near future so where there are voids in these locations, we can only offer very short term leases with landlord breaks. In recognition of these difficulties, Camden is also paying a specialist commercial property consultant, Lambert Smith Hampton, (LSH) to work with all of the businesses to assist them in finding suitable alternative premises. We have asked LSH ensure that they are periodically updating the businesses, but we are advised that there has not been a lot of response when lists of property details are sent. This may be because the property or its location is unsuitable but in the circumstances we would expect the businesses to respond.

Following concerns raised at recent public meeting, LSH have visited the site and contacted each tenant again. LSH will continue to prepare and issue up to date property schedules for each tenant who confirms they would like assistance. Our project and stakeholder engagement officer will attend all meetings to assist LSH and record the outcomes.

Section 106 funds received from major developments with planning consent in West Hampstead/Fortune Green, and planned expenditure at August 2014

Former Mercedes Benz Site Blackburn Road, NW6 1RZ

Contribution	Amount	Planned Expenditure
Pedestrian and environmental improvements contribution:	£95,600	Being spent on improvements to spaces and footpaths around Blackburn Road/ West Hampstead Stations
Highways contribution:	£69,100	For street works around the site
Healthcare contribution:	£50,700	Not allocated to a project yet. Has to be spent in local area
Public open space contribution:	£205,200	Allocated to future improvements to parks and open spaces in the local area including Iverson Road Open Space, Sumatra Road Open Space, Maygrove Peace Park, and Maygrove Woodland Walk.
Community facilities contribution:	£108,000	£50,000 spent at St James' Church / post office. Balance will be allocated to local community facilities including Sidings, West Hampstead and Kingsgate Community Centres
Total	£528,600	

Ballymore scheme at 187-199 West End Lane:

Community Facilities Contribution	£368,800	Is being allocated to local community facilities including Sidings, West Hampstead and Kingsgate Community Centres
Education Contribution	£243,200	Not allocated yet
Public transport contribution	£933,100	Should be spent on improvements to adjacent station
West Hampstead Policy contribution	£31,100	Being spent on consultation and policy work to support Growth Area/Neighbourhood Plan
Highways contribution	£31,700	Will be spent on post-construction pavement works
Training and Employment Contribution	£10,400	This funding is a contribution to the Kings Cross Construction Skills Centre to support the recruitment of 7 construction apprentices on the development.
Total	£1,586,600	

65/67 Maygrove Road:

Community Facilities Contribution	£171,800	Is being allocated to local community facilities including Sidings, West Hampstead and Kingsgate Community Centres
Education Contribution	£172,700	Not allocated yet
Pedestrian, Cyclist and Environmental Contribution	£50,700	Will be spent on local transport/street improvements
Highways contribution	£22,000	Will be spent on post-construction pavement works
Public Open Space Contribution	£103,100	Allocated to future improvements to parks and open spaces in the local area including Iverson Road Open Space, Sumatra Road Open Space, Maygrove Peace Park, Maygrove Woodland Walk
Trees	£3,000	For local tree planting
Training and Employment Contribution	£23,800	The S106 agreement requires the council to use this funding towards 'the promotion of jobs and employment and training within the London Borough of Camden'.
Total	£547,100	

Amounts have been rounded to the nearest £100

We are expecting other significant contributions from schemes in **Iverson Road**, but these haven't been received yet.

Council investment in school buildings in the West Hampstead area

Primary School/ Children's Centre	Works	Replacement buildings CIP	Repair/ refurbish by council, CIP	Replacement building non CIP (council funded)	Replacement building non CIP (other funded)	Additional primary pupil numbers	Total funding (000)	Complete
Beckford	Works to eliminate backlog of building repairs to bring school to good condition		y				450	y
St Eugene de Mazonod	Works to eliminate backlog of building repairs to bring school to good condition		y				400	y
St Mary's Kilburn	Works to eliminate backlog of building repairs to bring school to good condition		y				350	y
Kingsgate	Repairs to existing school building and bulge class works to existing school at existing site to support expansion	y	y				2,200	y
Emmanuel	Part new building and part refurbishment			y		105	8,000	y
Hampstead Secondary	£1m was spent in 2013/14 on urgent repair works to heating and building fabric to keep the building operational until it is rebuilt under the government's Priority Schools Building Programme		y		y		1,000	y
	Sub Total						12,400	
Kingsgate expansion	New buildings at Liddell Road and further improvements at existing site					420	13,400	
	TOTAL					525	25,800	



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5 Pancras Square
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Dear Kate and Louise

Response re Liddell Road Proposals from Sidings CC

Having attended the Community Consultation “Development Forum” on 22nd July at the centre, and also the consultation meeting with officers and architects on 10th July, on behalf of the centre and community, I would like to make the following response regarding the proposals for Liddell Road and the consultation process so far.

Firstly, it must be noted that whilst the centre welcomes a new school on the Liddell Road site, we have always been concerned that some of the practical issues for parents with young children have been underplayed – notably the (twice) daily travelling distance between the two school sites for those with children of different ages, the safety aspect of inevitably increased walking with buggies along the busy and polluted Kilburn High Road and West End Lane, and the lack of a decision on the catchment area leaving the question of exactly who will benefit from the school still unclear.

RE: the Development Forum Meeting on Tuesday 22nd July

The meeting at the centre was packed to overflowing, and it appears that the proposals have brought the community together in a united voice over many of the issues. In particular, we would join the collective voice to firmly reject the proposal for a 14 storey tower block. As the Chair of the Neighbourhood Development Forum rightly said, this is completely out of character with the rest of the area, and could possibly open up the neighbourhood to a string of similar developments close by. The Camden website invited people to “view our designs” yet there were no exhibited architects plans or drawings on the night, and it was pointed out by several people in the audience that the drawings displayed on the screen were misrepresentative and out-of-scale. There were repeated requests by many in the audience to have the impact of the proposed 14 storey tower shown from all angles, as we were only shown this from one of 2 angles and the “shadowing” and physical impact was not clear. Indeed, claims that the 14 storey building would “not” impact visually on the streets on the north side of the railway lines were clearly incorrect as fears from residents living in that area confirmed.

From a community centre’s point of view we were particularly concerned that the proposals and drawings focused on the “new” community and complex of buildings on the Liddell Road site – the school, the office block, the two sets of residential units and redesigned green/public spaces – but that the impact on the existing neighbourhood and Maygrove Peace Park were overlooked, ignored or misrepresented. We also join in with other voices in the community, in

disbelief at “no” affordable housing in these proposals as this breaks with Camden’s own policies. As a community centre, we would want to champion the growth of mixed, cohesive, integrated communities where young people committed to the area are able to stay here. As it is, we see young adults and families being forced out of the area in order to gain proper life-time homes that they can afford – leading to fragmentation and break-up of stable communities. We strongly believe that Camden should honour its policies and ensure the provision of affordable housing on this site.

The meeting was supposed to last 2 hours – but as the presentations took an hour – in effect the community had but one hour to voice concerns and ask questions – some of which were very inadequately answered or not answered at all. Although Sidings offered to extend the use of the hall, in reality there were many, many hands up by people who wanted to speak but were unable to do so. Adding to the frustration of the audience was the fact that the question and answers were pigeonholed into “themes” pre-set by the officers and as it was pointed out, not an open consultation for the local community to debate the full range of concerns. The evening, therefore, fell far short of what it was supposed to achieve or offer, and at least 2 of the local councillors and others made strong requests to have another meeting where alternative proposals could be considered in the light of comments made, and that a full set of drawings are made available so that the community can fully see the true impact and scale of what is being proposed. To date we have heard nothing back to these publically made requests.

In response to specific concerns we list these below:

- **Maygrove Peace Park:** the park barely got a mention in the meeting, apart from a comment that the 14 storey block would “animate the park” which was not well received. We note that on Camden’s website regarding its CIP – the lead cabinet member for Sustainability & Environment states “Parks play a vital role in community life”. Yet despite the substantial increase in people likely to use the park, no extra play, amenities or other improvements are proposed for the existing park space. Whilst there are mentions of new “Open Space” this seems to focus on proposals to “open up” the *existing* wooded area behind the outdoor pitch. In reality this will be right next to the new 14 storey block, and therefore completely overshadowed and dark – especially as we believe this could be next to the plant rooms and possibly near the rubbish collection points - so hardly environmentally friendly. The Maygrove Peace Park Friends Group were hoping to make this an exciting attractive new area, which looks less likely now. Indeed, it is possible that due to building works, some of the highly valued trees may be felled or have their roots systems destroyed by the deep pile driving. There appears to be no plans for the “profits” from this development to go back into the park despite the fact that Camden are placing great emphasis on people needing to become fitter and healthier. Parks and their capacity for physical activity play a key role in this and with the significantly increased population growth around this neighbourhood, Maygrove Peace Park is a key amenity and should be considered for investment. The new linked “public square” does appear attractive and an important link to the park, but in reality may also provide an essential turning space for service vehicles. Consequently, if this is to be a mixed pedestrian/vehicle area we believe it should not really be classified as new “Open Space”. We therefore call upon Camden to designate some of the excess funds from the sale of the site to work with the community to help enhance the park and its facilities to meet the needs of a significantly increased local population.
- **Maygrove Walk:** this is *protected Open Space* and was recorded as such in the final consultation report on Kingsgate School. The proposed new “street” entrance to the site will mean the destruction of the westerly part of this valued green space, despite the supposed replacement of similar at the easterly end of the street. The proposed drawings

for the “replacement” indicate a planted, highly structured green/walkway area with replacement of any felled trees not necessarily like for like. This appears more of an “urban green space” facility which may or may not be seen to be a legitimate replacement for the current protected space and could bring into question the removal of protected Open Space land. The drawings were also misleading, with the new set of residential blocks seemingly much nearer to the ground level than will be probable, again not revealing the full extent of the impact of taller buildings above Maygrove Road, which will be considerably higher than the current bank of trees and industrial units. We believe that there is serious subsidence in some of the current units above Maygrove Road and any proposals must demonstrate how unstable land will be dealt with when considering building much taller heavier buildings. The creation of the new “street” will not take traffic away from the residents in Maygrove Rd (as was alleged by officers or architects) but bring more traffic into the heart of narrow Maygrove Rd, whilst the current entrance is at the eastern end where the houses stop and there is less disruption. It would also seem to be adding expense as there is already a sloped entrance to the site rather than creating considerable extra cost and disruption to create a new one. The noise and disruption to the residents of Maygrove Rd, on top of the current 65/67 development, could be excessive to the point of unacceptable.

- **Sidings Community Centre:** at the meeting, the impact of the 14 storey block and new offices on the Peace Park, and in particular Sidings’ existing Early Years Children’s Centre, was not mentioned or considered. The failure of the architects to provide drawings from different angles did not reveal the “shadow” effect which will inevitably cut out light in the existing nursery (currently offering 44 places). Again an example where the impact on the existing community is ignored at the expense of the new. Plans to offer new community use on the Liddell site did not get any real discussion, and how the community centre and local people could work in partnership with any new facilities remain unclear. As the school main admin base is in Kilburn – the “community ownership” and access to any such new facilities in the school may be restricted and determined elsewhere. We call upon Camden for greater clarity on any proposals for new community facilities on this site – whether in the school of office block - and their management.
- **14 Storey tower:** along with many others locally, we reject and say “no” to a building of 14 storeys and its location. The full impact of this was not demonstrated, and we join with others who have strongly requested that a full set of drawings, showing the new and existing adjacent sites which will be impacted on, are provided for all to see. (see comments on alternative proposals).
- **Office Block:** again, the drawings, scale and height of this was not fully demonstrated. Similar to the new building along Maygrove Road, this new office block is located at a raised ground level some 2 – 3 stories higher than Maygrove Road. The drawings did not fully illustrate this. It has to be recognised that 65/67 Maygrove Road was converted into residential use from commercial use after being empty for more than 2 years. The new office block is not offering the same type of commercial use as the current Liddell Road site, but that similar to the former 65/67 Maygrove Road site - which was transformed into residential use due to “non-take up” of office space. There are other examples of non-office space take up elsewhere with other new developments – so we have concern that this may be only partially occupied and could run the risk of eventually being turned into more residential accommodation. We hope this is not the case.
- **Services:** there was no time or opportunity to discuss the key services on site such as water, sewage or other infrastructure arrangements. We also must mention that the River Westbourne runs underground (culverted) very near to the proposed 14 storey

block and that plans for deep pile driving must ensure that this will not in any way threaten the existing underground water systems. There have been instances of flooding recently locally in Fordwych Road, and as the site is on raised ground above the remainder of the neighbourhood, it is important that full consideration is given to any alterations to natural rainwater drainage to avoid possible flooding issues. We presume that an appropriate environmental assessment has been or will be carried out for this development.

- **Alternative Proposals:** both at the consultation on 10th & 15th July, and the meeting on 22nd July, many local people suggested alternative proposals. These were broadly:
 - to relocate the office block at the eastern end of the site – which will be nearer to the transport systems and more attractive to rent.
 - To redesign the residential units, bringing a lower, more mixed height design with some at the far easterly end of the site with a new “square” in the middle.
 - To relocate the school towards the Park end of the site or in its original position above Maygrove Road – this will take it away from the pollution and noise nearer to the train lines. In short, why was the community not shown more than one set of proposals – as it was, all we were able to do was comment on one set of designs, some of which were not a true representation. Local people made several constructive suggestions and we believe it is part of Camden’s own CIP policy to work with local people when Camden land is redeveloped. Indeed on the website, it states that “several (previous) proposals have changed due to resident involvement” – so surely it is better to get the development of this key site right and listen to the voice of the existing community, which includes architects, to enable a cohesive fusion with the existing and new community.
- **Affordable housing** – to honour Camden’s own policies and ensure there is substantial affordable housing, including maximum % social housing, on this site to benefit the local community.
- **£3 million (or possibly 9.7 million!) profit:** the stated finances from the sale of this development have been open to serious questioning. Camden state they will make a £3 million profit, coming from the sale of the site minus the cost of building the school. However, the additional £6.7 million extra funding awarded by the government for additional free school places, provides Camden with an extra £6.7 million to mitigate against costs for the school, therefore releasing further “excess”. Whilst Camden plan to use all “excess” elsewhere in Camden, we therefore call upon Camden to reconsider using these funds to reduce the over intensity of this development (intense being a word used by some of the architects) and link it to the 156 West End Lane site - to better meet the Place Shaping and Neighbourhood Development Plan priorities.
- **Traffic and management during site development:** notwithstanding the above, recent lessons from the problems of traffic regarding the development at 65/67 Maygrove Road, have demonstrated the need for close resident and developer communications and strong pre-planning on traffic and site management by Camden, developer and the local community. A combined forum MUST be established well beforehand. At present the residents all along Maygrove are seriously suffering from the development traffic and works at 65/67 Maygrove Rd. As this will still be under construction when the planned proposed works on Liddell Road begin, strong consideration for local residents around the site must be given or life will become unbearable.

In conclusion, as a community centre, we would urge Camden to listen to legitimate concerns of the local community, meet requests for a further or follow-up meeting, present some updated or alternative proposals which have incorporated the strongly expressed views of the local

community. This letter has attempted to record and list some of the views which were not able to be answered or explored fully at the meeting on the 22nd July.

We would also take this opportunity to remind Camden that there is an existing community in this neighbourhood which is about to experience a significant and substantial increase due to the West Hampstead Growth area and other sizeable new developments at Liddell Rd, 65/67 Maygrove Road and 159 & 163 Iverson Road. It is therefore crucial to not lose sight of the existing community needs views and commitments, at the expense of the planned, but as yet not built, new one. Sidings will want to form positive links with all of the new residents, businesses and school but believes that the Council should involve the local community and listen to its views in order to get the best possible outcome for the wider neighbourhood.

Yours sincerely

A handwritten signature in black ink, appearing to read 'LOB' with a stylized flourish at the end.

Louise O'Brien

Chair of Board of Trustees – on behalf of Sidings Community Centre



Kingsgate Primary School

The redevelopment of Liddell Road – response to consultation

We would like to express how pleased we are that, from September 2016, Kingsgate Primary School will be able to offer more school places to local children. We have many children on our waiting list and it is always difficult to have to turn children away, knowing that they need to be in school getting a first class education. The expansion of our school will have a very positive impact on children in the local area.

The school has been working closely with the design team and we are very excited about the high quality building and facilities that we will be able to provide. The Liddell Road building will be visually pleasing, imaginative and tailored to suit the needs of our youngest pupils. In addition, the location of the new school building next to a new open space, near the community centre and the existing park will offer many benefits to the school community.

We have looked closely at the location of the school close to a railway line and are very clear that this will not be an issue, given all the mitigation measures, such as acoustic walls and landscaping, that will be in place.

We look forward to welcoming more children from our local community to benefit from the excellent education that we offer at Kingsgate Primary School.

The expansion of Kingsgate primary school and redevelopment of Liddell Road

Public meeting 17 September 2014



Community Investment Programme

Outcomes of the pre planning application consultation July and August 2014

- What you said
- What we did
- The revised proposals



Community investment programme (CIP)

The Community Investment Programme (CIP) is Camden's answer to government spending cuts. We redevelop or sell buildings or land that are underused or expensive to maintain.

£300 million is being raised to invest in schools, homes and community facilities in Camden:

£117 million re-invested into 53 schools and children's centres

3,050 new homes will be built:

- **450** new council rented homes
- **300** new shared ownership homes
- **650** replacement council rented homes (for existing tenants)
- **1650** new private homes which will be marketed to local people first

Community Investment Programme

Investment in West Hampstead area

Schools

- **£4.4 million** repairing and improving 6 local schools: *Beckford, Emmanuel, St Mary's Kilburn, St Eugene de Mazenod, Kingsgate (primaries) Hampstead (secondary)*
- **£8 million** was spent rebuilding Emmanuel CE primary
- **225 additional school places** already created locally

Affordable housing:

- **156 West End Lane** - over 70 affordable housing units being created (50%)

What Camden needs to achieve from the redevelopment

- Extend Kingsgate primary school to create 420 permanent new school places
- Open school in September 2016
- New employment space and new jobs
- New housing units to pay for the development
- Contribution to CIP schools investment programme

What you said



Community Investment Programme

Responses to the recent consultation about our proposals

- 70 people signed in at drop in events
- 103 people attended the Development Forum meeting
- 145 written responses received
- 236 people signed an online petition saying 'No to 14 storeys'

What you said: positive responses

Many people support:

- New school places

Some people like:

- New open space
- New housing along Maygrove Road

What you said: key areas of concern

- Height of tall building
- Lack of affordable housing
- Impact on surrounding open spaces
- Traffic and parking congestion – during construction and afterwards
- Split site and admissions point for the new school
- Loss of existing businesses

Changes you suggested

- Move tall building to east
- Reduce height of tall building by
 - raising the height of Maygrove Road housing block or
 - adding housing above school or
 - building fewer housing units
- Add affordable housing

What we did



Community Investment Programme

A plan showing the tall building moved to the east



Move tall building to east: concerns

- The access road to the school and to Maygrove Peace park takes up more space on the site
- The tall building is located in a narrower part of the site:
 - nearer and more visible from Maygrove Road
 - more prominent as seen from West End Lane and Sumatra Road
- Opens up opportunities for comparable heights on any future redevelopment of the neighbouring site

Other changes we considered:

Add housing over the school

- Complex to design, construct and maintain
- Too difficult to open new school building by September 2016

Increase the height of the Maygrove Road housing block

- Would increase shading to school and impact more on Maygrove Road

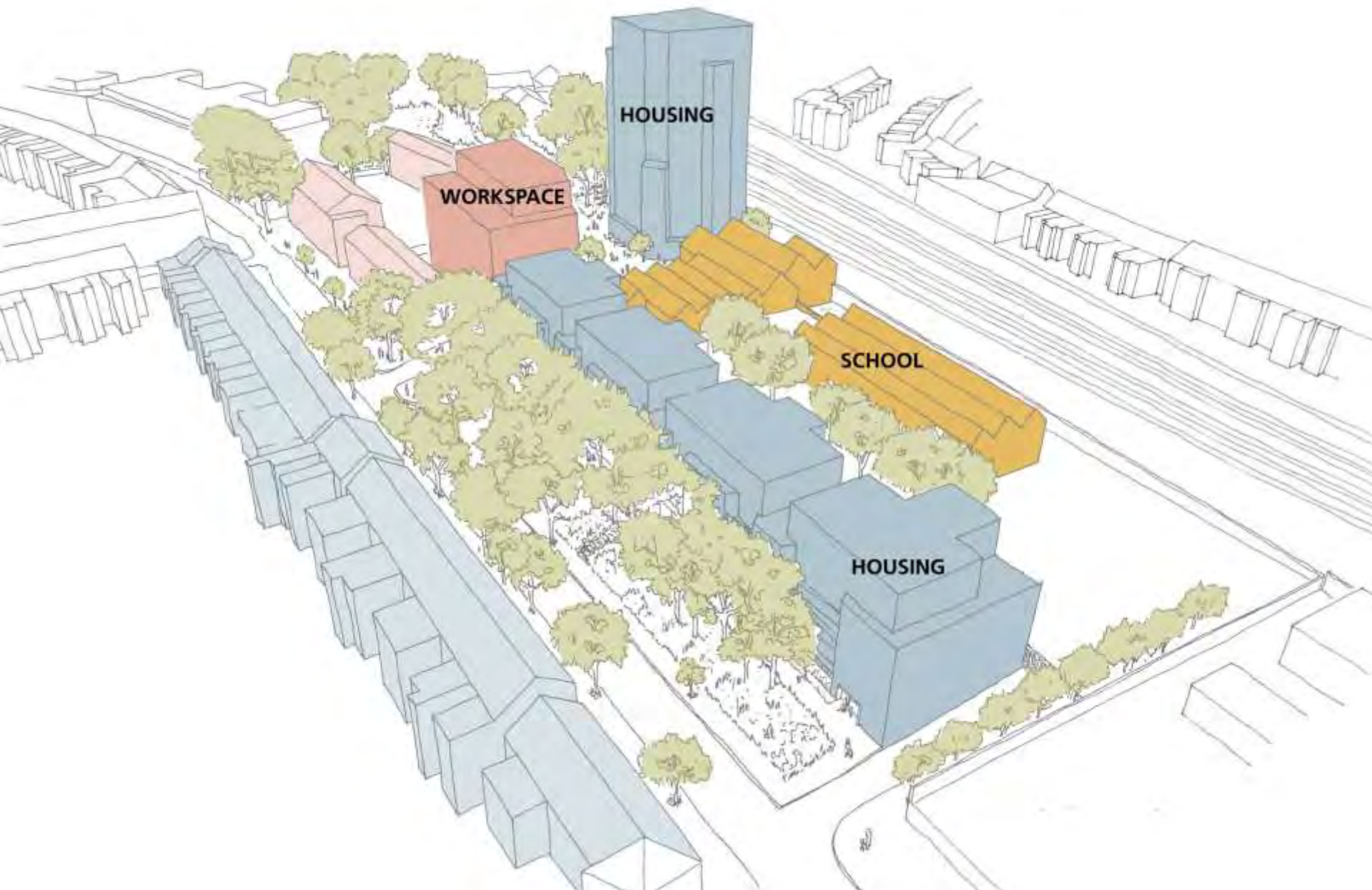
Positive aspects of the consultation proposal

- Makes good use of the site and provides link to Maygrove Peace Park
- New buildings arranged around a new pedestrian friendly open space
- Taller building is 150m away from the nearest residents on Sidings estate
- New houses overlooking the most isolated area of park
- A smaller tall building in proposed location is less visible from surrounding area, especially from north of railway

Changes we have made to our proposals:

- Reduced height of the tall building from 14 to 11 storeys
- Reduced the number of housing units to 100
- Added more trees and planting to the new open space
- Added 4 units affordable housing, including one wheelchair unit

WHAT WE SHOWED YOU LAST TIME



WHAT YOU WANTED TO SEE



West End
Sidings Estate

Sidings
Community
Centre

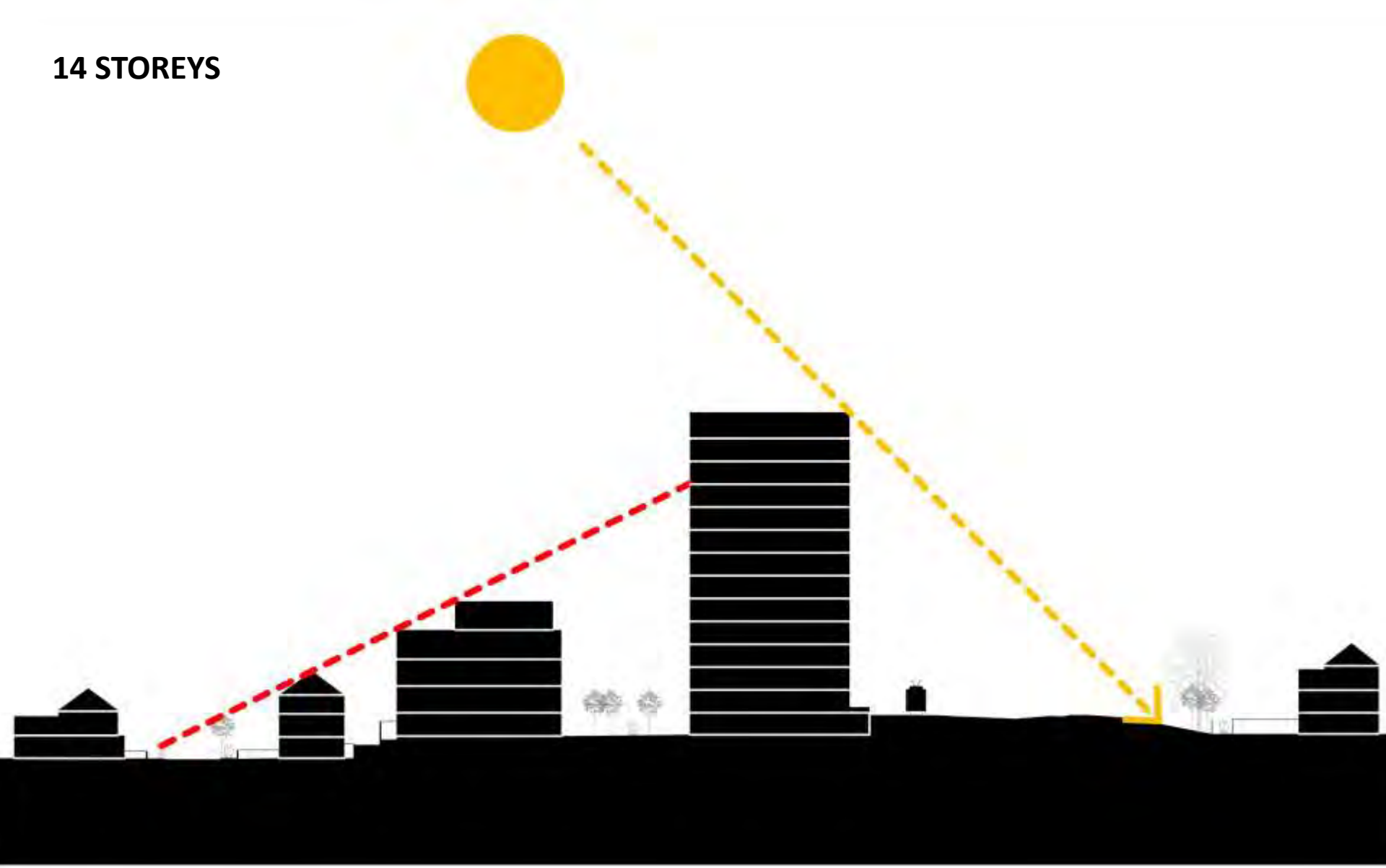
Maygrove
Peace Park

Maygrove Road

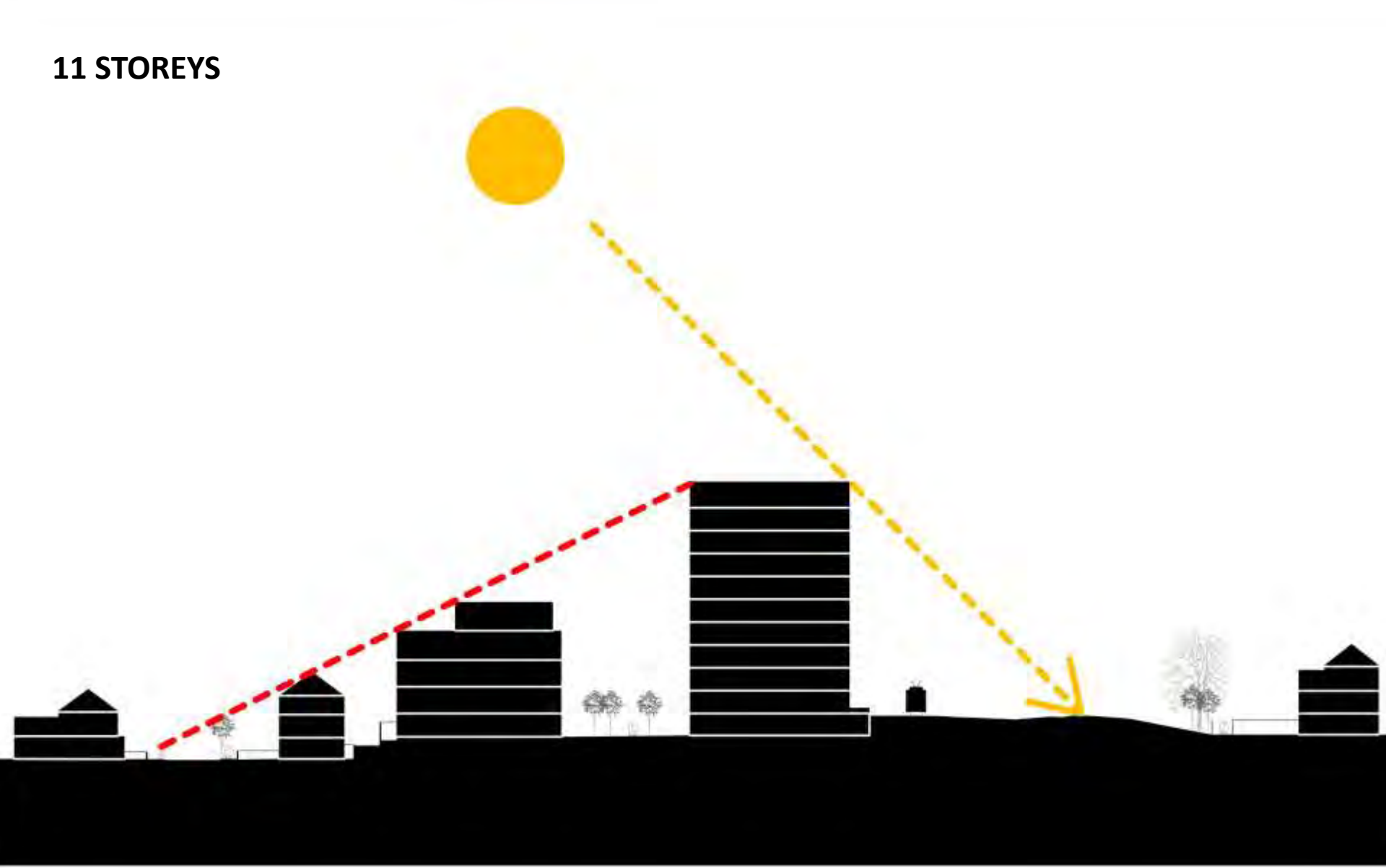
West Hampstead

Kilburn High Road

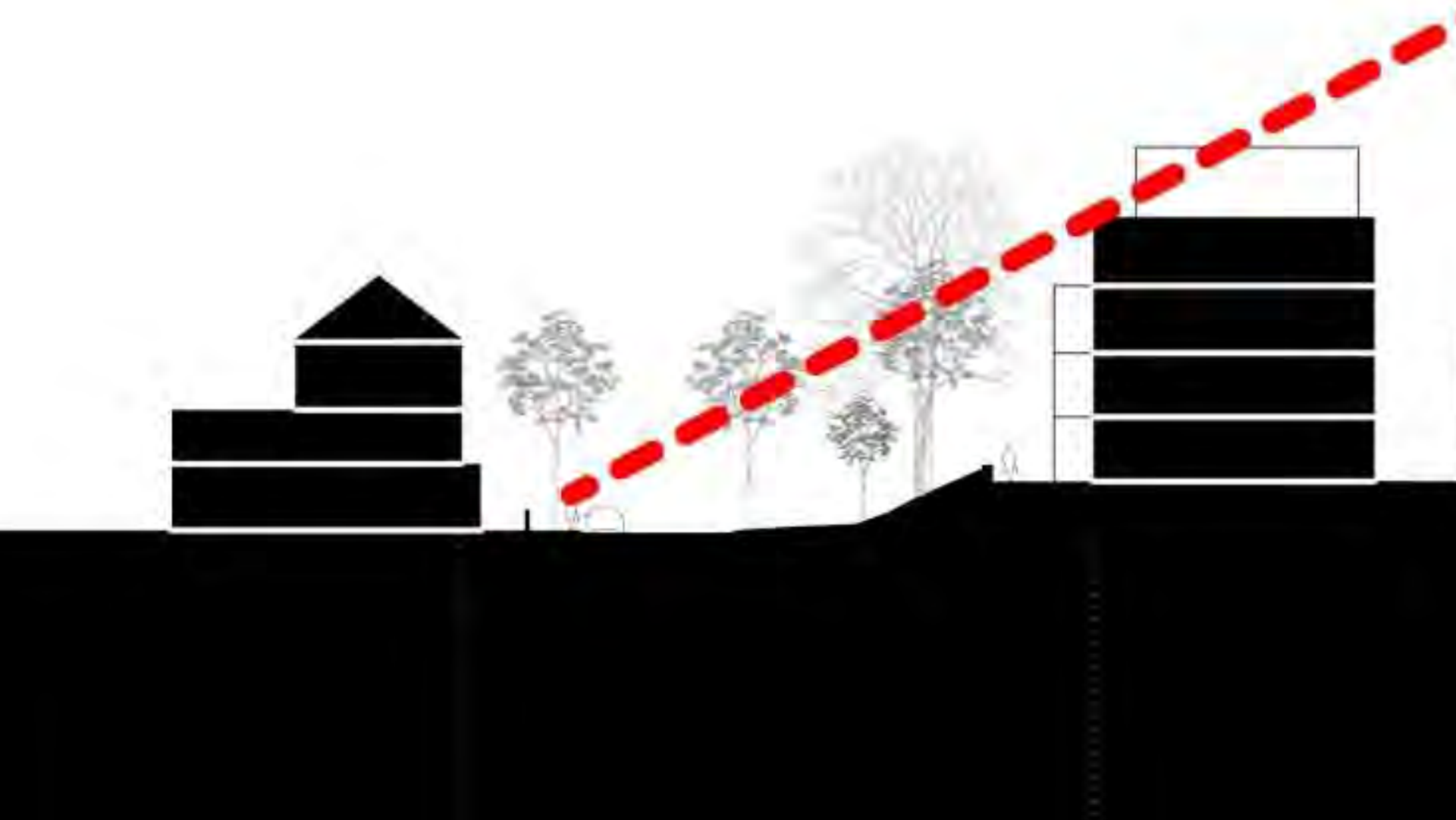
14 STOREYS



11 STOREYS



MAYGROVE ROAD



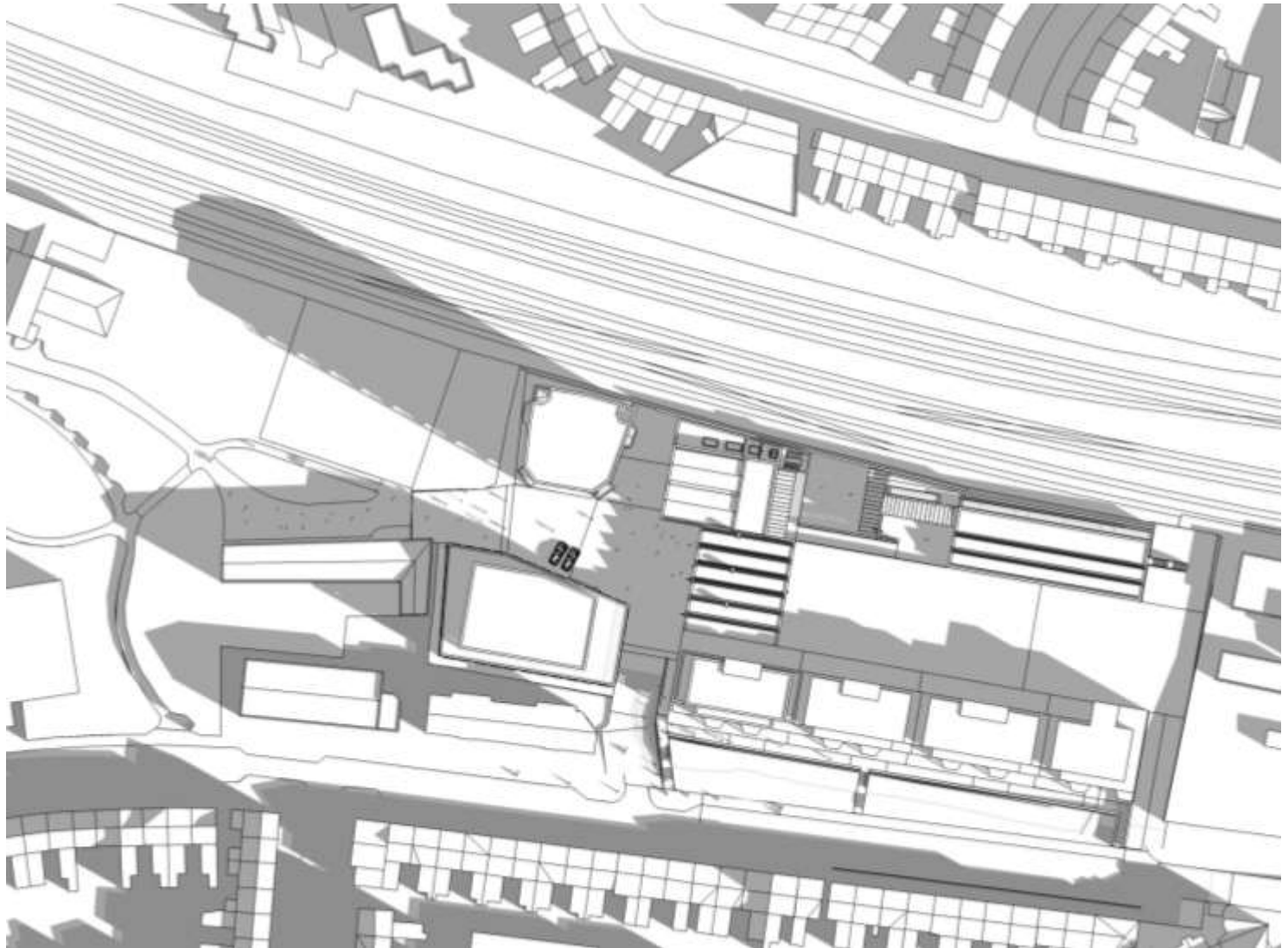
30m Maygrove Road

LOCAL STREET EXAMPLE: ARIEL ROAD



18m Ariel Road

MORNING SHADOWS



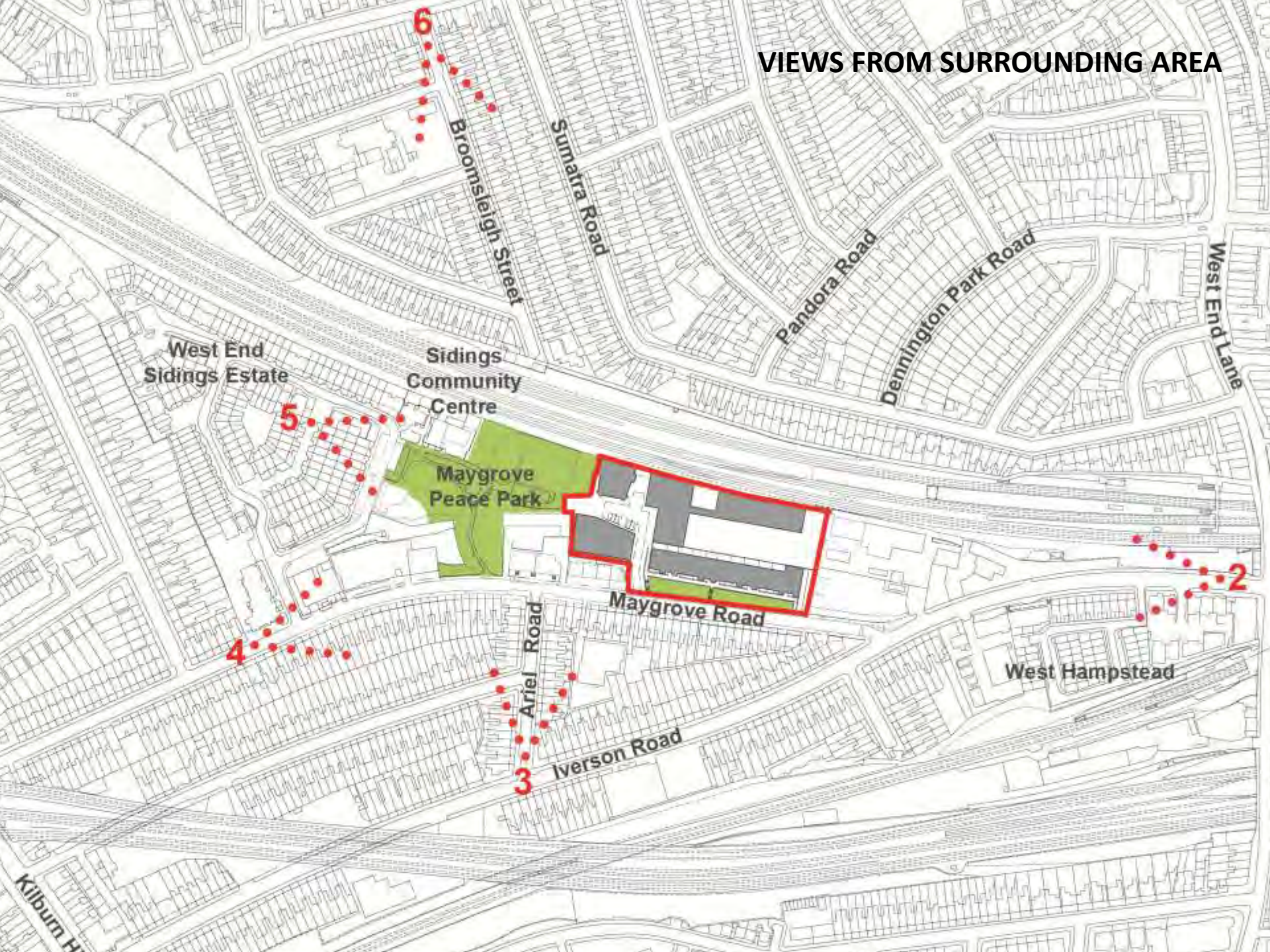
MIDDAY SHADOWS



AFTERNOON SHADOWS



VIEWS FROM SURROUNDING AREA



6

Broomsleigh Street

Sumatra Road

Pandora Road

Dennington Park Road

West End Lane

West End Sidings Estate

Sidings Community Centre

5

Maygrove Peace Park

Maygrove Road

2

4

West Hampstead

Ariel Road

Iverson Road

3

Kilburn H

VIEW 2 . FROM EAST IVERSON ROAD . 11 STOREYS



VIEW 3 . FROM SOUTH ARIEL ROAD . 14 STOREYS



VIEW 3 . FROM SOUTH ARIEL ROAD . 11 STOREYS



VIEW 4 . FROM WEST MAYGROVE ROAD . 14 STOREYS



VIEW 4 . FROM WEST MAYGROVE ROAD . 11 STOREYS





VIEW 5 . FROM WEST BRASSEY ROAD . 11 STOREYS

VIEW 6 . FROM NORTH BROOMSLEIGH STREET . 14 STOREYS



VIEW 6 . FROM NORTH BROOMSLEIGH STREET . 11 STOREYS



MASTERPLAN



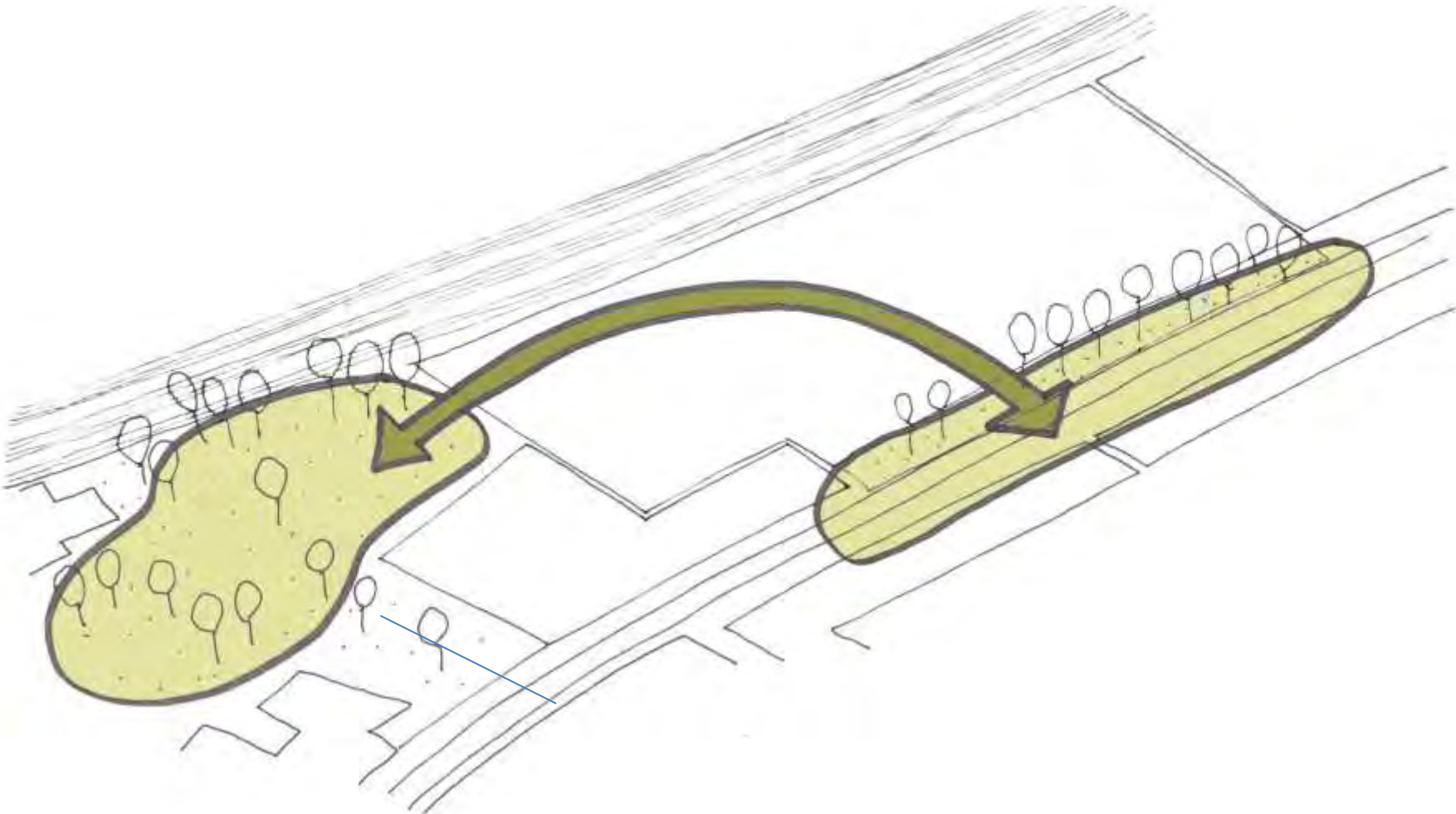
HOUSING

SCHOOL

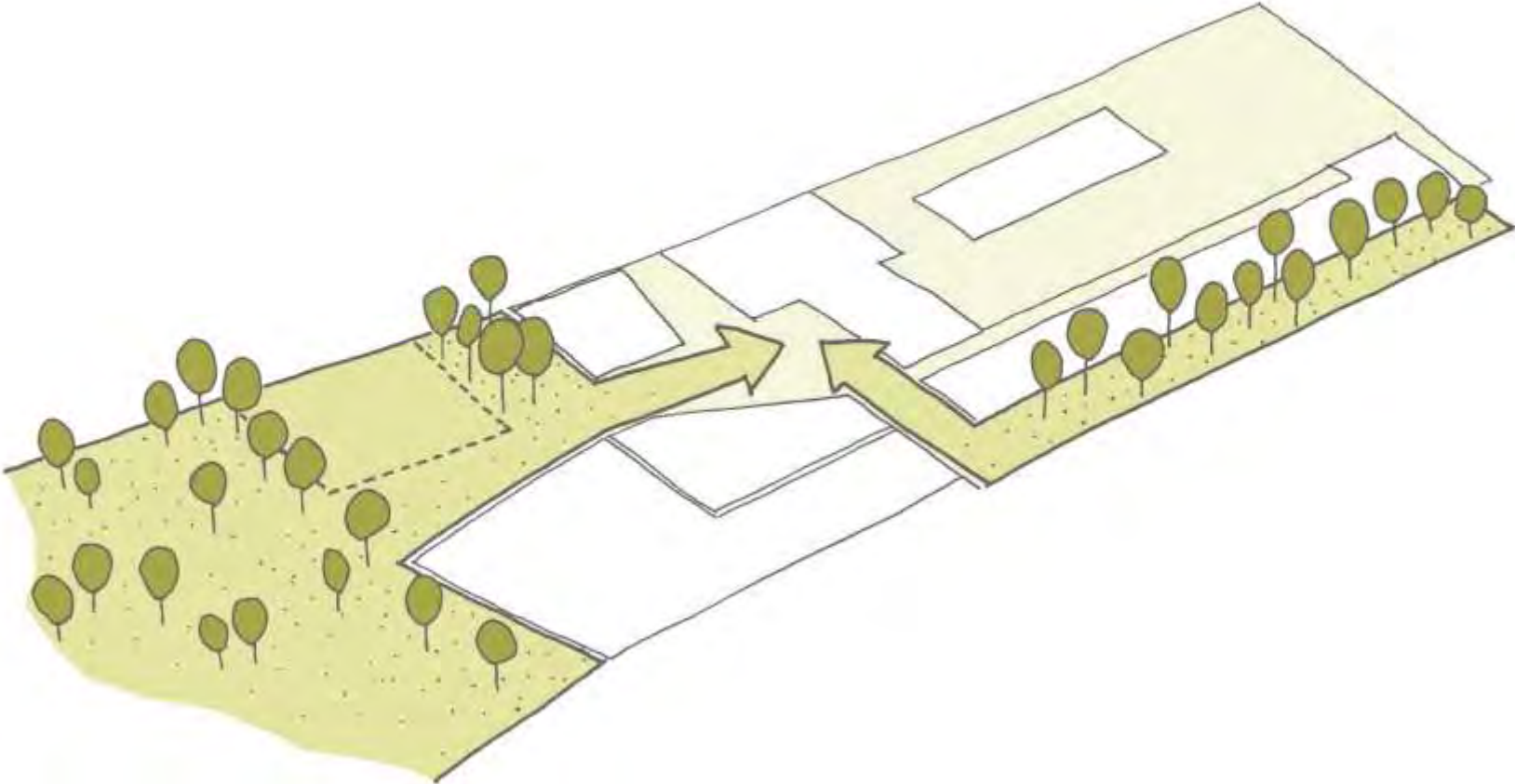
WORKSPACE

HOUSING

GREEN SPACES NOW



**MORE GREEN
MORE TREES**



LOCAL VIEWS











Feasibility Study 2013



Feasibility Study 2013



Current Masterplan



Masterplan Option



From: James Earl <ndpwesthampstead@gmail.com>
Sent: 29 September 2014 15:24
To: Mason, Angela (Councillor); Jones, Phil (Councillor)
Cc: Rosenberg, Phil (Councillor); Yarde, James (Councillor); Pober, Angela (Councillor); Rea, Flick (Councillor); Russell, Lorna (Councillor); Olszewski, Richard (Councillor); Cornwall-Jones, Kate; Trewavas, Louise; keithmoffittuk@googlemail.com; Nick Jackson; Mark Stonebanks; Sue Measures, (Sidings Manager); Stephen Nathan; James Little; Ian Cohen
Subject: Liddell Road: comments & suggestions from NDF

Categories: Liddell Road Important correspondence

Dear Angela and Phil,

Thanks to both of you for coming to the meeting on 17 September about the Council's proposed redevelopment of the Liddell Road site - and to listening to the views of local residents.

As you know, the Fortune Green & West Hampstead NDF has been closely involved in discussions about this redevelopment for more than a year - and continues to represent the views of local residents from our community. The final draft of the Fortune Green & West Hampstead Neighbourhood Plan, which has now been formally submitted to Camden Council - as well as the extensive consultation and engagement on which the document is based - also gives us grounds to comment.

Following the meeting - and the views sent to us since then - we would like to make the following points:

1. We support the provision of additional school places in the area and have no objection to the construction of a school on this site.
2. We welcome the changes made to the scheme since the meeting on 22 July and the reduction in the height of the tower block - although, at 11 storeys, we still consider it to be too high and without justification in planning terms (also see Neighbourhood Plan Policies 2 & 5). We are also very concerned about the precedent that this height would set for buildings outside the West Hampstead Growth Area.

3. We acknowledge that there are a range of views about this development - but, as was noted by several speakers at the meeting, there is a clear consensus against what is currently being proposed.

4. As an important part of Camden Council's Community Investment Programme, we would like to highlight the pledges made in relation to this policy - particularly on value for money and consultation:

<http://www.camden.gov.uk/ccm/content/environment/planning-and-built-environment/two/placeshaping/twocolumn/the-community-investment-programme.en?page=2>

5. There does appear to be an emerging consensus that the layout of the proposed scheme needs to be changed to reflect the issues raised at both meetings and in the consultations.

6. We therefore recommend that the following suggestions are given serious consideration before the planning application is submitted:

- * Move the highest building to the other (east end) of the site. This is widely felt to be best location for it. In planning terms, the building could reference the proposed 6 storey building at the neighbouring Iverson Tyres site, which has planning approval.

- * Move the employment space to the east end of the site. This is closer to the Town Centre and transport links - making it more likely that the space is economically viable and can be let/sold.

- * Move the school to the west end of the site, so the playground joins Maygrove Peace Park. This would have a positive and complementary affect on the Park - unlike the tower block, which would completely overshadow and dominate the Park. (We note that the architect's comments at the July meeting that the tower block would "animate" the Park have been widely ridiculed).

- * Abandon the plans to create a new entrance to the site. The existing entrance is the best location for access and causes least disruption to local residents; the gradient of the slope can be easily altered, if required. The plans to create a new entrance would damage a significant part of 'Maygrove Walk' and appear to be contrary to council planning polices allowing for the protection of green space and the promotion of bio-diversity. A compromise option could be to provide a pedestrian path at this end of the site.

7. We appreciate that these changes may result in a slight delay to the plans coming forward, but - given that this large and significant development will have an impact on the area and local community for decades to come - we don't believe that a delay of a few months is unreasonable (and could still allow for a partial opening of the new school in September 2016). We also note that some of the traders currently occupying the site have been given an extension until April to leave their premises (previously the date was December) - which does suggest there is some slippage in the timings.

8. We remain concerned about the minimal provision of affordable housing on the site (4 out of 100 units). However, we acknowledge that both of you have given a public commitment that there will be "more than 70 affordable housing units (50%)" at the 156 West End Lane site (previously this was mentioned as a "hope" or an "aspiration").

9. We would like more information about how the S106 agreement for the scheme will be structured. The current redevelopment proposals fail to include any provisions to enhance either Maygrove Peace Park or the neighbouring Sidings Community Centre. We would expect S106 funds to be allocated for improvements to both the Park and the Centre.

10. Ultimately, I think we all want the same thing - a successful redevelopment, which has the support of the local community, and which we can support when it comes to the planning application stage. I think we are making progress on this, but there is still more work to do. The NDF remains committed to working towards this aim. I, and members of the NDF committee, would be happy to meet you and council officers to discuss these issues.

Best wishes,

James Earl

(Chair, Fortune Green & West Hampstead Neighbourhood Development Forum)

Date: 9 October 2014

Councillor Angela Mason CBE
Cabinet Member for Children

Cantlelowes Ward
London Borough of Camden
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Camden Town Hall
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London WC1H 9JE

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Mobile: 079 2053 4972
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Angela.mason@camden.gov.uk

James Earl
Chair,
Fortune Green & West Hampstead
Neighbourhood Development Forum

Dear James,

The expansion of Kingsgate primary school and redevelopment of Liddell Road NW6

Thank you for your letter dated 29 September about the redevelopment of Liddell Road.

The next stage of the project will be for the Council to submit a planning application later in the autumn. The planners will consult again with local residents and stakeholders including the Neighbourhood Forum. There will be an opportunity to examine the proposals in more detail, and make comments on the application.

Consideration of the London Plan, the Local Development Plan and draft Neighbourhood plan will be part of this process. The weight given to the neighbourhood plan policies will depend on how close the plan is to being formally adopted by the Council.

In the meantime, we have prepared the attached 'Questions and Answers' document that explains the changes we have made to the scheme in response to consultation. It also goes through the questions we have been asked in detail, including those in your letter.

This document includes an explanation of the reasons for locating the tall building to the west of the Liddell Road site and some information on the process for S106 agreements. This will also be available on the Liddell Road webpage camden.gov.uk/LiddellRoad

Yours sincerely,



Councillor Angela Mason CBE
Cabinet Member for Children

Monica Regli (Chair)
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NW6 2ED
Tel: 07956 479271
Email: maygrovenw6@gmail.com

Councillor Angela Mason CBE Cabinet Member for Children
Cantlelowes Ward
London Borough of Camden
Room 125
Camden Town Hall
Judd Street
London WC1H 9JE

12 November 2014

Dear Councillor Angela Mason CBE

I am writing on behalf of a newly formed resident's association called the MILAM Residents Association (the **RA**). The RA covers the following roads in West Hampstead: Maygrove, Iverson, Loveridge, Ariel and Medley. As you will be aware, the current Liddell Road development and the Kingsgate school expansion (the **Proposal**) will impact the residents significantly.

Many of us have attended the consultations held by Camden at Sidings Community Centre to discuss the Proposal. We also read with great interest the Questions and Answers document (the **Document**) you have provided on your website in relation to the Proposal.

We would like to raise some of our points and views in writing and given that we will be the residents most affected by the Proposal, we would like a written response to this letter.

A. Camden's attitude to residents

1. Each consultation meeting held at Sidings Community Centre to discuss the Proposal has become quite heated between Camden and the residents. I can speak on behalf of many residents that the reason for this is the frustration we feel that Camden are not truly taking our concerns into account and can at times come across as dismissive or even disrespectful towards the residents. I understand from Camden at the last meeting that it was not our last opportunity as residents for a consultation and that the consultation process would be ongoing. We hope that at the next consultation meeting, Camden's attitude towards the residents will be more respectful.

2. At any future consultation, we also hope to visibly see someone from Camden taking notes on the points and suggestions raised by the residents.

B. The tower block

1. The proposed fourteen storey block has now been reduced to a height of eleven storeys. Whilst we appreciate that the height has been reduced it is still far too high for the residents. We are all aware that it is a tower block which sits upon a raised land bank so the height will be greater than an 11 storey block on normal ground level.
2. The slides provided to the residents showing what the tower block would like from the street were nothing short of deceptive. The views chosen for illustrative purposes in Camden's slides were clearly chosen at points on the road where the impact of the view would be lessened. Camden should have by now realised that the residents care deeply about the area and will not tolerate any attempt to hide the true facts. For example, why did Camden choose the viewpoint from Maygrove road which was along a bend? Why was there no image of the tower block from the view point of the houses facing it? Why were all the viewpoints chosen so far away from the site? Why were most of the buildings designs covered with pictures of very leafy trees? We residents would like to see the designs set against a winter backdrop when the trees are bare and to see slides showing the buildings from the viewpoint of a house on Maygrove road directly opposite the site.
3. The previous proposal which was changed without consultation did not include a tower block and as a result there was far less objection from the residents. In section 1 point 3 of the Document, Camden says that in *their* view the 11 storey tower block will have a smaller footprint and will have less impact than the bulk and massing of a 8/9 storey block along the full length of the site next to the railway. The residents want to avoid a tower block completely. An 8/9 block along the railway lines will be further away from residents' homes and it will be far less visible from Maygrove Road. Furthermore, the trees on Maygrove Road could provide cover for the lower 8/9 block from the previous proposal whilst no tree could possibly cover an 11 storey building from the existing proposal.
4. The residents disapprove of the tower block being on the Western side of the site. The residents would prefer to see it on the Eastern side where it would create less visual impact.
5. Camden cited that by moving the tower block to the East and therefore closer to the Iverson Road developments would 'undermine height limits negotiated and approved' and that it could give rise 'development pressures for comparable heights on any future local re-developments

such as the Network Rail signal box site'. Firstly, whether the tower block was located on the East or West of the site it would undermine height limits given that the two locations are not so far apart and secondly, Camden should not be building a building that is so tall it could undermine height limits.

6. To substantiate the point above, we have heard from the developers at Iverson Tyres which is on the other side of the Network Rail building that they will be using the Proposal as a reference point. A recent quote from the developer who has submitted a revised planning application for the Iverson Tyres site:

“Our application would add an additional 4 x 2 bedroom homes to the application which received planning permission earlier this year, and be in context with the adjoining site and the proposals that have been put forward for the Liddell Road scheme nearby.”

7. In the Document (section 4) another reason from Camden not to move the tower block to the Eastern area of the site (the resident desired option) is because the area of employment space would have to be reduced. The residents are not keen on the employment space Camden is proposing (see section D). Therefore, this should not be a factor in making such a controversial decision.
8. Also, in section 4 of the Document, Camden says that by moving the tower block to the East, it would locate it closer to residents on the south of Maygrove Road and it would therefore be more visible. However, if you look at a map, there are possibly only 3 houses that it would affect on the East side compared to a far larger number of houses if the tower block were on the West side.
9. In a table prepared by Camden which forms part of the Document, Camden compared the effect of building the tower block on the East and on the West of the site. It was interesting to note that by having the tower block on the Camden desired West side, there would be morning overshadowing of the park and afternoon overshadowing of the school. Yet if the tower block was built on the resident desired East side, there would only be afternoon overshadowing of the Network Rail site. There is no mention of whether the shadowing referred to takes place in the summer or winter because the shadowing effect is bound to be worse during the winter months.
10. We residents would like an explanation as to why the land bank at Liddell Road cannot be excavated to lower the height of all the buildings on the Liddell Road site.
11. To summarise this section: Residents do not want a tower block at all and we prefer the previous proposal of an 8/9 storey block along the

railway tracks. The height of the tower block is already setting a dangerous precedent for future developers whether it is located on the East or West side of the site. In the event that the tower block must be constructed, the residents would prefer the tower block to be located on the eastern side of the site.

C. The new entrance to the site and traffic

1. At the last public consultation, Camden dismissed the idea of keeping the current entrance to Liddell road estate and insisted that the best option is to create a new entrance on the West side. Residents are unhappy with this proposal given the number of trees which will need to be felled to achieve this (both on the Liddell Road site itself and on Maygrove Road) and the level of disruption which will ensue to their homes and traffic. In the Document, little is said to justify the significant change. One reason cited is that the turning circle for servicing will be located in closer proximity to the park but by looking at the maps provided by Camden in the Document, the difference in proximity is minor.
2. By bringing the entrance further into Maygrove Road, the traffic and congestion will increase significantly. The current traffic situation on Maygrove Road is already congested. On a daily basis, the road is too narrow to support two lanes of traffic so there are often traffic altercations between drivers. Also, recent road works on West End Lane caused traffic to back up all the way down Iverson Road and Maygrove Road. There will be far more traffic disruption on West End Lane and Iverson Road with the future developments pressing ahead and also there will be an increase of traffic with the general servicing of the Liddell Road site let alone the construction of it. In addition, there will be increased school run traffic at peak hours due to parents ferrying their children between the split site. The increased traffic and congestion will cause misery for residents and all those trying to do the school run between the split sites. Residents are so fed up with the traffic situation that some have suggested making Maygrove Road a one way road. At the consultation meetings for the Proposal and in the Document there has not been enough attention paid to how to deal with the increased traffic flow and the residents are very concerned by this.
3. We understand that the Proposal is to be a car free development with no residents allowed to apply for resident car permits. Given the lack of parking spaces on Maygrove Road, this is a sensible approach but we would also like an assurance that business permits will also not be permitted because many parking spaces on Maygrove Road are currently taken up by business permit holders.
4. Already there is an urgent need for a speed bump outside Maygrove

Peace Park and with the increased traffic flow this issue becomes more pressing. All along Maygrove Road there are speed bumps but there is a stretch of the road either side of Ariel Road which does not have one and therefore cars speed along this stretch which covers the entrance to Maygrove Peace Park which is the area most children use to cross the road to access Maygrove Peace Park.

D. The employment space

1. As demonstrated at the last consultation meeting, Liddell Road business owners were clearly unhappy with the way Camden had treated them in the process of attempting to relocate their businesses. Camden were unable to relocate them within the borough and many felt that they were forced to accept modest compensation packages instead. The businesses felt that not enough support had been given to them by Camden.
2. The Proposal includes providing employment space which Camden assumes will provide a suitable alternative employment space to replace the businesses lost on the site. However, the residents are not supportive of this employment space. Firstly, it does not help the current business owners who are being removed. Secondly, the proposed employment space is office based for which there is little demand on Maygrove Road as shown by the extensive refurbishment of the office space at Handrail house before it was knocked down. The Handrail House office premises lay empty for years and the Regal Homes developers were able to acquire the site and change it to a residential proposal which is now well underway. Number 224 Iverson Road has had long term empty office space. Furthermore, whilst all the apartments have already been sold on the West Hampstead Square site, the development is still advertising for tenants to lease its office space. This clearly demonstrates the lack of interest for such office space in the area. A suggestion given by residents was to relocate the employment space to the 156 West End Lane site.
3. In the Document (the table comparing the locations of the tower block), one reason for not moving the tower block to the resident desired East side was because it would require Camden to reduce the school area in order to provide equivalent employment space. The residents would like to make it clear that the school is more of a priority than ensuring the same amount of employment space. Therefore, the residents would rather see the employment space reduced.
4. Camden admitted in a previous consultation that the employment space was not a revenue generator. Therefore, given that the residents are not keen on it and that it provides no financial benefit to the site,

why have it at all? Why not turn it into housing such as affordable housing to reduce the height of the buildings on the Proposal and increase the quota Camden is supposed to have for this development?

E. The school

1. It was interesting to note that in section 2, 10 of the Document that the head teacher at Kingsgate was 'excited that the excellent education that Kingsgate pupils currently benefit from would be available to larger numbers of children if the school expands and is confident this more than outweighs any disadvantage of the distance travelled between the sites'. Firstly, the residents were astounded that neither the head teacher nor anyone representing Kingsgate school had attended any of the consultations for the Proposal which affected the residents so significantly. Secondly, it was not clear how aware parents at Kingsgate school were of the impact a split site would bear on them and if they had been consulted properly. Reports residents have received are that less than 5 parents responded to a questionnaire sent out to consult them on the split site expansion which is not enough evidence to say that the parents are supportive of the split site. Thirdly, a lot of weight for the school expansion has been put down to the head teacher's enthusiasm who may or may not stay around to see the project through. It does not appear that residents and parents of children who will have to attend a split site have had the same amount of consideration awarded to them as one head teacher.
2. Camden have stated many times that they cannot build a stand alone school due to government funding restrictions so the only way to create more primary school places is to expand an existing school. In section 2, 4 of the Document there was no real clarification as to why Camden do not want a free school built on the site which would include a primary and secondary school and which would not require any housing units or employment space to be built. Residents are aware of the shortage of school places and are supportive of a school being built but residents do not want their lives to be compromised with tower blocks and unrequired office space for the sake of creating profit for developers.
3. The Document does not clarify if the school will be built before the housing. Camden made it clear that building the school to create the primary school places was a priority for them. If the school is built before the housing the residents are concerned about the impact of the dust and noise from the building of the housing and employment site on the children attending the school.
4. The Document does not give a firm answer in relation to the catchment area for the expanded school. The residents are concerned that

despite the school building being built so close to them their children could miss out on a school place if the admission point is not moved close enough to the MILAM area.

5. The previous proposal had the school sheltered from the railway lines by the housing blocks. The new proposals have the school right next to the railway lines. This change needs to be considered in the light of health and safety as the noise and dangers of the school being next to the railway line will not benefit the pupils.

F. Investment in Maygrove Park and the community centre

1. Sue Measures, manager at Sidings, at the last consultation pointed out that despite the development having a major impact on Maygrove Peace Park there appears to be no solid commitment from Camden in investing anything into the park or the community centre itself. The Document lists how section 106 money *may* be used towards parks such as Maygrove Peace Park and others but there is no firm commitment for Maygrove Peace Park which will be severely impacted by the development. Camden should be able to provide a firm commitment given the extra flow of people who will be using the park and its facilities.

We appreciate that this letter is long but it is long because of the number of substantive issues concerning the residents in relation to the Proposal. Overall, as you will have noted, the Proposal is not popular with the residents and the most contentious point is the proposed tower block building. There was far less opposition to the previous proposal submitted by Camden Council which did not include a tower block. We strongly suggest that Camden come up with an alternative proposal which does not include a tower block to prove it is listening to the concerns of the local residents.

We look forward to hearing back from you.

Regards

Monica Regli

(Chair, MILAM Residents Association)

Date: 25 November 2014

Councillor Angela Mason CBE
Cabinet Member for Children

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Monica Regli (Chair)
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NW6 2ED

Dear Ms Regli,

Liddell Road redevelopment

Thank you for your letter of 12 November 2014 about the redevelopment of Liddell Road.

The substantial investment being proposed for the Liddell Road site through the Community Investment Programme would bring a range of benefits for the local community and the local area in addition to 420 new primary school places. The Council is determined to maximise these benefits and ensure that this investment provides the best possible long term value.

As you mention, some of the issues that you raise in your letter are matters that are addressed in our questions and answers (Q&A) document. The Q&A was prepared at an early stage of the design development to record community responses to our proposed strategy, set out the changes we have been able to make as a result and explain the rationale for those parts of the scheme where we haven't been able to make the changes the community has asked for.

Since then the design team have been developing the design for the site in more detail and some of the other issues you raised will be addressed in our planning application. For example, the application will include many more views of the proposed developed, the full results of our traffic surveys and detailed mitigating measures. The local community will be consulted by the planning department in the usual way,

I appreciate that there are differences of opinion about many of these issues. I will forward your letter to colleagues in the planning department as many of these are points that they will need to consider during the planning application process.

In this letter I have responded to the headline issues raised.

A Camden's attitude to residents

Our consultation on the revised strategy for Liddell Road took place over 2 months in July and August 2014.

As you mention, there have been a number of public meetings on the subject of the expansion of Kingsgate primary school onto Liddell Road, as well as drop in events at three different NW6 venues. The purpose of the

most recent meeting held on 17 September 2014 was to provide feedback on the consultation which had finished on 29 August 2014, and to show how the proposals had been altered in response. I asked for this meeting to be held not because it was a requirement, but because I felt we owed it to the community.

The work of capturing the questions and comments made throughout the consultation is reflected in the extensive 'questions and answers' document. Please be reassured that we are paying attention, and that no matter how heated the debate may become during a meeting, we listen closely to the points being made.

I want to reassure you that we will continue to discuss the proposals and engage with the local community throughout the development process. The next step, and the next opportunity to influence the proposals, is when a planning application is made. We aim to submit this at the end of November. When this happens, a new phase of consultation will take place, and I will ask officers to write to you again to let you know that the plans are submitted and where they will be displayed.

B The tower block

The considerations regarding the height and the position of the tall building are set out in detail in the questions and answers document. However, I appreciate that you may not agree with the council's position.

The illustrations of the building shown from different geographical positions on 17 September 2014 were provided by the design team in response to requests made by participants at the development management forum. We have commissioned several more views to be included in the planning application. These will include views without leaves on the trees and from different positions to illustrate more viewpoints.

C The new entrance to the site and the traffic

The Council's policy is to discourage car use. Parents are encouraged to bring their children to school on foot, or by bicycle, or by public transport – this is reflected in the school's travel plan.

As you rightly identify, the new homes built on the site will be built without parking spaces to discourage car use. There will be disabled parking spaces. Residents of the new homes will not be eligible for parking permits within the controlled parking zone on Maygrove Road.

The advantages of moving the entrance point are explained in the questions and answers document. In particular, there is a requirement on the development to provide better quality public open spaces. We are not able to do that without creating a new entrance point to the site.

We have carried out traffic surveys on Maygrove Road and Iverson Road and worked with the school to develop their travel plan. The full details of the survey and our mitigation measures will be included in the planning application.

D The employment space

The council is committed to re-providing the employment space on the site, and this was always part of the brief for the project.

All the existing businesses have accepted the terms offered by Camden for vacating the site, and the council has gone above and beyond its legal responsibilities to offer support to the business tenants. It is understandable that business owners feel upset about leaving their place of business, and in an ideal world we would offer them alternative premises in Camden. Unfortunately the pressure on land and buildings within Camden means that this isn't possible.

Camden is working closely with expert advisors to understand the current market conditions and develop a strategy to increase business opportunities in economic development growth sectors in the area. This favours the managed workspace type of development that is being proposed at Liddell Road.

E The school

On the matter of the school, Shelley Dunbar, Kingsgate's school business manager was present at both the development management forum and the public meeting on 17 September to represent the school.

The school has hosted consultation events about the Liddell Road proposals on several occasions. This included a public meeting on the evening of 26 Sept 2013, followed by face to face discussions in the school hall with school governors, parents and prospective parents about the expansion proposals. Drop in events were hosted by the school in September 2013 and July 2014. School representatives also attended the consultation events at NW6 in July 2014.

I have every confidence that there will be further opportunities for productive engagement between the school, its parents, and the local community.

The position of the school on the site was discussed and agreed with them before becoming part of the proposal. We anticipate that the school will be built first as there is a pressing need for the school places to be available by September 2016. Camden will also require the developers to meet all the necessary health and safety requirements for building next to residential and education buildings.

The school's admission point is a matter for a separate consultation which takes place in January and follows the statutory process. School admissions are a complex area, and 'catchment areas' as such don't exist.

However, providing additional school places in the north-west of the borough is likely to improve the opportunities for parents to gain a place at their preferred primary school in the area. Our modelling shows that for the vast majority of families the beneficial impact of the new places is likely to

override any impact on families' ability to get into Kingsgate arising from any changes to the admissions point for Kingsgate.

F Investment in Maygrove Park and the community centre

Both the park and the community centre have received significant funds from Camden in the past, and the current section 106 commitments were appended to the questions and answers document.

The matter of section 106 funds from this proposal will arise once the planning application is considered. It would be inappropriate to make a commitment beforehand. However it is reasonable to assume that if the proposal is expected to result in an increased use of the park and the community centre, these should attract section 106 funds.

Thank you for taking your time to set out your concerns so clearly. I know that we will continue to maintain a dialogue with all stakeholders involved in the Liddell Road proposals, so if there are outstanding queries that I haven't managed to cover here I'm sure there will be further opportunities to elaborate. I cannot guarantee that we will always be able to agree on an ideal solution, however I believe it's important that we work together to address as many of the concerns as we can.

Yours sincerely,

A handwritten signature in black ink that reads "Angela Mason". The signature is written in a cursive style with a long horizontal flourish at the end.

Councillor Angela Mason CBE
Cabinet Member for Children

Liddell Road. Meeting with Network Rail
5 November 2014. Kings Cross Station.

Present:

Ann Griffin	Maccreeanor Lavington Architects
Maria Joao Reis	Maccreeanor Lavington Architects
Tim Marcott	Price & Myers Structural Engineer
Eve Crocker	Calford Seadon, Construction (Design & Management Coordinator)
Kate Cornwall-Jones	LB Camden, Senior Development Manager
Laura Smyth	Network Rail - Asset protection project manager
Peter Galloway	Network Rail Asset protection engineer

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Item	Note	Action
1.	Introductions and purpose of meeting	
1.1	To review the Council's proposals for Liddell Road with Network Rail	
2.	Design team presentation of Liddell Road proposals	
2.1	Tim Marcott outlined the proposals for redevelopment of Liddell Road and explained how the new school could be constructed in compliance with Network Rail requirements.	
2.2	The proposals for maintaining the buildings facing the railway were also outlined.	
3.	Network Rails comments	
	The contractor will need to provide method statements to show that all contract staff can work safely close to the railway.	
	The building will be designed for construction in relation to the railway loadings to ensure no undermining during works and the railway does not have to shut.	
	The electric transformer - must not move during construction and must not be undermined by construction	
	The design statements will demonstrate that the buildings can be occupied without risk to the trains. For example to explain how windows will be restricted to prevent projectiles from the tall building.	
4.	Next steps	
4.1	The council will submit Form 1 to obtain approval principle to the construction method statements. Network Rail will be consulted during the planning application.	
4.2	Easement for cranes will need to be obtained from Network Rail Property	