

University College School
Senior Branch Frogna Boundary

Application Document for Planning Application

**Design and Access Statement
with Heritage Statement**

September 29th 2016

Document Reference: 077_P_D02

Preapplication Planning Reference: 2015/5889/Pre



1.0 Introduction

This document summarises the discussions undertaken in recent months with Camden and the School. It sets out the alterations to the landscape which are proposed.

University College School are applying for Listed Building Consent to upgrade and improve the setting of the School frontage on Frogna. The request is for permission to implement a series of alterations to the hard and soft landscape elements within the space between the main building and the boundary, and the setting of the School. It will raise the amenity value of the School within its' context and improve the security of the School.

It is the School's intention to commence the works through a phased delivery to minimize disruption to the operation of the School.

1.1 The Process

A preapplication was submitted in October 2015. The School was visited during December by the Senior Planning Officer, Tree Officer and Listed Buildings Officer. The site was walked and conversations taken between all parties and the Landscape Architect. Through this dialogue on site, a series of points were raised by the Planning Department that were summarised in a letter received in February 2016. On behalf of the School, Katy Staton Landscape Architecture responded by letter to establish the approach that is contained within this application and this was confirmed as accepted with Planning through a telephone conversation.

It was confirmed by Camden Planning Department, in June 2016 that the works requested within the Preapplication document, did not require a planning application, however the works did necessitate a Listed Building Consent. The following document was used for the Listed Building Application made in June 2016. In September 2016 it was advised that a planning application was indeed required. This statement therefore forms part of an application for planning permission for:

- the installation of a new sliding gate at Gate 6 adjacent to South Block, erection of new gates and railings adjacent to the edge of South block, within the South and Central Block Peristyles and at the top of the basement stairs to North Block.
- Exposure of stone steps to Central block and replacement of South Block courtyard steps in natural stone. The setting out of parking and vehicle access within a structure of planting and the adjustment of levels.
- The repainting of the existing railings, refurbishment of existing gates and the replacement of the existing vehicular gates to the south and north.

1.2 Agent for Project:

All correspondence should be addressed to:

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Chartered Landscape Architect

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Katy Staton Landscape Architecture

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2.0 Operational Comment from University College School

UCS is a well-respected North London school that occupies a wonderful location in Hampstead. The campus includes an eclectic mix of buildings including the original handsome Grade 2 listed School buildings.

Over the years the area to the west of these original building has suffered from the expansion of tarmac and car parking and it no longer provides the high quality of landscaping required to give the necessary setting to such fine buildings.

UCS proposes to reduce the number of car parking spaces, to replace tarmac with aesthetically appealing hard surfaces and to expand and improve the planting. The proposed work will not only prove pleasing for the existing school community but also for local residents and the ambience of the locality.

Operationally there is an important requirement to enhance the security of the site by creating a barrier to the immediate west of the original buildings. UCS has received advice from the Police and security advisors that the site is currently too open and the control of adult movement on site needs to be considerably strengthened.

UCS has already introduced better systems to control adults arriving at the site including the use of ID badges. Reducing the number of entry points to the main campus area to the east of the building line is considered to be of high importance in raising the standard of security and enhancing pupil safety.

The movement of vehicles on site is currently poorly designed. It results in the mixing of pedestrians and vehicles and creates confusion for drivers. UCS wishes to redesign vehicle routes to allow a single entry and exit point, that will in addition to enhancing safety, also improve the standard of security.



2.1 Summary of Operational Need

- To improve the level of security for the School Community by introducing a secure inner line, within the existing boundary and designed sympathetically with the architecture.
- To improve the quality of the frontage of the School by removing informal parking and investing in extensive planting and upgrading the shared surfaces and carriageway.
- To use materials that are appropriate to the setting.
- Work to minimize signage and visual clutter.
- Create a series of garden spaces along the frontage with planting texture, colour and interest throughout the year which enhance the educational environment.
- Introduce subtle lighting for events and winter afternoons.

3.0 Brief History of the Frontage to the School

Arnold Mitchell designed the distinct frontage to University School London, around 1906-7, as part of the original School development when the School moved from Gower Street to Hampstead in 1907.

Original drawings (plans and elevations), and early photographs show the cast iron fence and stone piers with an avenue of trees along the frontage of Frognal. An early photograph shows a defined central space, that frames the curved entrance steps. This is separated by a railing and brick and stone piers. This is also drawn on the original plan (see illustration opposite). This enhanced entrance design, with notional gardens, has long disappeared – evolving into a route, with narrow edges of planting, an area of grass and gravel beneath the avenue of trees.

Other drawings and photographs indicate that the central links also had railings partially enclosing them. It is presumed this fencing was removed as part of the WWII metalwork salvage operation as the photographs, from the School archive, are dated 1933.

It is clear that although the boundary has changed little - the use of the land between the fence and School has been subject to alteration over the years. This reflects the growth and evolution of the School.

The levels across the site have also been built up over time – with the existing carriageway affecting the setting of the semi-circular stone entrance steps to the central building.

The original trees were largely replaced over twelve years ago, when the Sports Hall project was undertaken. At the same time the boundary piers and railings were refurbished.

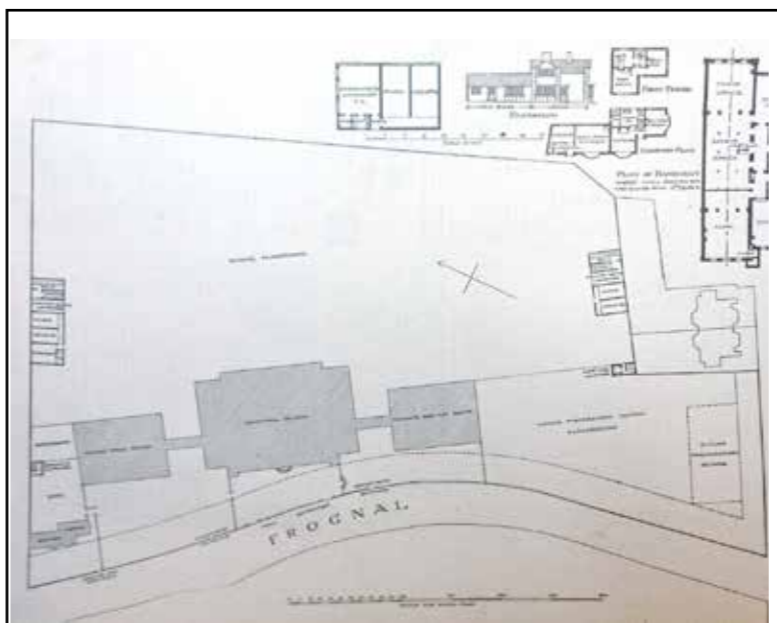
The south entrance gates were widened about three years ago. The works to the carriageway to the north were undertaken at a similar time.

The pressures of access and servicing have dominated the changes that have occurred. This has had a detrimental impact on the quality and appearance of this public space. During a typical School day it is lost to vehicles and with no meaningful pedestrian access, creating pupil safety and security issues, apart from degrading the historic setting of the School.

It is these issues that the School wish address and change through a sensitive urban design solution, in line with planning policies CS14 (Promoting High Quality Places and Conserving our Heritage) DP24 (Securing High Quality Design) and DP25 (Conserving Camden's Heritage).



Painting early 20th century



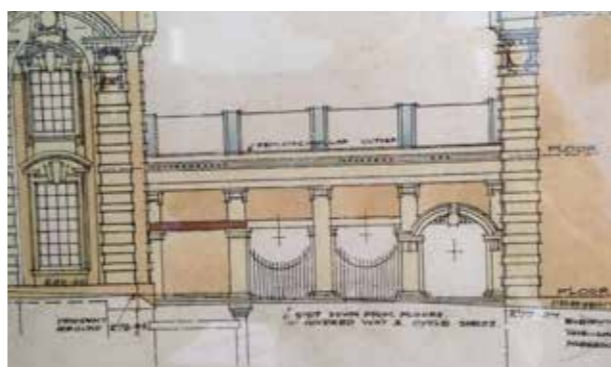
Copy of the original site plan showing the frontage



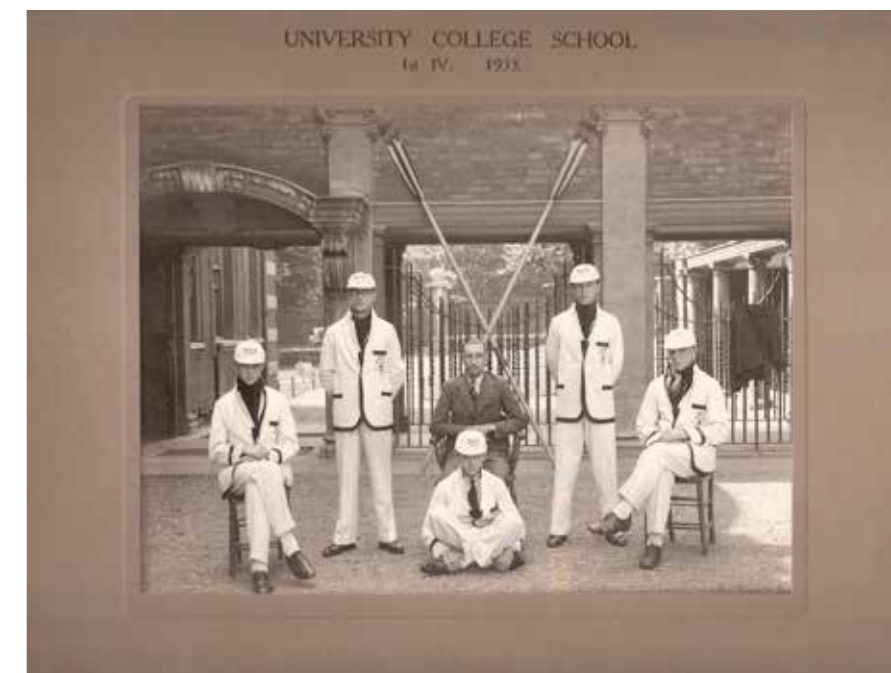
Early photograph showing an enclosed Frognal Entrance



Photograph post WWII showing extent of boundary fencing



Extract from an original elevation showing the fenced edges of the peristyles



Photograph dated 1933, showing the fenced edges of the peristyles

3.1 Planning Context

The site lies within the Redington and Frogmal Conservation Area. A Grade II listed building status protects the original School development of 1906-07.

TQ2685SW FROGNAL
798-1/37/535 (East side) 14/05/74 University College School
GV II

Public school. 1906-7. By Arnold Mitchell, built by Dove Brothers; much of main block destroyed by fire 1978 but restored virtually in facsimile by Michael Foster. Brown brick with stone dressings; rusticated red brick and stone pilasters. Slated hipped roof over central block with central copper domed lantern flanked by stone cupolas at base of hips.

STYLE: Edwardian Baroque.

EXTERIOR: symmetrical design with 2 storey centre and flanking blocks linked by peristyles. Central block, 12 window centre plus 1 window recessed end bays; wings with 7 and 8 windows. Main entrance of 7 windows and ground floor colonnade flanked by rusticated pilasters with carved cartouche capitals. Central round-arched entrance with attached columns supporting elaborately carved broken scrolled pediment with festoons and central cartouche; part-glazed panelled double doors. Above this a carved statue of Edward VII in an elaborate aedicule with carved feature above. Grouped architraved sashes with cornices, central windows ground floor with segmental pediments, 1st floor have triangular pediments with keystones. Parapet. The pilasters to the central block originally terminated in tall similarly rusticated chimneys. Wings have pilastered outer bays supporting broken pediments with carved cartouches above 1st floor sashes with broken pediments and keystones and ground floor windows with broken segmental pediments and keystones. Inner bays have ground floor sashes with keystones in broken pediments and upper floor oculi set in carved festoons, the drops linking to pediments beneath. Cornice and parapets.

INTERIOR: has main hall with barrel-vaulted moulded plaster ceiling having Diocletian windows and wooden panelled walls with continuous 1st floor galley. The River Westbourne flows under the school in a specially built crypt.

HISTORICAL NOTE: the pilasters to the central block originally terminated in tall similarly rusticated chimneys.

Listing NGR: TQ2620285414

The railings and fence are identified and protected by a separate listing.

The listing reference is:

Grade: II

Date listed 14 May 1974

English Heritage Building ID: 477438

Location: Frogmal, Camden Town, London NW3 6XH.

Gates and railings. C1906-7. By Arnold Mitchell, Cast-iron railings with torche finials on brick sleeper walls with brick and stone piers. Cast-iron entrance gates with stone piers surrounded by enriched dies and balls finials.

Listing NGR: TQ2623985264

3.2 Key issues raised through the Preapplication Process

3.2.1 Design and Conservation

It is the intention of the application to be in line with Camden's policies DP24 and DP25, supporting design of the highest standard, inline with the context and neighbourhood and Listed Building Status.

3.3.2 Transport

As part of these changes to the built environment, the School is actively reviewing their policies on parking and their existing Travel Plan., in order to support the implementation of the project. They have made alterations to employment contracts to control staff parking and recently reduced access for parents to park informally during the School day.

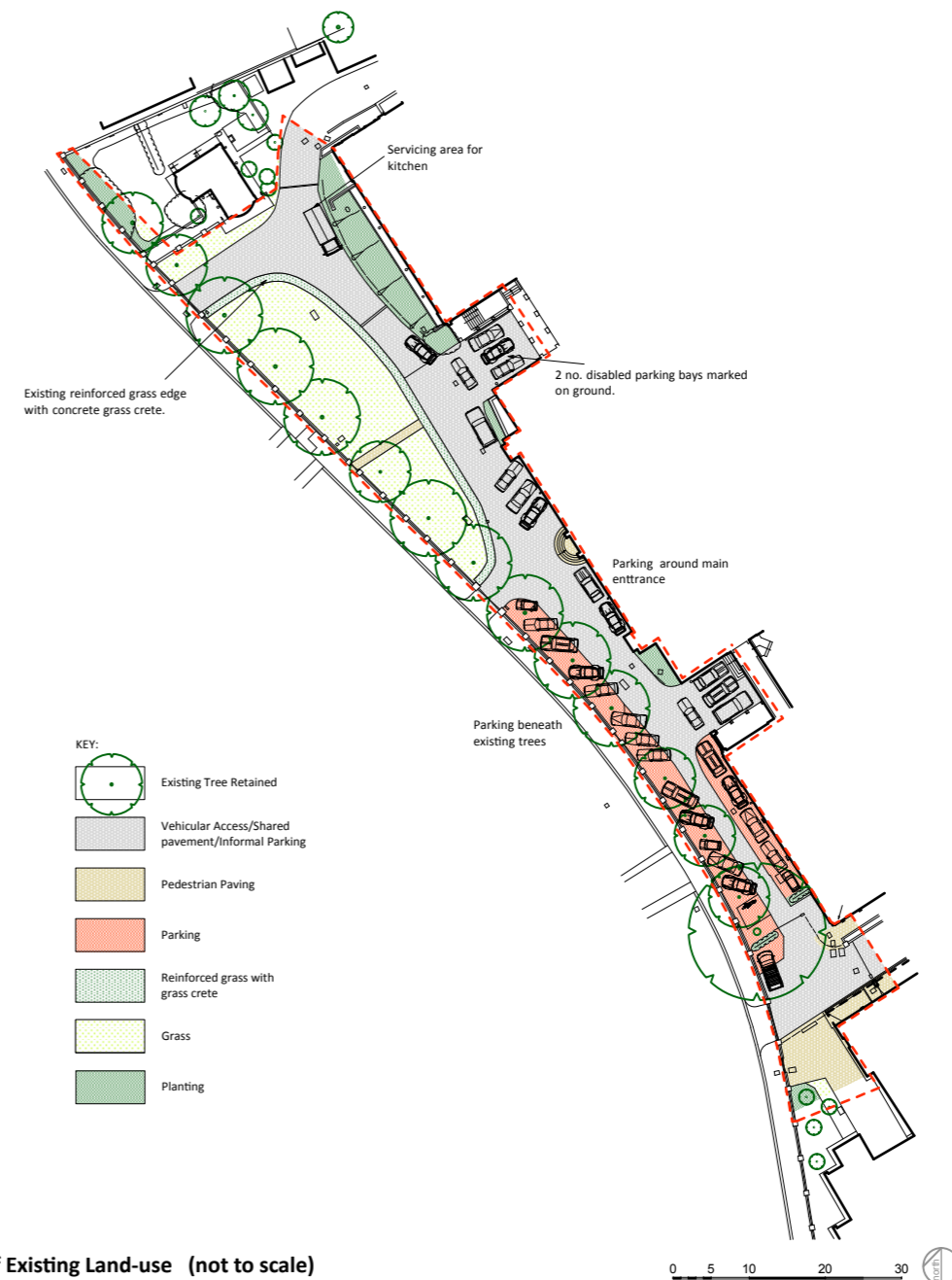


Diagram of Existing Land-use (not to scale)

3.3.3 Parking

Within the application boundary a focus for the project is the reduction and control of the parking at the front of the School. This is regarded as part 1, of a long-term strategy to improve and upgrade the external realm across the whole site, eventually, as part of a masterplan, this will tackle parking across the whole site. (The issues are summarised in Appendix reference: 077_L01)

The present application does not look to increase the provision of car parking. The design seeks a balanced solution that will enable the setting of the School to be dramatically enhanced whilst allowing significantly lower levels of parking.

There are continuing service requirements for visitors that require limited parking provision at the front. The existing servicing of the kitchen will continue as it currently operated to the north of the site.

The diagram of existing land-use (previous page) has been drawn up to demonstrate the number of cars that are informally parked on a typical School day. The intention with the proposed scheme (opposite) is to reduce this to 15 no. parking spaces. The parking arrangement is to be formalized, to identify the spaces for visitors and staff, whilst designing out any existing opportunities to ‘informally’ park through the design of the streetscape, the increase in planting and enforcement procedures of the School.

The parking will be split into two areas:

To the north, 2 disabled parking spaces, with 6 other spaces, which will be utilized by key members of staff at the Lodge.

To the south 7 parking spaces for visitors to the School and space for 3 motorcycles.

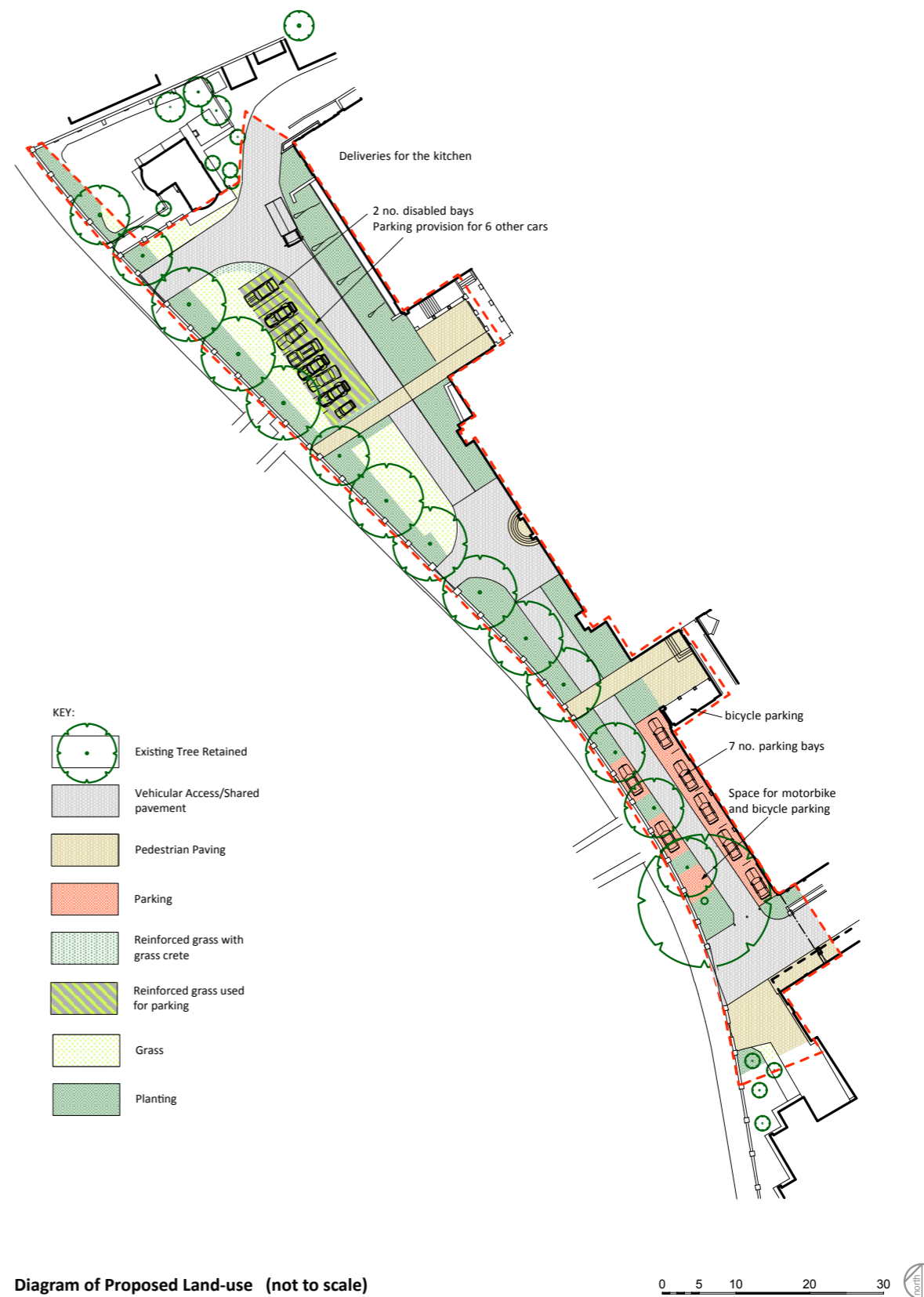
There will be new provision for cyclists within the South Courtyard. It is proposed that an existing covered area that will be converted from a store to hold 14 bicycles.

In the north, to create this provision, the existing hardstanding will be retained to allow for refuse collection and kitchen deliveries. The parking will be located over a section of existing grass. The parking over the grass would be designed with great care to ensure that when vehicles were not present the space read as part of the ‘green’ and not a hard-standing. The School do not wish to reduce the aesthetic or environmental quality of this space – rather they seek a pragmatic solution that will enable the setting of the School to be dramatically enhanced whilst allowing low levels of controlled parking.

To the south, the parking will be set within existing areas used for parking, beneath trees and close to the building. The proposed surfacing and delineation would be designed to be sensitive to the location and in accordance with the Arboricultural Survey and Impact Statement (June 2016).

Land-use

The diagram of proposed land-use demonstrates the benefits of the alteration of land-use. The proposals allow for a significant change with the ratio of streetscape (carriageway and areas parked on) and the soft areas (shrubs and grass). With a reduction in hardscape and increase in softscape.



3.3.4 Trees

The existing trees have been assessed by Marcus Forster, Arboriculturalist. An Arboricultural Survey and Impact Assessment Report (June 2016) has been prepared and submitted with this application. This was undertaken after a site meeting and detailed discussion with the Landscape Architect. The design has been developed to improve the existing conditions of the trees where informal parking currently occurs, to the detriment of the root zone, with severe compaction of the ground surrounding the trees. To the north where parking will be formalised over existing grass, there is sufficient space to undertake this without compromising the trees within this area.

The report summarizes that with adherence to the document (full implementation of the tree protection specifications, tree protection area, use of tree protection notices and arboricultural supervision) all the trees surveyed along the Froggnal frontage and proposed for retention, can remain protected from the construction process and can continue to provide amenity value for the long term.

3.3.5 Landscape Design

The School acknowledges the Grade II listing of the original Buildings, the fencing and railings. The landscape design has been developed to upgrade the presentation of the Froggnal frontage streetscape.

The masterplan(077 L10) shows a visually unified plan, with clearly identified areas of the Froggnal Entrance, Main Entrance and Service Route.

Gate 6 & Gate 2 act as the main routes in and out of the site - both being two way. The central gates (Gate 4) will be closed, with the exception of events. All vehicular access is tightly controlled (as summarized on plan 077_L02E - Appendix) and parking is significantly reduced at the front. There is limited parking outside the South Block and some spaces close to the Lodge.

With reduced traffic along the frontage, the carriageway is to be a shared space, where pedestrians have priority. The journey highlights the quality of the different spaces, defined as garden-like areas with shared surfaces, rich planting design and high quality carriageways and detailing.

The 2 spaces between the 3 main blocks are to become paved courtyards with planting to create seasonal interest with informal seating, with specimen trees.

The Landscape Design will deliver a high quality elegant frontage to compliment the Listed Building and Railings. The materials will be selected to marry with the setting and materiality of the fine architecture. It is proposed to use natural stone and a bound surface for the shared surface.

The planting design seeks to create seasonal interest beneath the trees, along the frontage and against the building. The colours and palette with silver grey, reds, purples and maroons have been chosen to reflect the School identity, to create a unified and rich seasonal display to be enjoyed by the Community and neighbourhood.

3.3.6 Lighting Design

It is intended that the existing lighting is reviewed and adjusted to be sympathetic to the new landscape design. There will be the introduction of subtle lighting, along the frontage, to elevate the feel of the outdoor space during the Autumn and Winter. It is intended that there is sufficient lighting to create a safe environment during late afternoons and early evenings during the winter. There will also be decorative architectural lighting to wash the main entrance facade and soft decorative architectural lighting to highlight the courtyard spaces. We consider this could be dealt with as a Condition.



Sketch Outside Froggnal Entrance



By Visitor Parking

4.0 Access and Security Controls

There is a requirement to improve the security afforded to the University College School community. The existing site boundaries and security issues were surveyed and recorded during 2015. (The issues are summarised in Appendix reference: 077_L01)

The findings highlighted:

1. That the existing school site is highly permeable and easily accessed due to the high number of entry points and lack of physically enforced secure line.
2. The existing movement of vehicles into and through the site is difficult to navigate, manage and secure.
3. Pedestrian movement is secondary to vehicles, with poorly defined routes and barriers.
4. The frontage is visually dominated by car parking.

The proposal: Drawing 077_L02E summarises the strategy that is being proposed to improve the security of the site and in turn raises the quality of the whole frontage.

The strategy is to create an impermeable site by introducing a secure line that is within the School site and defined by the built architecture. The secure line includes:

- A new sliding gate to the edge of the South block, in place of the rising barrier.
- The introduction of 2 courtyard gardens which frame the fencing installed along the edge of the peristyles.
- A two-way entrance (Gate 6) to the South – to allow vehicles parking in the main car park to be tightly controlled.
- Reduce the traffic that runs along the main frontage to only visitors, and occasional service vehicle.
- Visitor parking outside the South Block (access via Gate 6), and exit at Gate 2.
- To allow limited access for service vehicles and administration staff to enter and leave through Gate 2.
- To remove all rising barriers, introduce biometric controls and increase the role of security in the operation of all the systems.
- Control and reduce the extent of parking across the frontage.

4.1 New Works Proposal

The Works are:

- A new sliding gate to the edge of the South block, in place of the rising barrier.
- New two way entrance gate (Gate 6) and reinstatement of piers.
- Moving existing pedestrian gate (Gate 7) and reinstatement of wall.
- Erecting rising bollards to control access along frontage (2 points).
- South Block Courtyard steps removed and replaced in natural stone.
- Central Block existing steps carefully exposed and repaired.
- New gates and railings along the South and North block Peristyles .
- New gates and railings to basement access North Block.
- Extension of existing block pavement and removal of macadam finishes to create a new streetscape, shared access route, defined parking bays.
- New planting beds.

5.0 Heritage Statement

The Edwardian Baroque frontage of the School, the building and the railings were built as part of the original School development of 1906-07.

The alterations that have been made to the facade, the railings and the space in between reflect the evolution of the School.

There is no evidence of the original design of the School grounds, shown at the front, on plans and old photographs. The space in between is now functional, without any architectural references from the original School development.

The main materials are; tarmac, block pavement, compacted gravel, grass, concrete grass crete, shrub planting. At the entrance there are vehicle barriers and fences of different styles.

5.1 Heritage Listings

See 3.1 Planning Context earlier in this document

The Building:

TQ2685SW FROGNAL
798-1/37/535 (East side) 14/05/74 University College School
GV II
Listing NGR: TQ2620285414

The railings and fence are identified and protected by a separate listing:

The listing reference is:

Grade: II
Date listed 14 May 1974
English Heritage Building ID: 477438
Location: Frognal, Camden Town, London NW3 6XH.

Listing NGR: TQ2623985264

5.2 Heritage Value - Architecture

School Frontage	Building Element	Original/Later Modified	Heritage Value	Impact of Proposals (detail)
South Block	Brick façade	original	High value	Remove unnecessary signage Ground finishes adjacent to façade to be upgraded from macadam to resin bound surface. Levels to be adjusted.
South Block Courtyard	Steps with stone/concrete finish	Later modified	Low value	Remove existing steps and rebuilt to replace with natural stone, increase size of landing. Courtyard lighting.
South Block Peristyle	Open access point	Original	High value	Enclose with gate. Style based on design of fencing in drawings and photographs that existed to North peristyle. Gate to have access controls.
South Block covered space in Courtyard	Roof with Columns	Original	High value	Install free standing bicycle hoops, remove unnecessary signage, replace pavement. Install lighting.
Central Block	Brick façade	original	High value	Remove unnecessary signage. Ground finishes adjacent to façade to be upgraded from macadam to planting and resin bound surface. Existing planting beds widened. New planting areas to be formed. Architectural lighting.
Central Block	Natural stone central curved steps	Original, with later modified ground level (macadam) resulting in the 'loss' of the bottom riser.	High value	Reduce dig by hand adjacent to steps to expose the original level. Undertake repair work to stone. Reinstate levels to original line to 'show' the steps.
North Block	Brick façade	original	High value	Remove unnecessary signage. Existing planting bed to be extended to form North Courtyard, where ground finishes upgraded to natural stone.
North Block Peristyle	Open access point	Original architecture but access has been modified, with loss of original fencing panels (WWII)	High value	Enclose with gate panels. Design based on original fencing panels. Gate access in one area to secure building. Gates to have access control.
North Block Peristyle	Open access point	Original architecture	High value	Enclose with fencing panel. Design based on original fencing panels.
North Block Top of staircase to basement	Open access point	Original architecture With reproduction	Medium value	Enclose with new fencing panel to design based on original fencing panels to adjacent peristyle.

Railings and Fencing	Building Element	Original/Later Modified	Heritage Value	Impact of Proposals (detail)
South Section Main Entrance Pedestrian	Brick, stone coping, fencing	Replica	High value as part of continuous boundary	Remove unnecessary signage Reposition pedestrian gate (7) Repaint fencing.
South Section Main Entrance	Brick, stone coping, piers. Gate	Replica	Low value However high value in context.	Remove unnecessary signage, road markings, furniture. Widen entrance (gate 6) to allow for 2 way traffic. Reinstate piers, new gate in replica but different width. Repaint fencing.
South Section Fence section to gate 5	Brick, stone coping, fencing, piers	Original	High value	Remove unnecessary signage Repaint fencing.
South Section Gate 5	Wrought iron gate	Original	High value	Remove unnecessary signage Refurbish and repaint.
Central Section fence to gate 4	Brick, stone coping, fencing, piers	Original	High value	Remove unnecessary signage Repaint fencing.
Central Section gate 4	Wrought iron gate	Reproduction	Low value however high value in context.	Remove unnecessary signage Refurbish and repaint.
Central Section fence to gate 3	Brick, stone coping, fencing, piers	Original	High value	Remove unnecessary signage Repaint fencing.
North Section gate 3	Wrought iron gate	Original	High value	Remove unnecessary signage Refurbish and repaint.
North Section to gate 2	Brick, stone coping, fencing, piers	Original	High value	Remove unnecessary signage Repaint.
North Section to gate 2	Replica gate	Replica	Low value, but high value in context	Replace with new replica gate. Repaint
North Section gate 1	Wrought iron gate	Original	High value	Remove unnecessary signage Refurbish and repaint.
North Section fence between gate 2-1 & north to boundary	Brick, stone coping, fencing, piers	Original	High value	Remove unnecessary signage Repaint.

The works proposed within this application are minor changes to the heritage fabric of the building. They will enable the school to integrate the necessary security requirements, without detrimental impact on the quality of the asset.

The introduction of the new landscape features, will enhance the setting of both the building and railing/boundary.

Assessed on a scale of Adverse, Neutral and Beneficial - they are Beneficial. On a scale of major/minor, they are minor. Therefore the works are assessed as Minor Beneficial.

APPENDIX



Service yard -
 5 food waste bins
 3 mixed waste
 11 bins paper recycle
 8 no. mixed waste
 5 no. card waste
 Skip
 Storage for bikes, art, chemicals

Current use of yard for parking,
 kitchen & other deliveries.
 Refuse (reverse in).
 Emergency Access route



Open access to rear of site
 from service yard



Open access to rear of site
 from frontage through 2 courtyards



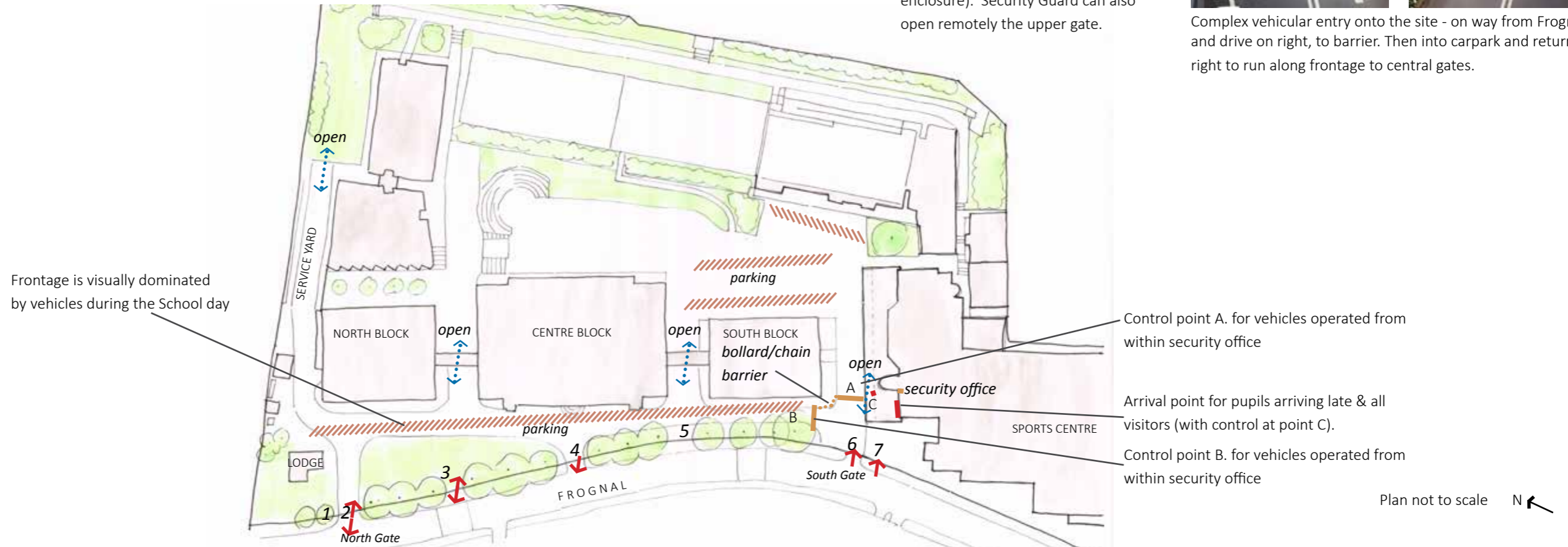
All site traffic are supposed to exit along
 frontage. However not all do.



2 points of access control rising barriers
 operated by the security gaurd (within
 enclosure). Security Guard can also
 open remotely the upper gate.



Complex vehicular entry onto the site - on way from Frognal
 and drive on right, to barrier. Then into carpark and return on
 right to run along frontage to central gates.



Gate 1:
 pedestrian entry to
 lodge -locked.



Gate 2:
 vehicle entry/exit to site.-electronic
 for larger vehicles. Can be activated
 internally with sensors in
 ground. Exit used by staff informal-
 ly to leave the school.



Gate 3:
 pedestrian entry - electronically
 activated: opens at 7.30am
 -8.50am, and 3.55pm (Monday
 - Thursday) On Friday 3.25pm to
 4.30pm.Key pad exit system.



Gate 4:
 vehicle exit - electronically activat-
 ed with sensor



Gate 5:
 pedestrian entry -
 locked.



Gate 6: vehicular entry gates
 open from 6.30am -10.30pm.
 Manual operation



Gate 7: pedestrian entry gates open
 from 6.30am -10.30pm. Manual oper-
 ation



Service yard:

- Review arrangement of waste bins and other storage.
- Retain existing bike racks.
- Clear route for Emergency Access route.
- Review access controls on service door to North Block.



Close access to rear of site with fence line & Gate 12. Access for maintenance only. Include camera on gate.



Control Point D: Erect electronically operated telescopic bollards to deter traffic between frontage and service yard. Lowered for visitors leaving site. Include intercom buzzer.



Erect secure line with gates 10 & 11. Internal courtyard created. Biometric access control with potential to be open during school day depending on level of security required.



Control Point B: Remove raising barrier and replace with electronically operated telescopic bollards.



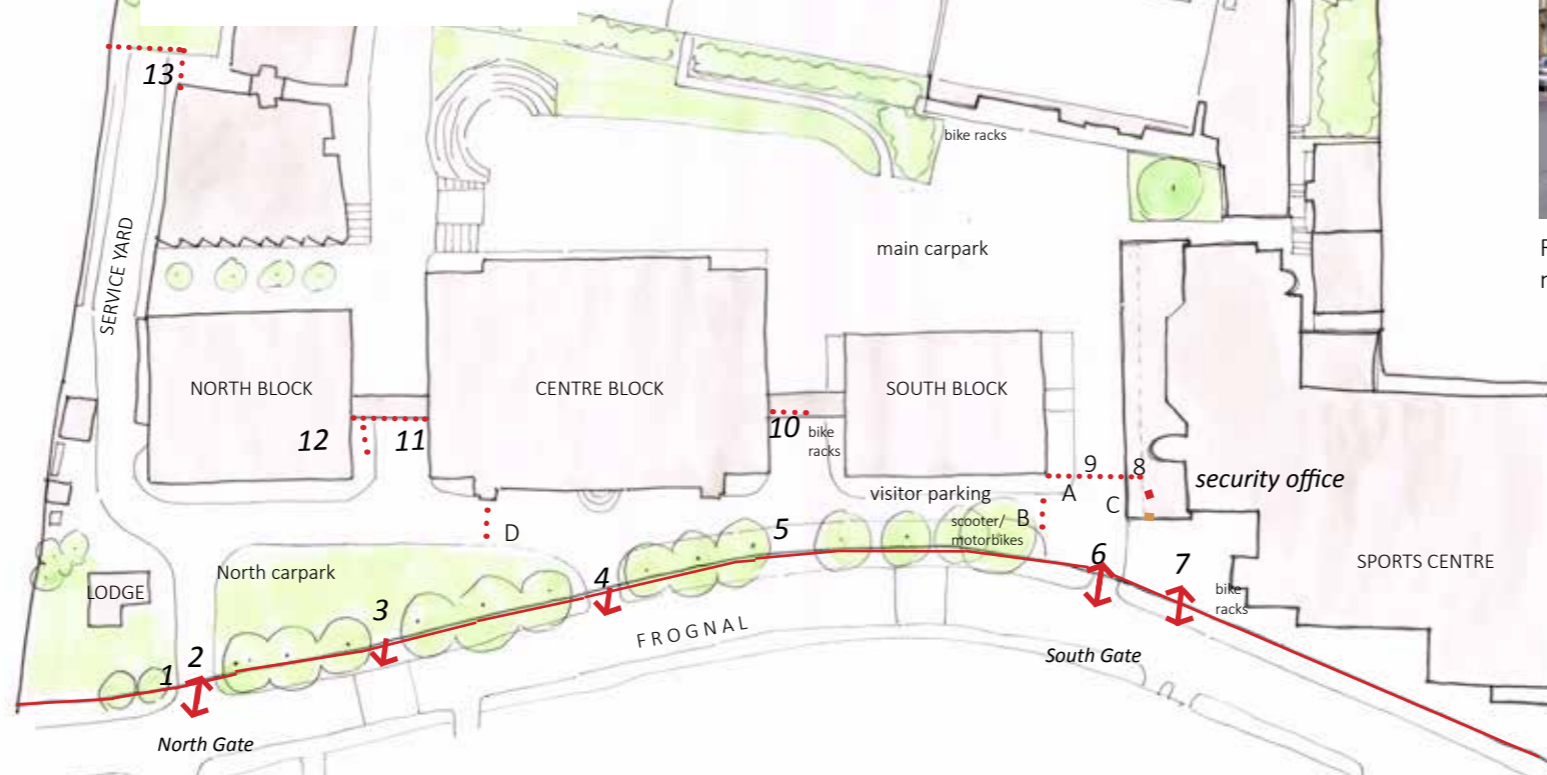
Control Point A: Remove raising barrier and replace with electronically controlled gate. (Gate 9).



Remove street furniture and road markings.

Control Point C: Arrival for pedestrians:

- Review location of security personnel.
- Improve passive surveillance.
- Create secure edge to deter free pedestrian movement during school day (Gate 8). Integrate biometric control.
- Unify design of control systems & materials to create visually coherent impressive entrance.
- Move main entrance gate to allow greater space for congregating.



Plan not to scale N ↖



Gate 1: Pedestrian entry - locked.



Gate 2: Replaced with new gate. Entrance to service yard. Exit for visitors. Operated/controlled by staff. When Lodge developed, staff with parking permits for this area to have access to open/close gates. Access for disabled parking bay.



Gate 3: Pedestrian use controlled: open 7.30am-8.50am, 3.55-4.30pm (Friday from 3.25pm). Biometric control internal for staff use.



Gate 4: Closed. Only opened for special occasions and manually operated.



Gate 5: Pedestrian entry - locked.



Gate 6: Vehicular entry gates widened to allow in and out flow of traffic. Open from 6.30am -10.30pm. Manual operation. Increase presence of security personnel.

Gate 7: Pedestrian entry gates open from 6.30am -10.30pm. Manual operation. Improve passive surveillance. Move further down to allow for greater congregation space.