



Dear Mr Cassidy,

I would like to object to the above application for the Maria Fidelis School 34 Phoenix Road and 1-39 Drummond Crescent London NW1 1TA .

1. The design approach to Phoenix Road is shockingly poor, with the removal of a number of locally listed heritage assets on this elevation and leaving a large gap in this southern elevation of the former Clarendon square which now has Oakshott Court in its centre. As included in the Heritage Statement page 36, the London Borough of Camden Design Review Panel noted the following points in a meeting on 3 November 2015:

"The proposals should include a building or screen with a suitable level of street presence along Phoenix Road, to adequately compensate for the loss of the locally listed buildings and prevent the site appearing as a 'gap' in the street frontage." The proposed design woefully fails to achieve this, the proposed 2.55m brick wall doesn't even try to address this gap with a suitable level of presence. Greater effort should be put into retaining the existing buildings along this elevation.

No amount of preamble by the architects about lack of funding for new schools can excuse this.

2. The drawings provided by J+W show a complete lack of consideration towards the surrounding context opposite the proposed gap and MUGA pitch, with their plans not even extending across the road, to show it's relationship to Oakshott Court which will be significantly effected by its proximity to the student entrance and open sports pitch with flood lighting. In fact all the J+W plans and 3D site model completely cut off the site context to the north.

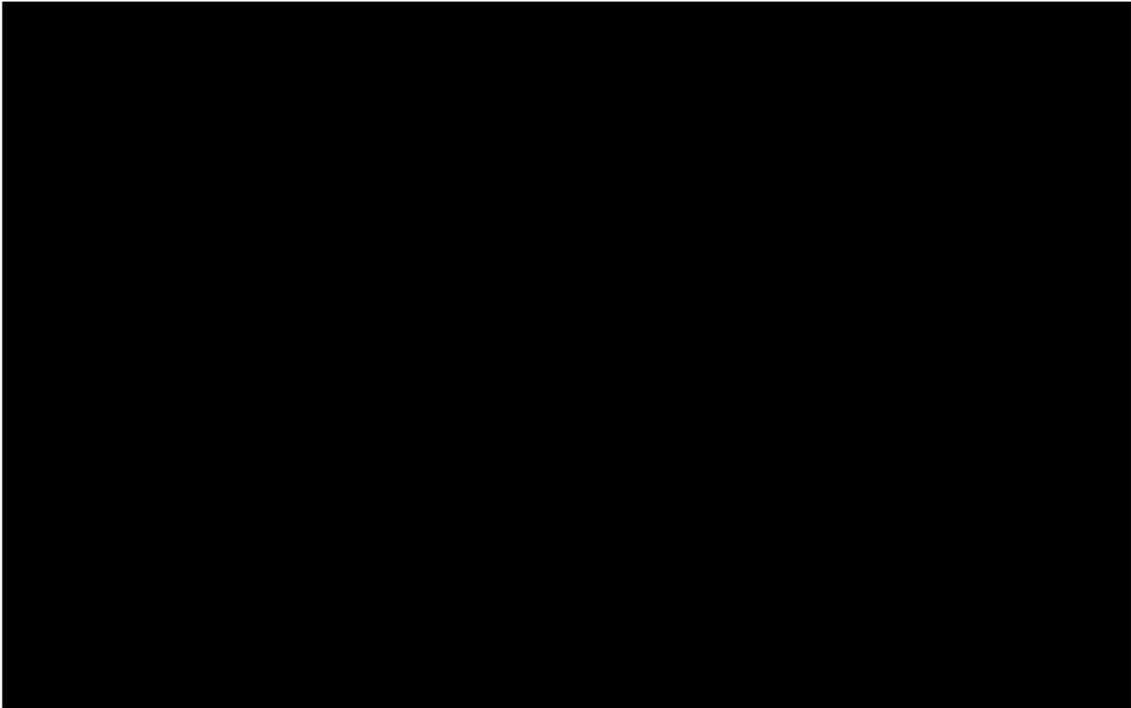
3. As previously noted in other comments the MUGA pitch sitting within a large open gap flanked by brick walls is ill-considered in design terms. The noise created on the pitch by participants will reverberate around the surrounding square and nearby buildings. The noise from balls slamming off the weldmesh fencing will be even worse. The pitch, if it must be sited here, should be sunken and surrounded by significant noise absorbing measures on the flank walls and softened by surrounding screen of trees and other planting. Two new street trees by LB Camden will not address this.

4. The flood lighting plan for the MUGA pitch refers to a curfew, without further explanation. Clearly restricting the use of the pitch and its lighting should be a planning condition to safeguard the environment for local residents. As per other comments the use of the proposed pitch must be restricted to an absolute maximum of 8.00am to 8.00pm weekdays and 10.00am to 8.00pm at weekends.

kind regards

Robin

Robin Clark
Leaseholder, 41 Oakshott Court.



Hello,

I am a resident of Oakshott Court, and I feel a large outdoor activity area with flood lighting operating into the evenings directly in front of Oakshott Court could make quiet evenings on our balconies or with windows open a thing of the past. The current proposal does not seem to adequately address issues of noise and light pollution that could affect local residents.

Thanks

Luke O'Donnell



Dear Michael Cassidy,

Further to my email of 28 July, I would like to make the following comments on the above planning application on behalf of Somers Town Neighbourhood Forum.

1. We understand the need to consolidate Maria Fidelis schools onto one site, particularly in the light of HS2 works scheduled to begin in 2017. A new school building must however keep existing and future pupils and staff safe. Construction should not impact unreasonably on those who live and work nearby. And the design of the building should add, not take away, from the area.

2. We are aware of financial constraints imposed by central government, but are bound to say the current plan is a missed opportunity to redevelop both Maria Fidelis and St Aloysius schools. We understand that both St Aloysius Infants and Junior schools are in need of new buildings. A comprehensive scheme to redevelop all three Catholic schools in the neighbourhood would have been more cost-effective, caused less overall disruption to the community and allowed all schools to benefit more from shared spaces and facilities. The proposed scheme is a missed 'once in a lifetime' opportunity.

3. The design of the school is problematic. By removing the buildings from Phoenix Road and re-orientating the school on Drummond Crescent, the proposal is ignoring the urban streetscape. Building a wall along the north boundary is not an active frontage. Although students would still enter the school on Phoenix Road, the formal entrance to the school would be on a minor road, ignoring the local street hierarchy. The school

faces the wrong way, and will continue to do so for its design life, because insufficient ingenuity or investment has been deployed in the design and phasing of the project. This is very poor planning and urban design.

The distinctive curve of the police garages has been lost, with the proposed building having a cranked facade. This is unfortunate and goes against advice from the Euston Area Plan:

Numbers 1-39 Drummond Crescent is an allocated site in Camden's Local Development Framework. The site is given extra prominence due to the curve of the Crescent, and, if redeveloped, reference should be made during the design process to other Crescents in the local area (Mornington Crescent, Cartwright Gardens, Park Crescent, etc.), and the historic role of Crescents within Georgian town planning.

4. We regret the lack of affordable housing on this site.

5. We welcome the additional disabled parking space on Drummond Crescent but note that a disabled person working at the school could not guarantee finding a parking space in the vicinity. This creates a barrier for disabled people working in the school. We also note that HS2 are intending to suspend all parking on Drummond Crescent during Stage A of the HS2 works.

6. We note that consolidating the school onto one site, and growing the school, will result in an increase of cars in the area and would like to see a traffic management scheme for Phoenix Road that acknowledges that this is a route used by thousands of school children and is also the preferred pedestrian route between Euston and St Pancras stations.

7. The hope that air quality in the area will improve dramatically by 2018 is a false one, given that HS2 has predicted substantial adverse impacts on Eversholt Street just east of the proposed school. Given that the school is being built as a result of HS2 works, it is incredible that the air quality report did not include HS2 as a committed development. It is near certain that HS2 will go ahead, and therefore impacts must be taken into consideration. **HS2 are predicting a substantial adverse impact on NO2 levels in the area, predicting NO2 levels at receptor I-187 (the nearest receptor to the site) to be 57.8µg/m3.** Given the above, proper mitigation, including mechanical ventilation, is required throughout the school. The proposed mitigation (shutting the window) is not acceptable.

Additionally, the development could incorporate a high specification of air tightness so, when these are closed, the apartments will suitably be protected from the pollutants outside. This provides freedom of choice over whether natural ventilation is preferable during certain periods. The key to reducing exposure using this method is to ensure occupants are informed over the potential impacts associated with prolonged exposure to elevated pollutant levels. As such, it may also be possible to provide teachers and staff with a pack containing air quality information which will allow them to follow appropriate advice on protection against high concentrations during certain periods.

8. Fumes from the boilers appear to be dispersing directly towards housing to the east of the site, including Chalton House and Margaret White House, as well as the Somers Town Medical Centre.

9. Crossrail 2 has safeguarded the site area and intends to build a vent shaft just south of the proposed school on Drummond Crescent. Proper noise and ventilation systems need to be designed in now so that the school would be able to function during the Crossrail 2 build. It is possible that a school built after the site has been safeguarded would not be able to apply for mitigation from Crossrail 2.

10. Between 2023 and 2026 HS2 have said that they want a taxi ranking facility along Drummond Crescent/Doric Way. If this goes ahead, it will have a substantial adverse impact on air quality in the area, and may be incompatible with the daily operation of the school.

11. We cannot find within the application documents any list of trees to be lost nor details of how existing trees, and in particular street trees, are to be protected. If a tree is lost, the replacement tree or trees should be listed.

12. The Construction Management Plan overlooks HS2 works. Utility works are scheduled from Q3 2017 to Q1 2020 in Drummond Crescent and Doric Way – **the main route for construction traffic during Phase 2 of the proposed works** (Nov 2016 to June 2018).

13. The Construction Management Plan overlooks HS2 utility works from Q3 2017 to Q1 2020 on Phoenix Road, **the site of the compound and the main route for construction traffic during Phase 3 of the proposed works** (June to December 2018).

14. The Construction Management Plan is wrong in thinking its construction routes don't overlap with those from the Central Somers Town CIP. Works for the community hub, play project and housing are scheduled to run throughout 2018, with construction traffic travelling down Polygon Road. The combined construction traffic from both projects is likely to cause chaos at the Chalton Street/Polygon Road junction, which is crossed by hundreds of children every day. All construction traffic would pass St Mary and St Pancras primary school playground and gates, adding to the already unacceptable HS2 pollution predicted for the area.

15. Construction traffic would share a route in and out of the site with major traffic from HS2, particularly along Eversholt Street and Churchway. Up to 70 two-way lorry movements (i.e. 140 movements) a day are predicted for this route from HS2 alone.

16. We would expect all major construction projects in the area to use the cleanest vehicles (Euro VI) and machinery, given the horrifying cumulative impact of the developments proposed during the coming decades.

17. It is unacceptable to monitor dust from demolition visually. The level of dust during the current demolition of the police garages is unacceptable in an area surrounded by schools and housing. Proper monitoring needs to be put in place immediately, monitoring dust in residential as well as school areas. Demolition should not take place during term time.

18. It is unclear how pupils would access the school during Phase 3 of the build. If it is through the main entrance of the new school a) a safe route to school would need to be provided as this would coincide with HS2 utility works and b) residents would need to be consulted as there would be an additional 800+ students on the street at various times during the day.

19. Somers Town has an oversupply of pay-to-access MUGAs and Sports Halls, with existing pitches in Regent's High, St Mary & St Pancras and Somers Town Community Sports Centre and MUGAs planned for Edith Neville and above Plot 10 play project. Outdoor sports provision is essential for the school, but after school private use of pitches, particularly when floodlit, would disturb neighbours and would be of little community benefit. Free access would be welcomed, but we acknowledge this is problematic given the school's need to cover costs of supervision, insurance, maintenance, etc.

20. We note that a decision has yet to be made on the planning application for the neighbouring 42 Phoenix Road.

In conclusion, this proposal is hugely problematic. Irrespective of the need to progress the application, there needs to be a revised Construction Management Plan and Air Quality Assessment that takes into account HS2 and Central Somers Town CIP works, as well as Crossrail 2. The cumulative impact of these works on residents' and pupils' health and wellbeing needs to be recognised and mitigated against. The design takes from Phoenix Road and is inappropriate for Drummond Crescent.

Regards,

Slaney Devlin
Somers Town Neighbourhood Forum