



1 - 3 ARKWRIGHT ROAD

PLANNING STATEMENT

DECEMBER 2014

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1.0 INTRODUCTION

1.1 This planning statement has been prepared by DP9 Ltd on behalf of Alpha Plus Group ('the Applicant') in support of an application for full planning permission for the extension of St. Anthony's School, located at 1 Arkwright Road, into the neighbouring property at no. 3 Arkwright Road.

1.2 The site is located within the Frognal and Fitzjohns Ward within the London Borough of Camden ('LBC').

1.2 The planning application seeks permission for the 'Proposed Development', as set out below:

"Partial demolition and the refurbishment of No. 3 Arkwright Road to facilitate the expansion of St. Anthony's School (1 Arkwright Road), including the change of use of No. 3 from residential (Class C3) to education (Class D1), a 3 storey rear extension, internal connection, landscaping, formation of cycle parking together with other works in association with the development".

1.3 The submission of this application follows discussions with a wide range of stakeholders and statutory consultees, including planning, design and transport officers at LBC, ward councillors, local residents and other property owners.

1.4 The planning statement should be read in conjunction with the other supporting information submitted in support of the application which comprises;

- Planning application forms and Certificates, prepared by DP9 Ltd;
- Design and Access Statement, prepared by RPA Group;
- Planning Application Drawings, prepared by RPA Group;
- BREEAM Pre Assessment Statement, prepared by RPA Group;
- Statement of Community Involvement, prepared by Templar Strategies;
- Transport Statement, prepared by WSP Consulting;
- Acoustic Survey, prepared by Sharp Redmore; and
- Basement Impact Assessment – Screening Report, prepared by Price & Myers.

1.5 This document provides an overview of the site and the development proposals and an evaluation of the proposed development against the relevant national, strategic and local planning policies and guidance. The planning Statement is structured as follows:-

- **Section 2:** Site and Surrounding Area – describes the location, character and physical features of the site.
- **Section 3:** Planning History – sets out the relevant planning history of the site.
- **Section 4:** Proposed Development – describes the application proposal.
- **Section 5:** Consultation – describes the consultation that has been undertaken on the proposed development prior to the submission of the planning application.
- **Section 6:** Planning Policy Framework – sets out the relevant planning policy associated with the site.
- **Section 7:** Assessment – assesses the proposals against the provisions of the Development Plan and other planning policy and material considerations
- **Section 8:** Application Benefits – outlines the benefits that the proposed development brings
- **Section 9:** Conclusion – draws together the Statement into a set of conclusions.

2.0 THE SITE AND THE SURROUNDING AREA

The site

- 2.1 The site covers an area of approximately 0.24 hectares and is located on the south eastern side of Arkwright Road, close to the junction of Fitzjohns Avenue, directly south of Hampstead.
- 2.2 The site currently comprises a single three storey residential property (C3 Use Class) which is subdivided into 3 residential apartments which are currently occupied.
- 2.3 The building itself is not listed, but is located within the Fitzjohns/Netherhall Conservation Area. The conservation area appraisal notes that Arkwright Road is characterised by large late Victorian houses often set within five metres of their front boundaries. Notable of these are Nos. 1-10 Arkwright Road of which 1, 2, 4 and 9 were designed by Theodore Green. The majority of the front boundary walls remain intact with occasional trees within the front gardens. The building is identified as making a positive contribution to the conservation area. It should be recognised that the building has undergone an element of unsympathetic conversion which is not reflective of the character of the conservation area.
- 2.4 The site has a Public Transport Accessibility Level (PTAL) rating of 6a, demonstrating an excellent level of public transport provision in the area, as calculated using the Transport for London (TfL) PTAL calculation methodology.
- 2.5 Finchley Road Station (National Rail, Jubilee Line, Northern Line and Metropolitan Line services) and a frequent bus network are both located within a short walking distance of the site.

The Surrounding Area

- 2.6 Arkwright Road is located within Camden, situated to the southern edge of Hampstead between Rosslyn Hill and Finchley Road.
- 2.7 Connecting Hampstead village with Swiss Cottage Fitzjohn Avenue is the main through road at the centre of the conservation area. On the west of Fitzjohn's Avenue, Arkwright Road is one of the east-west cross roads leading down to Finchley Road.

- 2.8 Part of an agricultural land developed for residential use in the 1880's Arkwright Road is now characterised by an eclectic mix of large Victorian detached or semi-detached houses with generous gardens.
- 2.9 The Streetscape is characterised by steep gradients, large roofs with gabled ends and overhanging eaves, mature trees, front gardens and views between buildings.
- 2.10 Locally there has been a trend in converting large houses into schools since the 1890's, which include, but are not limited to, Devonshire House Preparatory School and University College School, located in the nearby area.

St. Anthony's School

- 2.11 St Anthony's Preparatory School is an independent Roman Catholic preparatory school educating boys from the age of 4 to 13. It is a two form entry school with a current intake of 152 pupils in Junior House and 143 in Senior House (295 in total). The maximum number of pupils the School can accommodate in its current form is 310 Pupils. The school has a total of 60 full time and part time teaching staff. The existing school is based at two sites approximately 100 metres apart on Fitzjohn's Avenue and Arkwright Road. It was founded in Eastbourne in 1898 by the Patton family and re-founded in Hampstead in 1952.
- 2.12 The expansion of the school will include an offering for girls enabling the school to become more family centric; while also updating the current premises to benefit existing and new pupils.
- 2.13 The existing school buildings are located at 1 Arkwright Road and 90 Fitzjohn's Avenue. Facilities provided include a hall, gym, playground, classrooms and music suites together with a covered swimming pool. The existing school operates from 0815 to 1630hrs Monday to Friday for pupils and from 0715 until 2000hrs for staff, 34 weeks of the year. Before and after school clubs are also provided.
- 2.14 The school serves a primarily local catchment with approximately half of the current pupils living within 2km of the site and 80% living within 3km of the site. As a faith school, St Anthony's also attracts a large number of Catholic pupils, which currently represents 70% of the entire school.

3.0 PROPOSED DEVELOPMENT

3.1 The applicant, Alpha Plus Group ('APG') is responsible for the operational management of the school. APG own and manage a total of 19 independent schools and sixth form colleges mainly within London. The business was started in the 1930s and as such is a well-established education provider, with substantial experience of managing schools of a variety of sizes in urban locations.

3.2 The application seeks full planning permission for:

“Partial demolition and the refurbishment of No. 3 Arkwright Road to facilitate the expansion of St. Anthony’s School (1 Arkwright Road), including the change of use of No. 3 from residential (Class C3) to education (Class D1), a 3 storey rear extension, internal connection, landscaping, formation of cycle parking together with other works in association with the development”.

3.3 No. 3 Arkwright Road is a residential property set out over basement, ground and two upper floors. APG purchased the property in mid-2013 with a view to expand the existing school at 1 Arkwright Road, facilitating an offering for girls at St. Anthony’s School following demand in the area.

3.4 The proposed expansion will provide a one form entry for girls, from reception to Year 6. The additional 7 classes required will be housed within 3 Arkwright Road, necessitating no expansion of the existing school building. Although the properties are currently separate entities they are structurally connected as a previous infill has made this so and currently share a fire escape stair core accessed by the school on the second storey. This has been expanded upon in the current proposals to enable connectivity between the two buildings.

3.5 The scheme proposes the change of use of 3 Arkwright Road from residential (Class C3) to education use (Class D1). The property will be refurbished, extended to the rear and internally linked to 1 Arkwright Road (St. Anthony’s School). The redevelopment of the property will enable the school to expand to accommodate an additional 140 pupils from the introduction of a single form of entry for girls. The proposed expansion will also create a better internal layout, increase classroom sizes

and improve the quality of pupils working environment. The proposal enables a logical extension to the school that is deliverable, safely accessible for all pupils and feasible.

- 3.6 The additional 140 pupils will be introduced gradually over a period of 7 years. The target projections below identify that the school expects to reach capacity (140 pupils) by 2021.

Year 1 (2015) – 20 additional pupils

Year 2 (2016) – 40 additional pupils

Year 3 (2017) – 60 additional pupils

Year 4 (2018) – 80 additional pupils

Year 5 (2019) – 100 additional pupils

Year 6 (2020) – 120 additional pupils

Year 7 (2021) – 140 additional pupils

- 3.7 The proposed scheme will bring forward a number of benefits to the school and to the local area.

- Creation of seven new classrooms and the relocating of two existing classrooms from 1 Arkwright Road.
- The school will gradually expand over 7 years to offer an additional 140 school places to help meet increasing demand in the local area.
- The creation of a new Dining Hall facility to accommodate the school at the enlarged Arkwright Road site, thus alleviating the need to cross the busy road several times a day.
- Creating a Kiss and Drop area for parents to drop off children quickly in the morning and afternoon peak periods.
- New outdoor play space in the secluded garden to the rear of 3 Arkwright Road.
- 20 covered cycle spaces and additional scooter parking;
- Legally enforced Travel Plan. The schools Travel Plan will be revised with a target to reach TfL Gold Standard; leading to an introduction of new Travel Plan measures being introduced and enabling the School Travel Plan to

become legally enforceable on its targets and mitigation measures, through a S106 legal agreement.

- 3.8 No car parking spaces are proposed as part of the development. A disabled parking space is proposed to be located at 90 Fitzjohn Avenue.
- 3.9 Cycle parking will be provided in line with LB Camden and London Plan policies. A secure and covered 20 space cycle store will be located in the rear garden of No. 3 Arkwright Road.
- 3.10 The existing access to the site would be retained. Both 1 Arkwright Road and 3 Arkwright Road will have separate access. The forecourt of number 3 will be altered to reflect that of number 1 Arkwright Road. The proposed design is more in keeping with the conservation area and neighbouring properties.
- 3.11 In summary the proposals provide the opportunity to enhance the existing school facilities but also deliver 140 new school places in an area of high educational demand, but without the additional impacts associated with an entirely new school within the area.

4.0 CONSULTATION

- 4.1 The applicant has carried out a number of pre-application discussions with Officers at the London Borough of Camden (LBC), including Development Control, Urban Design and Conservation and Transport from November 2013 through to December 2014. The submitted development proposals reflect these discussions.
- 4.2 In order to ensure that the public were provided with an opportunity to comment on the proposed development, an invitation was sent out to local residents, stakeholders and local Ward Councillors, inviting them to a public exhibition from the 13th to the 15th October 2014 between 6pm – 8pm.
- 4.3 A Statement of Community Involvement (SCI) has been submitted with the application which outlines all consultation activities that have taken place with stakeholders and the local community. It also outlines the issues raised during the consultation exercise and how the applicant has responded to them.

5.0 PLANNING POLICY FRAMEWORK

5.1 This section of the statement reviews relevant planning policy in relation to the proposed development.

National Planning Policy Framework (NPPF)

5.2 The NPPF contains a number of key policies relevant to the development proposals including: -

- Paragraph 37 of the NPPF states that planning policies should aim for a balance of land uses within their area so that people can be encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities;
- Paragraph 61 of the NPPF states that although visual appearance and the architecture of individual buildings are very important factors, securing high quality and inclusive design goes beyond aesthetic considerations. Therefore, planning policies and decisions should address the connections between people and places and the integration of new development into the natural, built and historic environment;
- Paragraph 63 of the NPPF states that in determining applications, great weight should be given to outstanding or innovative designs which help raise the standard of design more generally in the area;
- Paragraph 64 of the NPPF states that permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions;
- Paragraph 72 of the NPPF states that the Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of both existing and new communities. Policy encourages development that creates, expands or alters schools;

- The NPPF states at paragraph 96 that local planning authorities should expect new development to:
 - Comply with adopted Local Plan policies or local requirements for decentralised energy supply unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable; and
 - Take account of land form, layout, building orientation, massing and landscaping to minimise energy consumption.
- Paragraph 98 of the NPPF also states that local planning authorities should approve the application if its impacts are (or can be made) acceptable; and
- The NPPF sets out a series of aims for transport, and promotes sustainable transport movement by encouraging improvement to sustainable modes of transport.

The London Plan (2011)

5.3 The London Plan contains a number of key policies relevant to the development proposals including: -

- Policy 3.16 of the London Plan (2011) states that London requires additional and enhanced social infrastructure provision to meet the needs of its growing and diverse population. Furthermore, development proposals which provide high quality social infrastructure will be supported in light of local and strategic needs assessments;
- Policy 3.18 of the London Plan (2011) states that The Mayor will support provision of early years, primary and secondary school and further and higher education facilities adequate to meet the demands of a growing and changing population and to enable greater educational choice. Furthermore, development proposals which enhance

education and skills provision will be supported, including new build, expansion of existing facilities or change of use to educational purposes. Proposals which address the current projected shortage of primary school places will be particularly encouraged;

- Policy 3.18 of the London Plan (2011) states that proposals for new schools should be given positive consideration and should only be refused where there are demonstrable negative local impacts which substantially outweigh the desirability of establishing a new school and which cannot be addressed through the appropriate use of planning conditions or obligations;
- Whilst the Revised Early Minor Alterations to the London Plan do not make any amendments to Policy 3.18, they do revise the supporting text to place greater emphasis on the role of Local Authorities in delivering new school places across their Borough. Local Authorities will be required to *‘take a proactive, positive and collaborative approach to development that will widen choice in education, promoting a good supply of strong schools’*.
- The London Plan seeks to ensure future developments meet the highest standards of sustainable design. This will include measures to:
 - Minimise carbon dioxide emissions
 - Avoid internal overheating and pollution
 - Make efficient use of natural resources
 - Minimise the generation of waste and maximise reuse or recycling
 - Secure sustainable procurement of materials; and
 - Promote and protect biodiversity and green infrastructure (Policy 5.3)
- London Plan Policy 6.1 seeks to reduce the need to travel while Policy sets out the requirements in relation to cycle parking;
- The London Plan seeks to:

- Support high trip generating development only at locations with high levels of public transport accessibility and capacity;
 - Improve interchange between different forms of transport;
 - Support measures that encourage shifts to more sustainable modes and appropriate demand management;
 - Promote greater use of low carbon technology to reduce CO2 and other contributors to global warming;
 - Promote walking by ensuring an improved urban realm. (Policy 6.1);
- Table 6.3 of the London Plan seeks the following minimum cycle parking standards:

D1 – Non-Residential Institutions Primary and Secondary School	1 space per 10 staff or student
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- Policy 7.1 of the London Plan states that development should be designed to ensure layout, tenure and mix of uses interface with surrounding land and improve people's access to social and community infrastructure, including green spaces;
- London Plan Policy 7.2 relates to an inclusive environment that the Mayor will require all new development in London to achieve the highest standards of accessible and inclusive design and supports the principles of inclusive design;
- London Plan Policy 7.4 relates to local character and states that development should have regard to the form, function, and structure of an area, place or street and the scale, mass and orientation of surrounding buildings. It should improve an area's visual or physical connection with natural features. In areas of poor or ill-defined character, development should build on the positive elements that can contribute to establishing an enhanced character for the future function of the area; and
- Policy 7.15 of the London Plan (2011) states that developments should seek to reduce noise by minimising the potential adverse noise impacts on, from, within or in the

vicinity of the development. Development proposals should also promote new technologies that improve practices to reduce noise at the source.

LB Camden Policy

5.4 The Core Strategy and Development Plan Policies Document were adopted in November 2010. In addition, further guidance is provided in the form of the Council's and Mayor's Supplementary Planning Guidance ('SPG') or Supplementary Planning Documents ('SPD') as well as Camden Planning Guidance notes ('CPG').

Core Strategy (2010)

5.5 The Core Strategy sets out the Council's spatial vision, strategic objectives and spatial strategy on how the borough should develop. Key policies within the document relevant to the development proposals are as follows:

- Policy CS5 aims to manage the impact of growth and development in Camden by ensuring that development meets the full range of objectives of the Core Strategy and other Local Development Framework documents;
- Policy CS10 of the Core Strategy supports the retention and enhancement of existing community, leisure and cultural facilities;
- Policy CS13 will require all development to take measures to minimise the effects of, and adapt to, climate change and encourage all development to meet the highest feasible environmental standards that are financially viable during construction and occupation; and
- Policy CS14 will ensure that Camden's places and buildings are attractive, safe and easy to use by requiring development of the highest standard, seeking the highest standards of access in all buildings and places and requiring schemes to be designed to be inclusive and accessible.

LB Camden Development Policies Document (November 2010)

5.6 The DPD supports the Core Strategy and London Plan, setting out the detailed policies for managing development within the borough. Key policies relevant to the development proposals are considered to be:

- Policy DP2 seeks to maximise and protect the housing in the borough, especially homes for people unable to access market housing;
- Policy DP15 seeks to meet the increased demand for community facilities in the borough as well as protecting existing community facilities;
- Policy DP16 seeks to ensure that development is properly integrated with the transport network and is supported by adequate walking, cycling and public transport links. The Council will resist development that fails to assess and address any need for movements to, from and within the site and additional transport capacity off-site where existing or committed capacity cannot meet the additional need generated by the development;
- The Council will promote walking, cycling and public transport use under Policy DP17 and development should make suitable provision for pedestrians, cyclists and public transport use. The Council will resist development that would be dependent on travel by private motor vehicles;
- Policy DP18 states that developments should comply with the Council's parking standards, as set out in their development plan. Where the council accepts parking this should not exceed the maximum standard for the area in which it is located;
- Under Policy 22 the Council will require development to incorporate sustainable design and construction measures. The Council requires development to be resilient to climate change by ensuring schemes include appropriate climate change adaption measures;
- Policy DP24 requires all developments, including alterations and extensions to existing buildings, to be of the highest standard of design and will expect developments to consider a variety of factors such as the quality of materials to be used, the appropriate location for building services equipment and the provision of appropriate amenity space;

- Policy DP25 seeks to conserve the heritage of Camden. Development affecting conservation areas should take account of conservation area statements and will only be permitted if it preserves and enhances the character of the conservation area. It seeks to preserve trees and garden spaces which contribute to the character of the conservation area;
- Policy DP26 aims to protect the quality of life of occupiers and neighbours by only granting permission for development that does not cause harm to amenity such as visual privacy, overshadowing, noise & vibration and microclimate. The Council will also require developments to provide an acceptable standard of accommodation (dwelling and rooms' sizes etc), facilities for the storage of waste, bicycle storage and outdoor space for private or communal amenity space wherever practical;
- Policy DP27 requires an assessment of the scheme's impact on drainage, flooding, groundwater conditions and structural stability, where appropriate. The Council will only permit basement and other underground development that does not cause harm to the build and natural environment and local amenity and does not result in flooding or ground instability; and
- Under Policy DP28 the Council will seek to ensure that noise and vibration is controlled and managed and will not grant planning permissions for schemes that have a detrimental impact.

Camden Planning Guidance 1: Design (2013)

- 5.7 This Planning Guidance has been prepared to support the policies in the Councils Local Development Framework (LDF). It is consistent with the Core Strategy and the Development Policies, and forms a Supplementary Planning Document (SPD) which is an additional "material consideration" in planning decisions.
- 5.8 This guidance provides contained within this section therefore considers a range of design related issues for both residential and commercial property and the spaces around them.

Camden Planning Guidance 3: Sustainability (2013)

- 5.9 This guidance provides information on ways to achieve carbon reductions and more sustainable developments. It also highlights the Council's requirements and guidelines which support the relevant Local Development Framework (LDF) policies

Camden Planning Guidance 4: Basement (2013)

- 5.10 This guidance provides information on basement and light well issues and how the Council will apply planning policies against applications which involve the above.

Camden Planning Guidance 7: Transport (2011)

- 5.11 Camden faces considerable transport challenges including congestion and poor air quality and this guidance contains information on a variety of transport issues including travel plans, car free development, vehicle access, public spaces and cycling facilities.

Camden Planning Guidance 8: Planning obligations (2011)

- 5.12 The purpose of this guidance is to provide an indication of what may be required when the Council considers that a development proposal needs a planning obligation to be secured through a legal agreement. These obligations will be used to ensure that the strategic objectives of the LDF Core Strategy and Development Policies are met through requirements attached to individual development proposals.

6.0 ASSESSMENT

- 6.1 This section assesses the proposals against the Development Plan and other relevant Planning Policy at national or local level.

Site Designations

- 6.2 The site is located within the Frognaal and Fitzjohn Conservation Area.

Principle of Development

Demand

- 6.3 3 Arkwright Road comprises of 3 self-contained apartments which fall within a C3 residential use. The current tenants have occupied the building for a substantial period of time. The application proposed to convert the building from a residential use (Class C3) to an education use (Class D1), to form part of an extension to St. Anthony's school located at 1 Arkwright Road.
- 6.4 The expansion of St. Anthony's school has stemmed from the overwhelming demand in the local area and borough for additional school places. Although this demand has been present for some time, the expansion of the school to meet this demand was not possible until recently when the applicant was able to purchase the neighbouring property (3 Arkwright Road).
- 6.5 Evidence of local demand for additional school places is provided within the Mandarin Catchment Area Analysis Report prepared by MTM Consulting. The report identifies that within the catchment area of the St. Anthony's school there are around 5,750 girls aged 4 – 10 who meet the profile for independent schooling. The report also notes that both the 5 and 10 year projections for 4 to 10 year old girls show strong growth across almost the entire catchment. This catchment is expected to grow by 5.4% to 2018 and 9.3% by 2023. The report identifies that schools in the area are currently at 97% capacity with little room for expansion to fulfil the demand. In addition to this, Catholic Schools as a whole within 15 minutes of the site are over capacity (105% in 2013 according to Edubase figures) with girls in Catholic independent school expanding by 16.6% since 2006.

- 6.6 Recent evidence suggests that London's population is growing at an unprecedented rate. The best evidence of this is provided within the latest figures published in the Further Alterations to the London Plan (FALP) which identify London's population rising from 8.2 million in 2011 to 9.20 million in 2021, 9.54 million in 2026 and 10.11 million in 2036. This dramatic increase in population levels will impact upon London's social and community infrastructure, placing an even larger emphasis on the need for additional school places in London to meet the needs of the rising population.

Educational Use

- 6.7 Policy CS10 of the Core Strategy identifies that the Council will work with its partners to ensure that community facilities and services are provided to support Camden's growing population. Section (f) of the policy states that the Council will support the retention and enhancement of existing community, leisure and cultural facilities in the borough.
- 6.8 The proposed development has derived directly from local demand, which is supported further by borough and London wide demand for school places following London's current and expected population growth. The proposal sets out to extend the existing school to accommodate an additional 140 pupils. The proposed development will provide school places to serve increasing local demand. The alternative to extending an existing facility, which is supported within Section (f) of Policy CS10, is the construction of a new school facility in the area. It should be noted that it is highly unlikely that this would be possible given the profile of the area, its density and high land values. As such, the expansion of an existing facility to meet local demand is the most pragmatic and sustainable short term option to meet local demand.
- 6.9 Paragraph 10.8 of the Core Strategy reiterates the need for additional community uses following the growth of Camden's Population. Paragraph 10.19 recognises that increasing the number of community facilities in Camden will be difficult due to competition from other, higher value land uses. Given the location of the site, close to Hampstead, it is important to recognise the benefits of the proposal to help meet the Council's need for school places, presently and in the future. The expansion of the existing community facility could alternatively be redeveloped to a higher value use which would only further increase the demand for school places in the borough. These

views are further emphasised within Policy DP15 of the Development Policies Document (DPD) and its supporting text.

- 6.10 In summary, the proposed development will increase the supply of school places in the area by 140, responding to local and London wide demand following the growth of London's population. This is further supported by the MTM Consulting report which provides a snap shot of the demand in the immediate area. Given the above, it is considered that the proposed development meets the requirement of the London Plan and Policies CS10 and DP15 of Camden's Development Plan. As such we believe the principle of the use of the site for education (Class D1) is acceptable.

Loss of Residential

- 6.11 The proposed development involves the loss of 3 residential dwellings. Policy DP2 of the DPD identifies that the Council will seek to minimise the loss of housing in the Borough by protecting residential uses from development that would involve a net loss of residential floorspace. The policy identifies that as an exception to the general protection of residential floorspace where an alternative site is available, the Council will favourably consider development that necessitates a limited loss of residential floorspace in order to provide small-scale healthcare practises meeting local needs.
- 6.12 Although the proposal conflicts with Policy DP2 of the DPD it should be considered that the overall benefit of the scheme outweighs that of policy adopted at a time of limited population growth and therefore a lesser demand for school places.
- 6.13 The London Plan 2011 sets Camden's housing targets at 554 units per year. Camden's Monitoring Report 2013/2014 identifies that Camden is on track to exceed the GLA targets in this current period. Looking forward at Camden's five year housing land supply it is evident that there is ample sources available for the period between 2014/15 – 2018/19 to deliver 7,072 homes (or circa 1,414 homes per year). This significantly exceeds the annual target of 665 homes as set by the GLA. The London Plan is currently being reviewed to align with updated population figures and London's ever changing needs. The latest version of the draft FALP sets Camden's Housing targets at 889 units per year, which is still significantly below Camden's yearly housing projection from 2014/15 – 2018/19. This indicates that even with the more onerous target set out within FALP, Camden has a significant supply of housing

which exceeds the GLA targets. Therefore it is seen that the proposed loss of the existing residential dwellings is minimal upon reflection of the borough wide housing projections.

- 6.14 In addition, there has been a significant supply of housing brought forward following the recent change to the Town and Country Planning (General Permitted Development) (England) Order which enables the change of use from office to residential under permitted development. This has had a significant effect on the borough causing an influx of new residential dwellings. The additional housing brought forward through Permitted Development has not been considered by Camden in their housing projections and as such they are an addition. A local example is the conversion of 9 Arkwright Road from office accommodation to 7 residential apartments. This prior approval application was allowed by the Council on the 20th June 2014. The increase of 7 residential dwellings in the locality of the site, which were not part of Camden's housing projection, will outweigh the proposed loss of 3 dwellings as part of the proposal.
- 6.15 In summary, the loss of residential dwellings is seen to be acceptable in principle given the significant supply of land available in the borough for residential development, which is targeting circa 1,414 homes per year, some 525 homes above the more onerous FALP targets. Given the above and the additional supply of housing brought forward through changes under Permitted Development Legislation, the loss of 3 dwellings to a community use is seen to be insignificant when considered at a borough wide level.

Design and Layout

- 6.16 The need for high quality and sustainable design is engrained in policy at all levels, including the NPPF, London Plan and LB Camden policy documents.
- 6.17 The design and Access Statement that accompany the planning application provides a full explanation and assessment of the design rationale.
- 6.18 The proposed development sets out to convert and refurbish the existing building as an extension to the neighbouring school. This will include partial demolition, erection of a three storey rear extension, internal connection with no. 1 Arkwright Road, internal configuration and associated landscape works.

- 6.19 It is proposed to modify the internal layout of the existing building for the provision of 7 classrooms, support and ancillary facilities. Existing and proposed floor plans, elevations and sections have been submitted in support of this planning application.
- 6.20 Due to the proximity of surrounding properties, careful consideration has been taken to ensure that no overlooking/privacy issues arising from the development towards the surrounding neighbouring properties, in particular no. 5 Arkwright Road.
- 6.21 The provision of soft landscaping has been integrated at the front and improvements made to the rear of the existing property. The landscape proposals will include improvements to 1 Arkwright Road to ensure consistency along the street frontages. The proposed materials and treatments will be consistent with that of the existing building and the palette of the conservation area. This has been outlined within the Design and Access Statement.
- 6.22 The nature of the existing building makes it very difficult to provide level access to all floors. A new lift will be installed which is accessed externally from the front of the building which services all levels with the exception of two classroom on the first floor. The majority of classroom and supporting functions will be fully accessible. Doors and WC provision will be designed to comply with Approved Document M of the Building Regulations.
- 6.23 The proposed development has been designed to incorporate a number of access principles for all future building users. The proposal aims to ensure accessibility and inclusion so that all potential users, regardless of disability, age or gender can use them safely and easily.
- 6.24 In summary, it is considered that the proposal will improve the appearance of the existing building and site with external alterations that are entirely appropriate to the building that will enhance the conservation area above that of the existing. The proposal is in accordance with the design policies at all levels.

Townscape, Heritage and Visual Impact

- 6.25 The building is not listed but lies within the Fitzjohns/Netherhall Conservation Area.

- 6.26 The Fitzjohns/Netherhall Conservation Area is located on the southern slopes of Hampstead between Rosslyn Hill and Finchley Road. The street layout is dominated by Fitzjohn Avenue which runs through the centre of the conservation area with parallel streets to the east and west. Finchley Road and Hampstead High Street/Rosslyn Hill form the west and the east boundaries. Overall the urban grain shows large houses with generous gardens surrounded by the denser area of Hampstead village, Belsize village and Finchley Road. The proposed development is located within sub Area 1 of the conservation area statement. The conservation area statement identifies Arkwright Road as running west from Fitzjohn Avenue on a long straight descent to Finchley Road. The street forms a major east-west cross route which is characterise by large late Victorian houses often set within five metres of their front boundaries. 1-10 (inclusive) Arkwright Road are identified within the statement as buildings which make a positive contribution to the conservation area. An identified feature of the street is the front boundary walls that remain predominantly intact.
- 6.27 The proposed development sets out to demolish and rebuild parts of the existing building, which were previously extended unsympathetically. The reconstruction of these elements of the building will improve the existing appearance of the building to that of a higher quality and finish. The 3 storey extension to the rear of the property is seen to be appropriate given its likeness to other extensions along the street. The architectural treatment and finish of this extension will match that of the existing building to ensure continuity and preservation of the conservation area. The proposed development sets out to reinstate some of the original features of the building that have been lost over the years. The front boundary wall will be reinstated and linked to the wall of No. 1 Arkwright Road while a pedestrian access with landscaped areas to the front of the building will provide an improved environment and streetscape. The existing building will be refurbished and finished to a high quality. The use of material will match that of the existing and that used by neighbouring properties within the conservation area.
- 6.28 It is considered that the proposal provides a scheme of the highest architectural quality, in terms of appearance, layout and massing and will contribute positively and therefore preserve the Fitzjohn/Netherhall Conservation Area in accordance with the NPPF and Policy DP25.

Transport, Parking and Servicing

- 6.29 The proposed development will not provide any car parking on site. The proposed development therefore accords with Policy DP18 which expects development to be car free.
- 6.30 The proposed development provides the opportunity to significantly increase cycle parking at the rear of 3 Arkwright Road, which meets the preferred travel aspirations of pupils at the school. The school currently provides 6 cycle racks and a micro scooter parking area. The proposal will provide an additional 20 covered and secured cycling parking spaces in accordance with the relevant minimum cycle parking standards as set out within Camden's DPD and the London Plan.
- 6.31 The proposal will not significantly increase deliveries already occurring at the School. The creation of kitchen facilities at 3 Arkwright Road will result in some deliveries which will need to be dropped at the front of no. 1 and 3 Arkwright Road. It is proposed that this will be achieved by using the proposed single yellow line outside 3 Arkwright Road or through the use of the existing bus bay located outside no. 1 Arkwright Road. The bus bay is operational between 0800-0900 and 1500-1700 Mondays to Fridays and delivery vehicles will only seek to use this space outside these hours.
- 6.32 The proposed development presents the opportunity to commit to a legally binding School Travel Plan (Secured under S106) with enforceable targets and mitigation measures which will apply not only to the proposed school extension but also to the existing school site. This offers the opportunity to address any existing school travel issues within the immediate highway network, providing a delivery platform for promoting and enhancing alternative sustainable travel operations and travel management initiatives to parents, pupils and staff.
- 6.33 A legally binding Travel Plan will enforce penalties on the school if they do not meet the set targets. This will provide assurance to the Council that any increases in car trips to/from the school will be managed by the Travel Plan. The schools strategy is to further reduce pupils traveling to the school by car and secondly to then implement a number of measures which will assist in alleviating current traffic congestions. As

part of the expansion proposals these goals will be achieved through the following additional measures:

- Gold TfL; STARS Accreditation;
- Parental Agreement to Travel Sustainability;
- Increased Cycle Parking Spaces;
- Increased School Mini Bus Use;
- Increased Shared Trips;
- Breakfast Club and After School Classes;
- Improved Road Safety; and
- Kiss and Drop Zone.

6.34 The proposed development sets out to expand the school by 140 pupils which based on the survey information provided within the Transport Statement, it is estimated that at current mode shares, an additional 32 vehicles (7 car alone and 19 sharers) would be attracted to Arkwright Road as a result of the development expansion, when at full capacity.

6.35 It is important to note that the proposed development will be phased with only the reception class opening in the first year, the full impact of the development only occurring 6 years later when all the classes are occupied. The school will therefore have the potential to implement adequate Travel Plan measures to reduce progressively the impact of the development following pupil uptake, in line with an annually revised Travel Plan.

6.36 In summary, the proposed development is expected to slightly increase the number of pupil trips to and from the school. This will be offset by the mitigation measures to reduce the overall impact on Arkwright Road, which is expected to be minimal in transport terms. The proposed development provides a unique opportunity to improve the existing condition by securing the revised Travel Plan within the S106 which will be legally enforceable to meet the Gold TfL Standards. Given the above, the proposal meets both the London Plan policies and Policy DP16 and DP18 of Camden's DPD.

Therefore, there is no transport reason as to why the proposed application should not be approved.

- 6.37 Further information is provided within the Transport Statement prepared by WSP Consulting which supports this planning application.

Sustainability and Energy

- 6.38 The sustainability of the site is defined by its location and design. In location terms, the site is within walking distance of supporting services and public transport facilities. It is also a short bus ride or walk to south Hampstead and the O2 Shopping Centre which provides a variety of services and facilities. In respect of design lighting will be low energy and on movement sensors where appropriate with time controllers. Locally heated areas will be adopted and the school will utilize natural ventilation cooling via the existing windows. The use of solar water heating and photovoltaics will be investigated at the detailed design stage. The proposal will include new eco boilers with efficient balanced flue system.
- 6.39 The NPPF states that local planning authorities should approve planning applications if their impacts are (or can be made) acceptable in sustainability terms. Policy 5.2 of the London Plan states that development proposals should make the fullest contribution to minimising carbon dioxide emissions in accordance with the following energy hierarchy; 1) Be lean: use less energy 2) Be clean: supply energy efficiently 3) Be green: use renewable energy.
- 6.40 An initial BREEAM assessment has been prepared for this application which is located with the Design and Access Statement. It identifies how the development will comply with the requirements of both the London Plan and Camden Council. The strategy has been based on the energy hierarchy as identified above.
- 6.41 Please refer to the BREEAM assessments prepared in support of this application for further details.
- 6.42 In summary, the proposed development accords with the principles of the NPPF, the London Plan and Policies CS13 in respect of tackling climate change and Policy DP22 in respect of promoting sustainable design and construction.

Noise

- 6.43 A noise assessment has been carried out by Sharps Redmore acoustics that assesses the impact of the proposed development on the neighbouring properties. The worst case noise levels have been assessed at the residential properties closest to the proposed site. The predicted noise levels would be well within the daytime and evening guideline values and would not exceed the existing ambient noise climate over the course of a school day.
- 6.44 The assessment has been based on the usage of the rear garden at 3 Arkwright Road as a playground, when in fact this area will be designated as a quiet space for pupils. Therefore, it is highly unlikely that the noise generated from the use of this space would reach those identified within the assessment. The assessment identifies that the worst case scenario would be within the guideline values.
- 6.45 In summary, the proposed development would comply in all respect with the aims of the NPPF in the avoidance, mitigation and reduction of significant adverse impacts while recognising that development will often create some noise. This is also in compliance with Policies DP26 and DP28 of the DPD.
- 6.46 Further information is provided within the Acoustic Report prepared by Sharps Redmore which supports this planning application.

7.0 APPLICATION BENEFITS

7.1 The Applicant has worked closely with the LB Camden in consultation with residents to produce a scheme that is in keeping with the surrounding area, which responds to local demand for school places but also to improve the existing transport condition for the locality. The proposed development will provide the following benefits:

- The expansion to an existing school to help meet present and future local, borough and London wide demand for school places;
- A sustainable and deliverable scheme which will help meet local demand for additional school place, particularly for Catholic girl school places;
- Deliver 140 school places by 2021;
- The creation of seven new classrooms and the relocating of two existing classrooms from 1 Arkwright Road which will improve the function and safety of the existing school;
- The creation of a new Dining Hall facility to accommodate the school at the enlarged Arkwright Road site, thus alleviating the need to cross the busy road several times a day;
- Creating a Kiss and Drop area for parents to drop off and collect children quickly in the morning and afternoon peak periods;
- New outdoor play space in the secluded garden to the rear of 3 Arkwright Road;
- The provision of 20 covered cycle spaces and additional scooter parking;
- Legally enforced Travel Plan. The schools Travel Plan will be revised with a target to reach TfL Gold Standard; leading to an introduction of new Travel Plan measures being introduced and enabling the School Travel Plan to become legally enforceable on its targets and mitigation measures, through a S106 legal agreement.

8.0 CONCLUSIONS

- 8.1 DP9 has been appointed to submit a full planning Application for the demolition, extension and change of use of the existing building from residential (Class C3) to education (Class D1) with associated landscape works. The proposed development also includes changes to No. 1 Arkwright Road, which include relocation of classes, linkage of buildings at first floor and improved transport arrangements.
- 8.2 The planning statement has assessed the proposed scheme against the provisions of the development plan and other material considerations relevant to the determination of the application. It is considered that the proposal accords with the development plan, is a sustainable scheme and in accordance with the National Planning Policy Framework.
- 8.3 The proposals have been designed to be in keeping with the character and appearance of the Fitzjohn/Netherhall Conservation Area.
- 8.4 The proposed use of the site to provide education facilities would make a significant contribution toward the demand for additional educational provision within the borough and is encouraged by planning policies at all levels. Measures are proposed in order to mitigate against any potential impacts and therefore the proposal should be considered as a highly beneficial addition to the area that will increase the potential for good quality education within the borough and also increase employment opportunities in line with planning policy requirements.
- 8.5 The details of the proposed development have been subject to extensive discussions with the LBC and neighbouring residents. For the above reasons, and those set out in this statement, planning permission is sought for the development.