

<b>Address:</b>	Land at Hawley Road and Torbay Street, No.1 & 1c Hawley Road London, NW1		<b>11 12 &amp; 13</b>
<b>Application Numbers:</b>	i) 2014/2712/P ii) 2014/2596/P ii) 2014/2701/L	<b>Officer: Ben Le Mare</b>	
<b>Ward:</b>	Camden Town with Primrose Hill		
<b>Date Received:</b>	10/04/2014		
<b>Proposals:</b>			
<p>i) Reserved matters associated with access, appearance, landscaping, layout and scale in respect of a one form entry primary school and nursery in connection with outline planning application granted on 23/01/2013 (ref:2012/4640/P).</p> <p>ii) Demolition of 1C Hawley Road together with alterations to 1 Hawley Road including to provide disabled access to the lower ground and upper ground floors, installation of new front boundary railings and other associated external works, all in connection with the development of a one form entry primary school and nursery (assoc. ref: 2014/2712/P).</p> <p>iii) Demolition of 1C Hawley Road together with internal and external alterations to 1 Hawley Road including to provide disabled access to the lower ground and upper ground, installation of new front boundary railings and other associated works.</p>			
<b>Drawing Numbers and Supporting Documents:</b>			
<p>i) 12160_P_(00)_100; 12160_P_(00)_101; 2160_P_(00)_102; 12160_P_(00)_103; 12160_P_(00)_300; 12160_P_(00)_301; 12160_P_(00)_302; 12160_P_(00)_303; 12160_P_(00)_500; D2146_L.100; D2146_L.101; D2146_L.102; D2146_L.103; D2146_L.104; F752.TS.101; TF752.TS.200; Design and Access Statement by AHMM (April 2014); Planning Statement by Gerald Eve LLP (April 2014); Energy Statement by Waterman (April 2014); BREEAM Pre-Assessment by Waterman (September 2013); Air Quality Report prepared by Waterman (April 2014); Landscape Design Statement (including the Arboricultural Report) prepared by Fabrik (April 2014); Transport Statement prepared by Arup (8 April 2014).</p> <p>ii) &amp; iii) 12160_P_(00)_002 (Location Plan); 12160_P_(00)_110; 12160_P_(00)_111; 12160_P_(00)_112; 12160_P_(00)_113; 12160_P_(00)_114; 12160_P_(00)_115; 12160_A_(00)_500; 12160_A_(00)_501; 12160_A_(00)_502; 12160_A_(00)_503; 12160_A_(00)_504; 12160_A_(00)_505; 12160_A_(00)_510; Design and Access and Heritage Statement by Stephen Levrant Heritage Architecture (March 2014); Anaylsis of Render Sampled by Sandberg Consulting (ref 43727/C).</p>			
<b>RECOMMENDATION SUMMARY:</b>			
<p><b>i) Grant reserved matters subject conditions</b></p> <p><b>ii) Grant planning permission subject to conditions</b></p> <p><b>iii) Grant listed building consent subject to conditions</b></p>			

<b>Applicant:</b>	<b>Agent:</b>
Stanley Sidings c/o Agent	Gerald Eve LLP 72 Welbeck Street London W1G 0AY

### ANALYSIS INFORMATION

#### Land Use Details:

Use Class	Use Description	Existing Floorspace GEA sqm	Proposed Floorspace GEA sqm
C3	Residential (3,5,7, 9 Hawley Rd, 4,6,8 Torbay Street)	943	/
B1c	Light industrial (2, 2a Torbay Street)	163	/
Sui Generis	General industrial (8a Torbay Street and the builders merchant site)	457	/
D1	Non-residential (School)	/	2,137

#### Parking Details:

	General parking	Disabled parking	Cycle parking
Existing	Unknown	0	Unknown
Proposed	0	2	34

## **OFFICERS' REPORT**

**Reason for Referral to Committee: The reserved matters application being considered is classified as a 'major development' as defined by Department for Communities and Local Government. The application therefore needs to be determined within 13 weeks from the date of submission which expires on 10/07/2014.**

### **1. SITE AND SURROUNDINGS**

- 1.1 The application site occupies approx. 0.31 hectares and bounded by Hawley Road to the north, Kentish Town Road to the east and Torbay Street to the west. To the south of the site is a railway viaduct and the Regents Canal Conservation Area. The Jeffery Street Conservation Area is north east of the site.
- 1.2 The site forms part of the northern area (hereafter referred to as 'Area B') of the Hawley Wharf masterplan site that was approved in 2013 (refer to history section). It is adjacent to a consented nine storey residential building and new pedestrian route under the viaduct to the market and canal to the south.
- 1.3 The local area is predominately residential but includes a number of light industrial and other commercial uses. The existing site comprises residential dwellings and light industrial and general industrial uses (within the existing arches). 1 Hawley Road is Grade II listed and on the English Heritage's '*Heritage at Risk Register*'. The adjoining property, known as 1C Hawley Road, is the non-original 'annexe' extension to this listed building.
- 1.4 The site is well served by public transport services, and has a Public Transport Accessibility Level of 6b given its proximity to Camden Town Underground station to the south of the site and Camden Road Overground station to the east of the site. In addition, this site is served by numerous bus routes.

### **2. BACKGROUND / THE PROPOSALS**

- 2.1 In January 2013 full planning consent was granted for the redevelopment of Hawley Wharf to create a large mixed-use development, comprising 8 new buildings for a variety of commercial and residential land uses (refer to planning history section below for full details). The proposals in part of Area B of the masterplan also included outline planning permission (ref: 2012/4640/P) for change of use of 1 Hawley Road to education and the demolition of a number of existing buildings and the erection of a one form entry primary school and nursery building. As well as the land use as a school being approved under the outline, the outline also included plans that secured the maximum parameters of the siting, heights, scale and massing of the new school.
- 2.2 This report considers an application for matters reserved by the grant of outline planning permission (Condition 2 of 2012/4640/P). The reserved matters application (ref: 2014/2712/P) being assessed below relates to layout, scale, appearance, access and landscaping. In essence this Reserved

Matters application is the second step in the planning process of achieving full detailed planning permission, with the first step being the outline approval.

2.3 The new school would accommodate 210 pupils (aged 4 to 11 years) and a 26 pupil nursery facility. The design of the new school has been led by Children, Schools and Families (CSF) and the Hawley Infants School board of governors in the preparation of a Design Brief and ongoing discussions with the developers. The school has also been designed so that it can come forward independently from the masterplan for the area. Provided below is a summary of the development proposals which are being considered for the new school building:

- The building varies between 1-storey and 3-storeys in height and has a GEA of 2,137sqm. Its stepped massing is intended to locate the young years at the ground floor with older classes at the upper levels to represent progression through the school.
- The plan of the building is U-shaped around a central private courtyard. The courtyard has been specifically incorporated into the scheme to provide space for children and staff to mingle in a secluded environment, away from the street.
- The proposed layout of the building would incorporate at ground level a nursery and reception classrooms, Years 1-3 classrooms, a staff room and multi-purpose hall (18m x 10m in plan and 6.2m high). At first floor Years 4 & 5 classrooms and at second floor Year 6 classrooms and a practical teaching space.
- No.1 Hawley Road would provide a music room/rehearsal space, caretaker's office and interview room.
- Two landscaping schemes (option one and option two) are proposed for the site, including a MUGA (option one), ball court and running track (option two). Both schemes would provide playground, kitchen garden and orchard/nature garden. At roof level an outdoor learning space and terraces are proposed. There are a number of trees both along and within the site boundary which are proposed to be retained and removed.
- Access into the building for visitors and the nursery is off Hawley Road. Pupils will enter the building from the consented pedestrian route which runs north to south along the west side of the school. There is also an out of hours entrance providing access to the MUGA and playground, so it can be accessed by the local community on appointment.

2.4 To deliver the new primary school and nursery planning consent is required for the demolition of 1C Hawley Road together with alterations to 1 Hawley Road. The following works are proposed by the accompanying planning and listed building applications (2014/2596/P & 2014/2701/L):

- Demolition of the two storey building known as 1C Hawley Road adjoining the west side of the listed building;
- Replacement of the supporting front portico columns with strengthened columns. The structural beam above the portico also to be strengthened and repaired;
- Demolition of the rear portico and reconstruction with an increased footprint to accommodate 1500mm turning circle and a lift;

- Demolition and reconstruction of the rear stairs re-aligned through 90°;
- Replacement of the existing chimney pots, 4 in the west side stack and 2 and 3 in the east side stacks, with the same number of canon-head clay pots;
- Construction of a new boundary fence in cast iron fence brickwork pillars in line with the existing garden wall (max height between 1.5m and 1.6m);
- Replacement of eaves/soffit with wooden soffit including ventilation grates;
- Removal of a partition at lower ground floor to enable access and use of the existing vault;
- Removal of a section of a previously modified brickwork wall at lower ground floor;
- Incorporation of new disabled WC facilities in the existing room in the southeast rear at lower ground floor; and
- Removal of a later partial height partition in timber board in the west side room of the upper ground floor;
- Removal of cabinetry at the upper ground floor to maximise storage and rehearsal space.

### **3. RELEVANT PLANNING HISTORY**

- 3.1 **2012/3500/P:** Request for a scoping opinion under the Town and Country Planning (EIA) regulations in respect of a mixed use redevelopment. The Council confirmed by letter dated 07/08/2012 that an Environment Statement was required and summarised the information that would need to be included in the ES.
- 3.2 The following applications were granted consent on 23 January 2013 and are associated with the reserved matters, planning and listed applications being considered by this report:
- 3.3 **2012/4628/P Full Planning Permission:** Redevelopment of site to create a mixed use development comprising 8 new buildings between 3 and 9 storeys in height to provide, employment, housing, retail market, cinema, produce market, including change of use of 1 Hawley Road to educational, together with associated engineering works to create basements, plant and ancillary works, highways, public realm improvements, car and cycle parking and landscaping, tree removals, and associated works, following the demolition of all buildings across the site including single storey shopfront extensions at 1-6 Chalk Farm Road (excluding 1 Hawley Road and remaining structures at 1-6 Chalk Farm Road). The consent was subject to 66 conditions and a s106 legal agreement.
- 3.4 **2012/4640/P Outline Planning Permission:** Demolition of existing buildings (excluding 1 Hawley Road) and erection of a one form entry primary school and nursery with all matters reserved. The consent was subject to 31 conditions and the s106 agreement for 2012/4628/P.
- 3.5 **2012/4641/C Conservation Area Consent granted:** Demolition of all buildings across the site, including single storey shopfront extensions at 1-6 Chalk Farm Road (excluding 1 Hawley Road and remaining structures at 1-6 Chalk Farm Road).

- 3.6 **2012/4642/L Listed Building Consent granted:** Demolition of 1C Hawley Road together with internal and external alterations and associated works to 1 Hawley Road, including a ramp at the rear providing access to the lower ground floor, and partial demolition of the wall fronting the Regent's Canal.
- 3.7 **2014/0370/P Non-Material Amendment granted 24 January 2014:** Alterations to parameter plans [to accommodate roof balustrading], for demolition of existing buildings (excluding 1 Hawley Road) and erection of a one form entry primary school and nursery, approved under planning permission 2012/4640/P dated 23/01/2013.
- 3.8 **2014/2546/P Non-Material Amendment granted 12 May 2014:** To vary conditions 25, 26, 28, 33, 43, 44, 56, 58, 60 and 62 of planning permission 2012/4628/P granted on 23/01/2013 to enable numbers 9 and 11 Hawley Road to be demolished before works are commenced on the remainder of the masterplan site.

#### Previous refusal

- 3.9 **2011/4932/P:** Full application for the redevelopment of site to create a mixed use development comprising eight new buildings between three and nine storeys in height to provide, employment, housing, retail market, cinema, weekend and bank holiday farmers/produce market together with associated engineering works to create basements, plant and ancillary works, highways, public realm improvements, car and cycle parking and landscaping, and associated works, following the demolition of all buildings across the site including single storey shopfront extensions at 1-6 Chalk Farm Road (excluding 1 Hawley Road and remaining structures at 1-6 Chalk Farm Road). Refused\*\* on 15 March 2012 for following reasons:
1. The proposed Area A market building by virtue of its design and detail, would harm the character and appearance of the Regents Canal Conservation Area.
  2. The cumulative impact of the height, form, bulk and massing of the C1 and C2 buildings in Area C would result in an overbearing form of development and harm the setting of the Regents Canal Conservation Area and views in the immediate and local area.
  3. The proposed development, by reason of insufficient open space, would be detrimental to residential amenity of future residents and existing residents in the area.

*\*\* In the absence of an approved application, there are other non-substantive reasons relating to the s106 not being signed.*

- 3.10 **2011/4936/P:** Outline application for the demolition of existing buildings (excluding 1 Hawley Road) and erection of a one form entry primary school and nursery with all matters reserved. Refused on 15 March 2012 for following reasons:

1. The proposed loss of employment and residential floorspace including affordable residential floorspace, without adequate replacement, would be detrimental to the provision of housing and employment floorspace in the borough.
2. The proposed closure of Torbay Street without adequate arrangements for vehicular movement would be detrimental to the movement of vehicles in the area and the resulting cul-de-sac would be likely to give rise to community safety issues this would be detrimental to the amenity of the area.
3. The proposal would result in an inappropriate relationship between the new buildings and existing blocks on Hawley Road and in the area and would harm the character, setting, context and the form and scale of neighbouring buildings and the character and appearance of the area generally.

3.11 **2011/4933/C, 2011/4934/L & 2011/4935/L:** Associated heritage applications were also refused given their direct association with the unacceptable full and outline applications.

#### Historic applications

3.12 A small number of applications have been submitted for change of use and extensions and alterations to properties along Torbay Street, including an August 1981 consent (ref: H11/20/C/32683/R) for extensions to the existing vehicular crossover access on the corner of Torbay Street / 9 Hawley Road. No. 1 – 17 Hawley Road have been subject to various applications for extensions, residential conversions and alterations. In 1994 planning (ref: 940094) was refused for a change the use of No.1a Hawley Road (directly adjoining the application site) from a garage/workshop to a restaurant for reasons relating to loss of employment floorspace and the impact which a proposed extract flue would have on amenity.

## **4. CONSULTATIONS**

### Statutory

4.1 Thames Water: NO OBJECTION.

4.2 HS2 Limited: NO OBJECTION. Confirm that following the recent decision to remove the HS1 link from the HS2 Phase One proposals the site is unaffected by the railway and no further comments are required.

4.3 Network Rail: NO OBJECTION.

4.4 Natural England: NO OBJECTION subject to:

- Conditions to secure features into the design which are beneficial to wildlife, such as roosting opportunities for bats or the installation of bird nest boxes.
- Conditions to enhance the character and local distinctiveness of the surrounding natural and built environment; use natural resources more

sustainably; and bring benefits for the local community, for example through green space provision and access to and contact with nature.

### **Internal**

#### 4.5 LB Camden Children Schools and Families (CFS) – SUPPORT

- Hawley is the only infants' school in Camden without a linked junior school and has been on its current site for more than 100 years. It is a popular school with a 'good' rating from Ofsted, and is regularly oversubscribed. However, the school and classrooms on the present site are undersized, the play area is cramped and there is no space for children to play team games. There is not enough room on the present site to expand the school and its intake, or create more play space.
- As there are no linked junior schools, when pupils reach the age of seven, parents have to look for other primary or junior schools. Pupils from the school are often placed in schools scattered across the borough, or have to find a school outside the borough. This can be very stressful for parents and separates children from their friendship groups at a vulnerable time in their learning life.
- In addition, the existing school buildings are in a poor state of repair and would cost a considerable amount of funding to update them.
- The redevelopment of the Hawley Wharf area has provided the school and the authority with a once in a lifetime opportunity to move Hawley School to a larger, more appropriate site, and to enable a state of the art school fully set up to effectively deliver the national curriculum. The relocation of the school offers a number of clear benefits:
  - A brand new school building with improved facilities for teaching and learning and flexible areas for group work;
  - Larger and a greater number of areas which would allow the school to teach a wider curriculum to pupils;
  - Enhanced, larger and better laid out play and outside learning areas;
  - Creation of a fully accessible new school building;
  - To increase the opportunity for vulnerable groups of children, such as Special Educational Needs (SEN) pupils, those with English as an additional language (EAL).

### **Public consultation**

<b>Applications</b>	<b>2014/2596/P</b>	<b>2014/2596/P &amp; 2014/2701/L</b>
Number of letters sent	71	6
Total number of responses received	2	0
Number in support	1	0
Number of objections	1	0

4.6 Neighbour notification letters were sent out on 20/05/2014 and 25/06/2014. Site notices were displayed in various locations around local area from 14/05/2014 and 06/06/2014. The applications were also advertised in the Ham & High newspaper on 01/05/2014 and 12/06/2014.

- 4.7 A letter of objection has been received from occupiers of 2a Torbay Street on the basis that they feel affected by the proposal by holding a tenancy agreement for 99 years on 2a Torbay Street, which is being demolished.

Officer's comment: The principle of demolishing 2a Torbay Street was established under the outline planning permission.

- 4.8 Strong support for proposal has been expressed by the staff and governors of Hawley Wharf School for the reasons set out below:

'Hawley Infants is unique in being the only stand-alone, one form entry nursery and Infants' school in Camden. It is a very successful and popular school, but struggles with issues relating to its size and site, as well as junior transition. This opportunity will enable the school to move to a new purpose-built school building at a nearby site, and to expand to include a junior school. This possibility is strongly supported by the school community of governors, staff and parents.

There are a number of reasons why the school community believe that it would be very advantageous for the school to move to a new purpose-built building and to be able to expand to include a junior school.

- The school building, despite being much loved by all who work and learn here, is in poor condition and the internal areas of the school are cramped.
- The outside play area is very small, with no space for team games.
- There is increasing pressure on school places in some parts of the borough, and children leaving Hawley at age 7 struggle to find Key Stage 2 school places within the borough. By expanding the school on the new site, children will be able to continue at Hawley until age 11. The school will remain relatively small, as a one form entry school, and most importantly all of the children would be able continue to be educated in Camden.

The proposed new building will provide:

- The opportunity for pupils to stay at the school until they move on to secondary school
- Additional pupil places - the number of pupils in the school would gradually increase from 87 to 210 from Reception through to Year 6 - a net gain of over 120 primary school places in Camden
- Modern, spacious classrooms, well-designed and stimulating outdoor areas including outdoor learning terraces for every classroom and large, light communal areas and group spaces
- A purpose built nursery and early years centre with dedicated outdoor space
- A fully accessible school with better opportunities for community use of the site outside school hours
- An environmentally friendly school building
- A position close enough to our old site to serve the needs of the local community

As well as a modern school and new pupil places, the project also provides the opportunity of spaces that could be used outside of school hours as additional community facilities. We have been very closely involved in every stage of the design of the current application and believe that it achieves a very high level of design and will provide excellent facilities for the next generation of Hawley children. We look forward to continuing input as the design and build proceed.'

## 5. POLICY CONTEXT

5.1 Set out below are policy documents (including lists of relevant Council policies) that the proposals have primarily been assessed against. However, it should be noted that recommendations are based on assessment of the proposals against the development plans taken as a whole together with other material considerations

### 5.2 National and Regional Policy

National Planning Policy Framework 2012

London Plan 2011 and London Plan Revised Early Minor Alterations (REMA) (2013)

#### London Borough of Camden Local Development Framework 2010

##### Core Strategy:

CS1 (Distribution of growth)

CS5 (Managing the impact of growth and development)

CS10 (Supporting community facilities and services)

CS11 (Promoting sustainable and efficient travel)

CS13 (Tackling climate change through promoting higher environmental standards)

CS14 (Promoting high quality places and conserving our heritage)

CS15 (Protecting and improving our parks and open spaces and encouraging biodiversity)

CS16 (Improving Camden's health and well-being)

CS17 (Making Camden a safer place)

CS18 (Dealing with our waste and encouraging recycling)

CS19 (Delivering and monitoring the Core Strategy)

##### Development Policies:

DP13 (Employment sites and premises)

DP15 (Community and leisure uses)

DP16 (Transport implications of development)

DP17 (Walking, cycling and public transport)

DP18 (Parking standards)

DP19 (Managing the impact of parking)

DP20 (Movement of goods and materials)

DP21 (Development connecting to the highway network)

DP22 (Promoting sustainable design and construction)

DP23 (Water)

DP24 (Securing high quality design)

DP25 (Conserving Camden's heritage)

DP26 (Managing the impact of development on occupiers and neighbours)

- DP28 (Noise and Vibration)
- DP29 (Improving access)
- DP31 (Provisions of, and improvement to, open space and outdoor sport and recreation facilities)
- DP32 (Air quality and Camden's Clear Zone)

### **Supplementary Planning Policies**

Camden Planning Guidance (CPG) 2011/2013

- CPG 1 – Design
  - CPG 3 – Sustainability
  - CPG 6 – Amenity
  - CPG 7 – Transport
  - CPG 8 – Planning obligations
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- Regents Canal Conservation Area Statement (September 2008)
  - Jeffery Street Conservation Area Statement (November 2002)
  - Hawley Wharf Planning Framework (February 2009)
  - Site Allocations Document (site 36) Submission Stage (March 2012)
  - Camden Streetscape Manual (2005)

### **Other material considerations**

- 5.3 Other strategies include Camden Town Place Plan, Air Quality Action Plan, Camden's Children and Young Peoples Plan, Community Investment Programme (CIP).

## **6. ASSESSMENT**

- 6.1 The principal considerations material to the determination of these applications are summarised as follows:

- Land use;
- Design (layout, scale, appearance);
- Heritage;
- Access;
- Landscaping and biodiversity;
- Transport and servicing;
- Sustainability and energy issues;
- Air quality / noise;
- Amenity;
- Conditions.

### **Land use**

- 6.2 The land use principle of developing the site for a new school was established under the outline planning permission. There have been no material changes in planning policy since this application was determined in January 2013.

### **Design (layout, scale, appearance)**

- 6.3 The outline planning permission set a requirement for subsequent reserved matters application to comply with the various parameters in a series of drawings. These provide the context for a whole range of issues including extent of the building's envelope, height, projection and levels. The proposal comfortably fits within the approved parameter plans that were approved under the outline permission, providing a building of predominantly two and three storeys in height.
- 6.4 As discussed above, the proposal is the result of a design process which has been led by Children, Schools and Families (CSF) and the Hawley Infants School board. The layout is well considered and responds well both to the Design Brief in its function and relationship to the existing streetscene and the consent scheme. The building is formed of a U-shape surrounding a courtyard on three sides, with further external landscaped spaces to the rear. The school pupils enter off a consented public route (under viaducts linking Hawley Road and Camden Lock), away from the highway, into the open courtyard at the heart of the school. The main visitor entrance is directly off Hawley Road.
- 6.5 The Hawley Road elevation addresses its relationship with the listed villa successfully. This building reads for the most part as a two storey building aligning with the villa, with two considered increases in height to three storeys. The first of these taller elements appropriately marks the entrance; the second holds the corner and offers a height transition to the 9 storey approved flats. The internal function has been expressed through fenestration, with a double height opening at the entrance, and a long clearstory window for the hall. This approach results in a building which is legible and characterful as a school. Deep window reveals of 1.5 bricks are appropriate for the scale of windows and will provide a sense of quality and robustness. All facades will be finished in a light textured brick which is entirely appropriate for the area.
- 6.6 The public route elevation sits either side of the central courtyard. It is two storeys to the north and one to the south. The design follows the same high quality principles employed at the front, and opportunities have been taken to provide windows. The principle of having the pupil entrance here away from the highway and into an open courtyard is a positive move. The building form is lower here and only one storey to the south, allowing good direct light into the courtyard. A further entrance has been provided further south allowing direct out-of-hours access to the MUGA.
- 6.7 To the rear the building has a highly modelled form which allows for a number of roof spaces offering outdoor teaching space. To the south of the building is the MUGA and playground. To the east, behind the listed villa, is a more intimate nursery garden.
- 6.8 The building has been set back from the highway to be in line with the listed villa. The front boundary has an open feel and merges successfully with the boundary treatment on the villa. The boundary is splayed back at the entrance and new trees are provided in front of the hall.

## **Summary**

- 6.9 Officers are supportive of this thoughtful, thorough proposal, which looks set to be a positive building to inhabit. The design calmly addresses its context, is a good quality brick design, and has a legible façade. The building is in full compliance with policy DP24 and design guidance set out in CPG1. Furthermore, Conditions 6 & 9 of the outline permission which require detailed drawings and sample materials to be submitted will ensure that a high quality development is achieved.

### **Heritage**

- 6.10 This section of the report considers the heritage aspects of the proposals, which includes the impact of the new school on the setting of the grade II listed 1 Hawley Road and the proposed extensions and alterations to this building.
- 6.11 The demolition of 1C Hawley Road was granted as part of listed building consent ref 2012/4642/L. This structure is a later addition which detracts from the setting of the original detached villa and its retention would be out-of-keeping with the design and function of the new primary school building. As there have been no changes in planning policy or local circumstances since this application was approved the principle of demolition of 1C Hawley Road does not require further consideration.
- 6.12 It should be noted that 1 Hawley Road as a grade II listed building has featured on English Heritage's *Heritage at Risk Register* for many years, as prior to these proposals the building was used for storage purposes and was in a neglected state. Notwithstanding an inspection of the interior of the building reveals a number of well-preserved internal features, including joinery and plasterwork.

### **Setting of the listed building**

- 6.13 The front building line of the new school building follows the same line as the principal front elevation of the grade II listed building, showing some restraint and fully respecting the setting of the front section of the building as seen in long views along Hawley Road from the west. Furthermore, the eastern flank wall of the new school falls some distance from the western flank wall of the listed building, allowing a gap between the two buildings which will enhance the setting of the historic by allowing it to read as a detached 19<sup>th</sup> century in the round.
- 6.14 The already approved outline parameter plans included a sufficient gap between the existing listed building and the new school building so as to avoid any harm to the designated heritage asset. This space will be occupied by a vehicular access point serving the playground areas to the rear. Although the school buildings rises to a high point in its western section, the easternmost section of the building towards the front steps down to respect the main eaves level and shallow-pitched hipped roof of the listed building, allowing long views of its roof form as seen from the west. There are no sizeable projections on the eastern side of the new school building which allows for the spatial qualities of the former rear garden of 1 Hawley Road to be reinstated. Supported by sensitive landscaping thus provides a smaller scale space ideal

for the use of younger children to the rear of the property which contrasts with the larger playground space on the south side of the school site.

- 6.15 The omission from the reserved matters application of any form of projection beyond the main front building line is welcomed, meaning views of No 1 Hawley Road are preserved. That window and door openings are vertically proportioned and articulated through the use of deep, splayed reveals rather than through projecting surface-modelling, works successfully in the context of the elevational treatment and scale of the listed building. Furthermore, the use of a simple palette of materials comprising a pale brick and elegantly detailed metal window frames, subject to detailing will complement the stucco finish and finely detailed timber sash windows of the listed building.
- 6.16 The principal boundary treatment at the front of the new school bordering Hawley Road comprises simply-detailed metal railings with a vertical emphasis, planted on a low brick wall with brick gateposts. This design is a modern interpretation of the mid-19<sup>th</sup> century railings which formerly stood in front of 1 Hawley Road, which are to be reinstated using modern equivalents.
- 6.17 The reserved matters submission details the layout of the overall site as well as of the school building itself, which is with the parameter plans approved under the outline. To the south of the listed building, one of the gardens to the rear of the Kentish Town Road properties projects into the site, creating a 'cut-out' which helps to define the smaller scale of the space behind 1 Hawley Road. Although the drawings do not show a formal subdivision between this space and the playground areas to the south, the soft landscaping and tree planting shown in this space will create a more intimate garden feel on a domestic scale, which will enhance the setting of the listed building and return greenery to land occupied for decades by a car repair workshop.

### **Summary**

- 6.18 The design and appearance of the new school building as set out in this reserved matters application is sympathetic to its surroundings, with particular reference to the setting of the adjacent grade II listed building at 1 Hawley Road. Subject to further detail (for example on facing materials, boundary treatment, landscaping) which are required under conditions on the outline permission, the proposal complies with policies CS14, DP24 and DP25 of the LDF.

### **Extensions and alterations to the listed building**

- 6.19 Pursuant to the granting of listed building consent ref 2012/4642/L, the developers of the school have had a rethink regarding a number of aspects of the consented design and refurbishment, and have thus come in with a revised scheme, subject of this application. The proposal continues to be for ancillary accommodation for the school and includes many of the already consented elements, with the main changes being the addition of disabled access to the upper ground floor plus the removal of the consented ramp from the overall design. These and the other more minor changes have been subject of pre-application discussions between Camden's conservation officer and the applicant's architect and planning consultants and are considered in turn below:

*Replacement of the front portico columns with strengthened columns of an identical appearance plus the strengthening and repairing of the structural beam above the portico.*

- 6.20 These works formed part of listed building consent ref 2012/4642/L and are necessary due to the structural failings of some sections of the listed building which has been at risk for many years. Officers are satisfied that the nature of the strengthening and reconstruction works is appropriate and will preserve the special interest of the listed building, including the decorative features of the entrance portico.

*Demolition of rear projection and replacement with a larger extension to accommodate a turning circle and lift.*

- 6.21 The principle of disabled access to the grade II listed building was established by consent ref 2012/4642/L. This application seeks to enlarge the rear projection, which is seen not to detract from the setting or special interest of the listed building, whilst allowing disabled access compliant with current Building Regulations. The overall footprint, height, bulk, form, scale and detailed design including use of materials is in keeping with the existing building.

*Demolition and reconstruction of rear stairs to be realigned through 90°.*

- 6.22 As stated above, the principle of disabled access was established by consent ref 2012/4642/L. The reconfiguration of the rear stair element at the rear of the building facilitates the best layout to achieve this access from the external space behind whilst maintaining a good relationship with the existing historic building and its internal layout.

*Like-for-like replacement of 4 canon-head clay pots in the west chimney and 2 and 3 in the east chimney.*

- 6.23 These works are considered a means of enhancement of the listed building and are welcomed as part of a package of reinstating original features to restore the building at risk. Officers are satisfied that the detailed design of the pots is authentic.

*Erection of new front and side boundary railings and associated brick pillars at the front of the property.*

- 6.24 These railings have been carefully designed as scholarly reinstatements of the originals which have long been missing (in the absence of documentation), thereby returning the space in front of the listed building to a traditional front garden. At the same time they have been laid out in line with the new railings subject of parallel reserved matters application ref 2014/2712/L.

*Replacement of main eaves soffit with wooden soffit including ventilation grates.*

- 6.25 This element of the works is retrospective, as they were completed in December 2013, as previously the eaves were exposed to the elements and vermin due to the deteriorated condition of the building. The works have been undertaken in a sympathetic manner adhering to the detailing of the former soffit whilst incorporating sensitively designed ventilation grates to circulate air across the roof construction.

*Removal of lower ground floor partition to allow use of existing vault.*

- 6.26 The partition in question is situated at the front of the lower ground floor in a non-traditional position, and is not thought to be an original feature. Its removal will reinstate access to the vault and bring it back into full use for storage without the need for major structural works.

*Removal of section of previously modified lower ground floor internal brick wall to create an open-plan dining room and kitchen space.*

- 6.27 Although the position of the partition in question is likely to be historic if not original, and it may have been altered, it is located in an area of secondary importance in the listed building at lower ground floor level. Since the rooms in the 19<sup>th</sup> century are of a modest domestic scale, they are too small to accommodate facilities for teaching pupils to cook and appreciate healthy food. It is therefore considered appropriate to open up the space at this level of the building whilst preserving an essence of the original plan form by retaining nibs indicating the original cellular nature of the rooms.

*Provision of new disabled WC facilities in the easternmost rear upper ground floor room.*

- 6.28 The listed building, having been used for decades as storage, has minimal services including WCs. Furthermore, it is consistent with the provision of disabled access to upper ground floor level to provide disabled WC facilities which comply with current building regulations. Although the provision of a disabled WC enclosure will necessarily require some subdivision within the space, the fittings and fixtures will be reversible. Care is to be taken in integrating services which where possible will use existing pipe runs.

*Removal of a non-original partial-height board partition in the westernmost rear upper ground floor room.*

- 6.29 The removal of this partition is not contentious, as this non-original early 20<sup>th</sup> century feature, divides up a principal space and is of a low quality in terms of materials and construction. Its removal will return the room to close to its original character.

*Removal of cupboards at upper ground floor level to maximise educational/rehearsal space.*

- 6.30 Although these non-original cupboards are representative of the evolution of the interior of the house, their contribution in terms of significance is only moderate. Their removal will provide valued space to be used for educational and rehearsal space for the primary school children.

*Removal of the non-original first-floor shower room above the stair compartment.*

- 6.31 The removal of this compartment and associated plumbing is welcomed as it is a redundant feature which compromises the spatial qualities of the stair compartment and landing. The outcome will be to return the space to its original form, which is to be welcomed. The blocking up of the non-original external window on the south elevation is also to be welcomed.

*Reconfiguration of the existing internal staircase to enable level access to the upper ground floor from the reconstructed rear extension, including reinstatement of missing balustrades.*

- 6.32 Although this is likely to be the original staircase in its original position, connecting the upper ground and first floors, it lacks many of its original components, including much of the balustrading. The staircase is positioned at the back of the upper ground floor entrance hall and turns perpendicularly as it rises, forming an arch over the existing short passage to the back door of the property. In order to achieve disabled access into the property, at this point, greater headroom below the stairs is required, which has a direct impact on the position of the staircase since four risers need to be inserted to achieve this. The proposal is therefore to carefully dismantle and relocate the existing staircase, retaining as many elements as possible and where appropriate replicating the detail with new work, including new treads and risers. A large section of balustrading is missing and this will be reinstated. Whilst dismantling and the relocation of a staircase is not common practice at principle level in listed buildings, the benefits in terms of providing disabled access to the listed building outweigh any concerns which might be raised regarding disruption to historic fabric. Furthermore, if the quality of detailing is controlled and the missing balustrading is reinstated, there will also be conservation improvements.

*Enlargement of doors on lower and upper ground floors to achieve a 775mm width as required by current Building Regulations.*

- 6.33 Although the widening of door cases will involve some loss of historic fabric, provided that the joinery detailing is sympathetically matched with new work, the benefits of providing disabled access to all upper and lower ground floor rooms will outweigh any historic building concerns.

### **Summary**

- 6.34 In addition to providing the public benefits of a community and educational use, the proposals are considered acceptable in listed building terms, by succeeding in preserving and enhancing the special interest of the grade II listed building. The works, when implemented, would also remove the property from the *'Buildings at Risk Register'* and ensure its continued use and protection. As such, they comply with policies CS14, DP24 and DP25 of the LDF.

### **Access**

- 6.35 As commented above, careful consideration has been given to the access arrangements for the school. The building will have its visitor access off Hawley Road. This leads into a reception lobby, WCs and the hall with kitchen area and PE store to the rear. The arrangement is such that access into, and use of, the hall can be provided independently. This provides an opportunity for the hall to be hired out to the local community. The nursery is also accessed off Hawley Road before the main entrance, via a side gate. The proposed visitor cycle parking facility (providing 10 spaces) is also in this location.
- 6.36 The pupil entrance into the school is along the east boundary of the site, off the proposed pedestrian route. The entrance gate is located 23m away from

Hawley Road, which provides safety element to the proposed access arrangements and is therefore supported.

- 6.37 The Council's Access Officer has reviewed the submitted plans and documents and raises no concerns with the access arrangements to, into and around the building. There may be dimensional alterations required internally to meet building regulations, which would be appropriately assessed by building control.
- 6.38 In terms 1 Hawley Road, the Access Officer had some minor initial concerns. These related to how access would be achieved into the building and the lack of detail in terms of a new platform lift having a 1.5m x 1.5m clear landing in front to enable people to access and enter the lift. In response to these comments the architects have increased circulation space accordingly by enclosing the lift through the use of internally bi-folding barriers, ensuring the two external doors are to be outward opening.

### **Landscaping, biodiversity and play/open space**

- 6.39 The submission is accompanied by a Landscape Design Statement which identifies the site's opportunities and constraints and details how the landscape masterplan has been developed through a number of engagement meetings with CSF and the school governors. The key principles which the landscaping scheme aims to achieve are to: promote integration between internal and external learning, provide sustainable and permeable materials, shade providing trees, native planting, fruit and vegetable growing, include external learning spaces, stimulating playspace for all ages and include storage, flexible spaces, seating and social spaces.
- 6.40 In response to these key principles the proposals would provide an extensive scheme of hard and soft landscaping within the site. As noted above, a physical buffer is required to be maintained with adjoining viaducts for a potential expansion of the railway (in connection with HS2). The proposals therefore include two landscaping options - option one incorporates a 465sqm MUGA and option two proposes a smaller 288sqm Ball Court and a running track. Other than these sports facilities, there are no notable differences between the two landscaping masterplans.
- 6.41 There are two key street frontages which require landscaping, these are along Hawley Road and the new pedestrian route to the viaduct. The Hawley Road frontage would include grassed areas, three large 'Frans Fontaine' trees, railings and composite flag paving for the main entrance. The pedestrian route would have planted verges.
- 6.42 As noted above, an important design feature of the new school will be a central courtyard which provides a space where pupils and visitors can mingle within an enclosed area. This area will include a central tree, curved bench and other furniture. The pupil cycle store and scooter rail are also sited within the courtyard.
- 6.43 In the southern area of the site a playground and MUGA or Ball court and running track is proposed. These would be accessible out of hours. The

playground is intended to be surfaced in rubberised bark and artificial grass and features benches, a timber bridge and balancing beams. Five *Amelanchier lamarckii* trees, which grow to a height of 12m, are also proposed.

- 6.44 The nursery and reception area in the northwest corner of the site is designed to offer flexible leaning under cover with some shared features such as a story house and cycle track. This part of the site also features a kitchen garden and nature garden/orchard with fruit trees and long grass offering outdoor learning.
- 6.45 The Council's Landscape officer has reviewed the submission and is satisfied that a high quality scheme of hard and soft landscaping would be delivered to areas fronting the highway and within the grounds of the school. The Landscape officer, CSF and the school governors are also satisfied with either of the two options. Further details on the landscaping and earthworks, including the MUGA and means of enclosure around the site are required be submitted prior to the development commencing, under Condition 11 of the outline permission. It is however considered appropriate that Outline condition 11 is fully superseded by this reserved matters application to include the proposed ball court and running track should option two come forward. A new condition would be secured under this reserved matters application.

### Trees

- 6.46 The submission is accompanied by an arboricultural report which makes a detailed assessment of the existing trees both within application site boundary and those which overhang into the site. The report identifies that the proposal will result in the direct loss of 8 trees - six trees are assessed as category 'C' (trees of low quality) and two trees are assessed as category 'R' (trees of the lowest quality).
- 6.47 Of the trees which would be lost, a Cypress (category 'C') adjacent Hawley Road is considered to provide some visual amenity to the streetscene. The landscaping proposals for the new school however would mitigate against this loss through the provision of three 'Frans Fontaine' which grow to a height of around 15m. The loss of the other trees within the site boundary is also considered to be adequately mitigated by the landscaping proposals.
- 6.48 In the south east corner of the site two trees with TPOs (2 x sycamore) would be protected (as shown by a preliminary protection plan) during the construction of the proposed MUGA and associated landscaping of that area. A detailed protection plan (in line with BS5837:2012 'Trees in Relation to Construction') is required to be submitted by condition 13 of the outline permission.

### Biodiversity

- 6.49 The building and open space around the site provide an ideal opportunity for encouraging biodiversity within the local area. Whilst the applicant is required to submit a Biodiversity Action Plan (Condition 28 of the outline permission) and intends to provide extensive landscaping there is scope for the building and site to encourage bats and birds to nest. Details of bird/bat bricks/boxes

should be therefore be secured through a condition on any Reserved Matters approval.

- 6.50 The proposals include a mix green and brown roofs and PV panels covering approx. 220sqm of the building's main roof. The second floor external area can also provide space for a green/brown roof. This level of provision is supported and further details of the roof covering are required under Condition 29 of 2012/4640/P. In terms of the PV panels, it is recommended that further details of these should be required via condition on the Reserved Matters decision notice.

### **Transport and servicing**

- 6.51 The existing Hawley Infant School will be relocated approximately 800m north of its current location on Buck Street.
- 6.52 The School is anticipated to accommodate a total of 236 pupils when fully occupied, comprising 26 in the nursery and 30 each in the 7 reception, infant and junior classes (210 total) and 25 full time staff. This represents an increase in pupil and staff numbers of 123 from the current level of 87.
- 6.53 Based on the mode share information applied in the 2013 TA, Table 1 presents the number of trips that are forecast to arrive in the morning peak hour and depart in the afternoon.

**Table 1: Estimated Trip Generation**

Mode	Pupils		Staff		Total Trips
	Mode Share	Trips	Mode Share	Trips	
Underground	0%	0	22%	6	6
Bus	5%	12	17%	4	16
Walk	48%	113	20%	5	118
Car	14%	33	5%	1	34
Train	3%	7	24%	6	13
Cycle	23%	54	8%	2	56
Other	7%	17	4%	1	18
Total	100%	236	100%	25	261

### **Public Transport**

- 6.54 The site has a Public Transport Accessibility Level (PTAL) rating of 6b (with 1a being the lowest accessibility and 6b being the highest). The PTAL rating of 6b equates to an 'excellent' level of public transport accessibility. The excellent accessibility of the site can be attributed to the location of numerous bus stops within 640m walking distance of the site. The existing bus on the northern side of Hawley Road, opposite the site, is proposed to be moved westwards towards Chalk Farm road in order to accommodate a proposed new Zebra crossing, which was secured under the outline permission and section 106. The stop serves four bus routes (24 / 27 / 31 / 168) resulting in a bus every minute or so. In addition, there are London Underground stations

nearby (Camden Town and Chalk Farm) and a London Overground station located approximately 450m from the site (Camden Road).

### Walking and Cycling

- 6.55 The site is well connected to existing residential areas and community facilities. The existing footways on Hawley Road are appropriately wide (over 2m) and would be adequate to accommodate any increase in pedestrian movement associated with the Primary School.
- 6.56 A Pedestrian Environment Review System (PERS) audit was undertaken as part of the outline planning submission and subsequently updated in October 2013 to focus on the immediate routes to and from the new Primary School site. The reports key audit findings were:
- In general, the audit area provides an acceptable quality environment and well maintained infrastructure for pedestrians;
  - The audit area is quiet compared with the main road on Camden High Street with less pedestrian and vehicle activity in the area, which can give a sense of insecurity to pedestrians. However adequate street lighting in the audit area increases the sense of security, especially at night time;
  - There is generally adequate width on all footways, although the pedestrian connection through to Hartland Road (from Hawley Road / Castlehaven Road) scored poorly due to the presence of obstructions such as trees and street furniture which reduces its effective width at some sections. Kentish Town Road also has a reduced effective width for part of its length due to the presence of obstructions associated with the retail premises along the eastern footpath. Other obstructions on the western footway include overgrown vegetation from private front gardens and street furniture;
  - Signage is provided at the key junctions either side of Hawley Road which provide way-finding signs that are helpful to pedestrians;
  - The pedestrian crossing at the junction of Hawley Road and Kentish Town Road consists of one stage for the four pedestrian crossing points. Pedestrian delay is kept to a minimum which is adequate for the location of this pedestrian crossing. The crossing is within the pedestrian desire lines towards the School;
  - Tactile paving is satisfactory at each crossing point but there is a lack of maintenance shown through wear and tear and loss of contrasting colour;
  - Dropped kerbs are located at the appropriate places and are generally aligned with the pedestrian desire lines;
  - Permeability is satisfactory in the area, although there are some areas where pedestrian barriers and poorly maintained dropped kerbs have reduced the permeability of a link; and
  - Hawley Road is a three lane carriageway which inhibits informal crossing due to the width of the road, and there is no formal crossing between the junctions on either end of Hawley Road. A school crossing, delivered as part of the Primary School development on Hawley Road, would therefore increase its permeability score by providing a crossing near to the centre of the link.

### Highway

- 6.57 The site fronts onto Hawley Road which is one-way west to east, forming the northern side of the Camden Gyrratory. The road has two lanes, widening to three lanes and a segregated cycle lane on the approach to the signalised Kentish Town Road junction to the east of the proposed Hawley Primary School site.
- 6.58 On the northern side of Hawley Road there are 'no waiting at anytime' restrictions and the road is designated as a clearway between 08:30 and 18:30, with no loading in the peak hours.
- 6.59 On the south side of Hawley Road there are parking bays and those areas that are not designated for parking are subject to waiting and loading restrictions.
- 6.60 Kentish Town Road forms part of the Strategic Road Network (SRN). This is the responsibility of LBC although Transport for London (TfL) must be consulted on any proposed alterations along this route.
- 6.61 To the south of the site an unnamed private road provides access from Kentish Town Road into the area north of the viaduct. Access along the western boundary of the site is currently permitted via Leybourne Road which turns into Torbay Street and forms a junction with Hawley Road. Torbay Street north of the viaduct will be Stopped Up in order to facilitate the School development. This will be subject to a separate application once the planning permission has been issued.
- 6.62 The peak hour flows for the roads that provide access to the site are contained in Table 2, these were obtained by Automatic Traffic Counts in October 2010. Traffic speeds were also obtained from the 2010 surveys and show that the average speeds on Hawley Road are in the order of 22mph, with 85th percentile speeds averaging 26mph. Hawley Road now forms part of the Borough wide 20mph zone, which was implemented in December 2013.

**Table 2: Baseline Traffic Flows (October 2010)**

Road Name	AM Peak (08:00 – 09:00)	Inter Peak (12:00 – 13:00)	PM Peak (18:00 – 19:00)	24 Hour
Castlehaven Road	582	671	770	12,120
Hawley Road	648	683	710	11,964
Leybourne Road (Torbay Street)	22	35	26	506
Kentish Town Road	726	811	844	14,714

- 6.63 Parking bays are available on routes around the site, some are residents' parking bays but others provide pay and display parking for up to two hours. This includes 15 pay and display bays on Leybourne Road and a further seven on Castlehaven Road. Resident permit bays are also currently provided on Hawley Road, the majority of which will be retained as part of the Hawley Wharf development.

### Pedestrian Access

- 6.64 The main visitor entrance to the Primary School will be located on Hawley Road and the entrance is set back 5m from the highway. The pupil entrance is located on the western boundary of the building and the extent of the development will require the stopping up of Torbay Street. Leybourne Road to the south of railway viaduct will remain public highway during the first phase of the development.
- 6.65 There is limited opportunity close to the School entrance for parents to park. On street parking bays are provided to the west of the Primary School on the south side of Hawley Road but these are frequently occupied. If vehicles stop on the north side of Hawley Road the masterplan submission raised a safety concern that this could encourage children to cross Hawley Road at unmarked locations. A signalised crossing is provided at the Hawley Road/Kentish Town junction to the east of the site but if parking were to occur frequently on the north side of Hawley Road, it was agreed that a further controlled crossing on Hawley Road is likely to be required.
- 6.66 The Hawley Road Feasibility Study was undertaken by Arup in November 2013 to identify the location, design and specification of a new pedestrian crossing on Hawley Road in the immediate vicinity of the proposed school site.
- 6.67 Based on the initial site assessment and data review, the Feasibility Study recommended a Zebra crossing with Belisha beacons and standard carriageway markings as the current pedestrian flows are moderate and whilst the School would increase these flows at start and finish times, it would not result in such a significant volume of crossings that it would result in vehicle delay. This crossing was secured under the outline permission and section 106. The existing footways are adequately wide (over 2m) to accommodate the pedestrian flows associated with the crossing and no alterations to the footway, other than installing dropped kerbs and tactile paving, would be required to accommodate a Zebra crossing.
- 6.68 The Feasibility Study looked at two locations for the crossing, with a crossing to the south of the main School entrance put forward as the preferred option. This option has been agreed by officers in the Transport Strategy and Engineering services and would maintain adequate distance and visibility from the two junctions to the east and west whilst providing sufficient space for a loading bay and access to the disabled bays. The location would retain the existing bus stop although the bus stand further to the east would need to be relocated; this would be subject to agreement from TfL. The preferred crossing location is situated on the main pedestrian desire line to the School entrance if approaching the School from the north-west. Visitors from the north-east are likely to use the existing signalised crossing at the Hawley Road /Kentish Town Road junction. The location is however a sufficient distance away from the School entrance to discourage children from exiting the School and entering the crossing, without first stopping to ensure it is safe to do so.

- 6.69 The crossing would be supported by signage indicating the presence of School Children whilst Hawley Road is subject to a 20mph speed limit.

### Cycling Facilities

- 6.70 Cycle parking is provided at three different locations within the site, including the provision of cycle stands for visitors close to the main entrance. A total of 34 spaces will be available and this exceeds London Plan standards for primary schools (one space per ten staff (three spaces) and one space per ten students (24 spaces)).

### Vehicle Access

- 6.71 As part of the wider Hawley Wharf development, an off-street loading bay will be provided to the west of the School. This will serve both the School and a new residential development. However, until the adjacent site comes forward there are proposals to accommodate servicing associated with the School on-street by providing a loading bay on Hawley Road. This will enable the streetscape on Hawley Road to the west of the School to be retained until the neighbouring site is developed (the provision of an off-street loading bay would require the demolition of neighbouring buildings). The School refuse store has been located on the western façade of the building which will facilitate refuse collection from the on-street loading bay and the future off-street loading area to the west.
- 6.72 Removing the need for an additional vehicular crossing to serve the site temporarily will minimise the potential for conflict between vehicles and pedestrians as the footways outside the School will be retained (although dropped kerbs will be required to access the disabled parking bays). An on-street loading bay can also be delivered whilst minimising the impact on parking provision. The provision of an on-street loading bay will allow for the up to eight on-street parking spaces to be provided (there are nine currently). The provision of eight spaces is on the basis that that it will be acceptable to extend the on-street parking bays westwards as proposed for the wider Hawley Wharf masterplan.
- 6.73 The needs of the disabled are considered through the provision of two Disabled parking bays accessed from Hawley Road. No off-street car parking will be provided for other staff or visitors. The existing Residents' parking bays (and residential properties) on Torbay Street will be removed by the development and the requirement for school 'Keep Clear' markings will result in the reduction of the number of Residents' parking bays on Hawley Road by one space.

### Road Safety Assessment

- 6.74 The proposed Zebra crossing, access, parking and servicing arrangements have been reviewed by a team of Arup road safety engineers who are entirely independent of the team who produced the Transport Statement or the earlier Transport Assessment which accompanied the outline planning application.

- 6.75 An analysis of collision data provided by TfL was included as part of the draft feasibility study for the scheme.
- 6.76 All of the eight collisions reported on Hawley Road involved vulnerable users, three pedestrians, three cyclists and two motorcyclists. One of the collisions at the Kentish Town Road junction resulted in the death of the pedestrian, who was crossing when the lights were red.
- 6.77 The Road Safety Assessment makes a couple of recommendations which require minor amendments to the proposed layout plan which was submitted as part of the Transport Statement (Arup dwg. 232890-00-01), including:
- 6.78 Installing a central island refuge with illuminated bollards and high level lighting at the Zebra crossing width, so as to reduce the crossing widths and pedestrian exposure to traffic; and
- 6.79 The existing large mature tree adjacent to the crossing needs to be trimmed (subject to the view of the arboricultural officer), and the large cantilevered direction signs relocated, in order to provide clear visibility to the Belisha beacons. An informative is suggested relating to the aforementioned tree and signs issues, to remind the developer to action these points with the Council during the course of development.

### **Sustainability and energy issues**

- 6.80 London Plan climate change policies, Camden's Core Strategy policy CS13 and Development Policies DP22 and DP23 require all developments to contribute to the mitigation of and adaptation to climate change, to minimise carbon dioxide emissions and contribute to water conservation and sustainable urban drainage.
- 6.81 In order to address these requirements the applicant has submitted an Energy Strategy and Sustainability Statement (including BREEAM Pre-Assessment). The assessments demonstrate that the development would achieve a 'very good' rating (60.03%). The development would achieve over 69% in the energy category, 55% in the water category and 61.5% in the materials category, exceeding the Council's 50% policy requirement.
- 6.82 The overall approach to reducing CO2 emissions should be through a range of measures in line with a 3-step hierarchy of i) using less energy; ii) supplying energy efficiently; and iii) using renewable energy. For the period 2013-2016 the London Plans sets a 40% target of improvement on 2010 building regulations.
- 6.83 The energy strategy shows how the development achieves the first two elements of the hierarchy by using less energy and supplying energy efficiently. The proposal is to include a Combined Heat and Power centre (CHP) for the school's heating system which is not generally encouraged on individual sites due having an adverse impact on air quality. However, the proposed CHP is a small unit and designed to be standalone with no significant extra heat to export to the local area. Given that the CHP will

enable the school to come forward separately from the rest of the masterplan site it is considered to be appropriate in this instance.

- 6.84 In order to further reduce CO2 the proposals also include heat recovery on the main air handling plant, demand controlled ventilation and passivhaus type thermal fabric standards with triple glazing. In terms of the use of possible renewable technologies for the building the energy report discounts many measures as being unfeasible; however provisions are made for around 220sqm of PV panel on the roof. Based on the measures proposed the development would exceed the London Plan target by 34% and Building Regulations Part L 2010 target by 74%. The school would achieve the mandatory energy targets for BREEAM Excellent.
- 6.85 The proposed sustainability and energy measures for the school are supported.

### **Air Quality / Noise**

- 6.86 As discussed above, the Reserved Matters application includes a stand-alone CHP energy plant which would operate independently from the wider masterplan site. The submission is therefore accompanied by an air quality assessment which takes into account additional pollutant emissions from the CHP and is identified as having a negligible effect on air quality at all existing receptors. With regard to dust emissions from construction, this would be dealt with through mitigation methods in the Construction Management Plan required by the s106 agreement for the masterplan.
- 6.87 In respect of noise, the findings of Environmental Statement which was approved under the full planning permission remain the same as the school falls into Noise Exposure Category C. The design of the building incorporates appropriate noise attenuation measures for the future users.

### **Amenity**

- 6.88 Policy DP26 seeks to protect the quality of life of neighbours from development. Under the outline planning permission the school has been assessed in terms of daylight and sunlight (the submitted daylight/sunlight report helped form the parameters for the height, scale and massing of the new building), noise disturbance (controlled through conditions 16, 17 & 18 of the outline permission), lightspill (floodlighting of MUGA through condition 8) and construction and demolition impact (a CMP is required through a clause in the s106).
- 6.89 The main outstanding issue in terms of amenity which needs to be addressed therefore relates to the impact which the proposed school buildings and associated works to 1 Hawley Road could have on the privacy of existing residents (in No's 51-63 Kentish Town Road) and the future occupiers of the proposed residential apartment blocks in Area B.
- 6.90 In designing the scheme, careful consideration has been given to ensure that there would be no loss of privacy to present and future neighbouring residents. This has been achieved by positioning all windows on school

building over 18 metres from windows serving habitable rooms of neighbours. In terms of the play space and terraces at roof level, the use of increased parapet heights ensures that there would be no overlooking into the proposed apartment blocks that form the remaining Area B of the masterplan site.

- 6.91 In light of the above, officers are not recommending any additional planning conditions to overcome amenity issues.

### **Conditions of the outline permission**

- 6.92 There are seventeen conditions attached to the outline planning which are required to be discharged. These conditions are listed below with a brief description of what information is required:

- Condition 6 - Detailed drawings and sample materials of the proposed building;
- Condition 8 - Details of the design, height, orientation and level of illumination of any proposed floodlighting;
- Condition 9 - Sample panels of the proposed facing brickwork for the new school;
- Condition 10 - Details of slab levels of the building in relation to the existing and proposed levels of the site;
- Condition 13 - Details on how trees to be retained shall be protected during construction in line with the guidelines set out in BS5837:2012 'Trees in Relation to Construction';
- Condition 14 - Details of building foundations and the layout, with dimensions and levels of servicing trenches and other excavations in so far as these may affect trees;
- Condition 17 - Details of plant to be installed, including sound attenuation and acoustic isolation from the structures;
- Condition 19 - Details of the method of storage and waste removal (including recycled materials);
- Condition 20 - A scheme of assessment consisting of site reconnaissance, conceptual model, risk assessment and schedule of investigation;
- Condition 21 - A piling method statement (detailing the type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water or sewerage infrastructure);
- Condition 22 - Impact studies of the existing water supply infrastructure
- Condition 24 - A contract shall be entered into with the Local Highway Authority to secure the reinstatement of a level public footway and the installation of a resident's parking bay on the carriageway immediately adjacent to the application site and reinstated footway.
- Condition 25 - Details of the proposed cycle storage areas;
- Condition 26 - Water Strategy and plans describing and illustrating the efficient use of water, water capture, recycling and re-use and run-off limitation systems in the development;
- Condition 28 - Submission of a Biodiversity Action Plan;
- Condition 29 - Detail of the proposed green roofs.

6.66 Condition 11 (full details of the proposed hard and soft landscaping and means of enclosure of all unbuilt, open areas and the MUGA) has been superseded by a new condition under the reserved matters application in order to include reference to the potential for a ball court and running track, as opposed to a MUGA.

## **7. CONCLUSIONS**

7.1 The proposals have been design led by CSF and Hawley Infants School board of governors, ensuring they have full regard to the operational requirements of a new school. The new building is within the parameter plans of the outline planning permission in terms of its scale, height, projection and levels. The proposals also incorporate the use of high quality materials and extensive landscaping across, including a kitchen garden and orchard/nature garden, outdoor teaching areas and a MUGA or ball park.

7.2 In terms of local heritage, the design of the school building responds well to the setting of the grade II listed<sup>1</sup> Hawley Road. The proposed demolition works and extensions and internal alterations to 1 Hawley Road are also entirely appropriate and will ensure the longevity of this important building.

7.3 The proposals include two acceptable options for the proposed landscaping scheme and pedestrian access into the site, a CHP centre and a deed of variation of the overarching s106 agreement, all of which will ensure that the school can come forward first and independently from the wider redevelopment proposals for the area.

7.4 In line with the various conditions and controls attached to the outline permission, the building embodies high standards of sustainability and inclusive design to ensure that it will make a successful and positive contribution to redevelopment of the local area. Approval is therefore recommended.

## **8. RECOMMENDATIONS**

- 8.1 i) Grant reserved matters subject conditions
- ii) Grant planning permission subject to conditions
- iii) Grant listed building consent subject to conditions

## **9. LEGAL COMMENTS**

9.1 Members are referred to the note from the Legal Division at the start of the Agenda.

### **Conditions And Reasons 2014/2712/P:**

- 1 The development hereby permitted shall be carried out in accordance with the following approved plans and documents:  
12160\_P\_(00)\_100; 12160\_P\_(00)\_101; 2160\_P\_(00)\_102; 12160\_P\_(00)\_103;  
12160\_P\_(00)\_300; 12160\_P\_(00)\_301; 12160\_P\_(00)\_302; 12160\_P\_(00)\_303;  
12160\_P\_(00)\_500; D2146\_L.100; D2146\_L.101; D2146\_L.102; D2146\_L.103;  
D2146\_L.104; F752.TS.101; TF752.TS.200; Design and Access Statement by

AHMM (April 2014); Planning Statement by Gerald Eve LLP (April 2014); Energy Statement by Waterman (April 2014); BREEAM Pre-Assessment by Waterman (September 2013); Air Quality Report prepared by Waterman (April 2014); Landscape Design Statement (including the Arboricultural Report) prepared by Fabrik (April 2014); Transport Statement prepared by Arup (8 April 2014).

Reason: For the avoidance of doubt and in the interest of proper planning.

- 2 Prior to first occupation of the building, detailed plans showing the location and extent of photovoltaic cells to be installed on the building shall have been submitted to and approved by the Local Planning Authority in writing. The measures shall include the installation of a meter to monitor the energy output from the approved renewable energy systems. The cells shall be installed in full accordance with the details approved by the Local Planning Authority and permanently retained thereafter.

Reason: To ensure the development provides adequate on-site renewable energy facilities in accordance with the requirements of policy CS13 of the London Borough of Camden Local Development Framework Core Strategy and policy DP22 of the London Borough of Camden Local Development Framework Development Policies.

- 3 Prior to the commencement of the relevant part of the development hereby permitted, details of the type and location of bird/bat bricks and boxes shall be submitted to, and approved in writing by the Local Planning Authority. The bricks and boxes shall be installed in accordance with the approved plans prior to the occupation of the development and thereafter retained.

Reason: To safeguard the appearance of the building and the character of the immediate area in accordance with the requirements of policies CS14 and CS15 of the London Borough of Camden Local Development Framework Core Strategy and policies DP24 and DP25 of the London Borough of Camden Local Development Framework Development Policies.

- 4 No development shall take place until full details of hard and soft landscaping and means of enclosure of all un-built, open areas and of the MUGA 'or' ball court and running track (whichever option is pursued) have been submitted to and approved by the local planning authority in writing. [Such details shall include details of any proposed earthworks including grading, mounding and other changes in ground levels.] The relevant part of the works shall not be carried out otherwise than in accordance with the details thus approved.

Reason: To enable the Council to ensure a reasonable standard of visual amenity in the scheme and to preserve the setting of a listed building in accordance with the requirements of policy CS14 and CS15 of the London Borough of Camden Local Development Framework Core Strategy and policy DP24 and DP25 of the London Borough of Camden Local Development Framework Development Policies.

Informatives:

- 1 You are reminded that conditions 6 (detailed drawings & materials), 8 (floodlighting), 9 (brickwork sample), 10 (slab levels), 13 (tree protection), 14

(foundations), 17 (plant), 19 (waste), 20 (contamination), 21 (piling method statement), 22 (water studies), 24 (highway contract), 25 (cycle parking), 26 (water strategy), 28 (biodiversity action plan), 29 (green roof) of the outline planning permission granted on 23 January 2013 (ref: 2012/4640/P) are outstanding and require details to be submitted and approved.

- 2 Your proposals may be subject to control under the Building Regulations and/or the London Buildings Acts which cover aspects including fire and emergency escape, access and facilities for people with disabilities and sound insulation between dwellings. You are advised to consult the Council's Building Control Service, Camden Town Hall, Argyle Street WC1H 8EQ, (tel: 020-7974 6941).
- 3 Your attention is drawn to the fact that there is a separate legal agreement with the Council which relates to the development for which this permission is granted. Information/drawings relating to the discharge of matters covered by the Heads of Terms of the legal agreement should be marked for the attention of the Planning Obligations Officer, Sites Team, Camden Town Hall, Argyle Street, WC1H 8EQ.
- 4 The existing large mature tree adjacent to the proposed pedestrian crossing location may need to be trimmed (subject to the view of the arboricultural officer), and the large cantilevered direction signs relocated, in order to provide clear visibility to the new Belisha beacons. The mitigation of these issues should be actioned with the relevant Council officers during the course of the development.

#### Conditions And Reasons **2014/2596/P**:

- 1 The development hereby permitted must be begun not later than the end of three years from the date of this permission.

Reason: In order to comply with the provisions of Section 91 of the Town and Country Planning Act 1990 (as amended).

- 2 The development hereby permitted shall be carried out in accordance with the following approved plans and documents:

12160\_P\_(00)\_002 (Location Plan); 12160\_P\_(00)\_110; 12160\_P\_(00)\_111; 12160\_P\_(00)\_112; 12160\_P\_(00)\_113; 12160\_P\_(00)\_114; 12160\_P\_(00)\_115; 12160\_A\_(00)\_500; 12160\_A\_(00)\_501; 12160\_A\_(00)\_502; 12160\_A\_(00)\_503; 12160\_A\_(00)\_504; 12160\_A\_(00)\_505; 12160\_A\_(00)\_510; Design and Access and Heritage Statement by Stephen Levrant Heritage Architecture (March 2014); Anyalsis of Render Sampled by Sandberg Consulting (ref 43727/C).

Reason: For the avoidance of doubt and in the interest of proper planning.

- 3 All new external work shall be carried out in materials that resemble, as closely as possible, in colour and texture those of the existing building, unless otherwise specified in the approved application.

Reason: To safeguard the appearance of the premises and the character of the immediate area in accordance with the requirements of policy CS14 of the London Borough of Camden Local Development Framework Core Strategy and policy

DP24 and DP25 of the London Borough of Camden Local Development Framework Development Policies.

Informatives:

- 5 Your proposals may be subject to control under the Building Regulations and/or the London Buildings Acts which cover aspects including fire and emergency escape, access and facilities for people with disabilities and sound insulation between dwellings. You are advised to consult the Council's Building Control Service, Camden Town Hall, Argyle Street WC1H 8EQ, (tel: 020-7974 6941).
- 6 Noise from demolition and construction works is subject to control under the Control of Pollution Act 1974. You must carry out any building works that can be heard at the boundary of the site only between 08.00 and 18.00 hours Monday to Friday and 08.00 to 13.00 on Saturday and not at all on Sundays and Public Holidays. You are advised to consult the Council's Compliance and Enforcement team [Regulatory Services], Camden Town Hall, Argyle Street, WC1H 8EQ (Tel. No. 020 7974 4444 or on the website <http://www.camden.gov.uk/ccm/content/contacts/council-contacts/environment/contact-the-environmental-health-team.en> or seek prior approval under Section 61 of the Act if you anticipate any difficulty in carrying out construction other than within the hours stated above.

Conditions And Reasons **2014/2701/L**:

- 1 The works hereby permitted shall be begun not later than the end of three years from the date of this consent.  
  
Reason: In order to comply with the provisions of Section 18 of the Planning (Listed Buildings and Conservation Areas) Act 1990.
- 2 All new external and internal works and finishes and works of making good to the retained fabric, shall match the existing adjacent work with regard to the methods used and to material, colour, texture and profile, unless shown otherwise on the drawings or other documentation hereby approved or required by any condition(s) attached to this consent.  
  
Reason: In order to safeguard the special architectural and historic interest of the building in accordance with the requirements of policy CS14 of the London Borough of Camden Local Development Framework Core Strategy and policy DP25 of the London Borough of Camden Local Development Framework Development Policies.
- 3 The works hereby approved are only those specifically indicated on the drawing(s) referred to above.  
  
Reason: In order to safeguard the special architectural and historic interest of the building in accordance with the requirements of policy CS14 of the London Borough of Camden Local Development Framework Core Strategy and policy DP25 of the London Borough of Camden Local Development Framework Development Policies.

- 4 With regards to 1 Hawley Road detailed drawings, or samples of materials as appropriate, in respect of the following, shall be submitted to and approved in writing by the Council before the relevant part of the work is begun:
- a) Typical details of new railings at a scale of 1:10 with finials at 1:1, including materials, finish and method of fixing into the plinth.
  - b) Plan, elevation and section drawings of all new internal and external doors at a scale of 1:10 with typical moulding and architrave details at a scale of 1:1.
  - c) Plan, elevation and section drawings, including jambs, head and cill, of all new window and door openings at a scale 1:10.
  - d) Plan, elevation and section drawings of all new windows at a scale of 1:10 with typical glazing bar details at 1:1.
  - e) Samples and/or manufacturer's details of new facing materials for the ramp [to be provided on site] and retained on site during the course of the works at a scale 1:10.
  - f) Details of service runs for all new bathrooms/kitchens, demonstrating the relationship of new pipework with the structure of the building at a scale 1:10.
  - g) Plan, elevation and section drawings, of the reinstated banisters at a scale 1:10.

The relevant part of the works shall not be carried out otherwise than in accordance with the details thus approved.

Reason: In order to safeguard the special architectural and historic interest of the building in accordance with the requirements of policy CS14 of the London Borough of Camden Local Development Framework Core Strategy and policy DP25 of the London Borough of Camden Local Development Framework Development Policies.

- 5 A method statement, including details of (removal/dismantling of the wall/cleaning of the bricks) shall be submitted to and approved in writing by the Council before works are commenced. The relevant part of the works shall not be carried out otherwise than in accordance with the details thus approved.

Reason: In order to safeguard the special architectural and historic interest of the building in accordance with the requirements of policy CS14 of the London Borough of Camden Local Development Framework Core Strategy and policy DP25 of the London Borough of Camden Local Development Framework Development Policies.

Informative:

- 1 You are advised that any works of alterations or upgrading not included on the approved drawings which are required to satisfy Building Regulations or Fire Certification may require a further application for listed building consent.