

University College School
Senior Branch Frognaal Boundary
Entrance Gates

**Design and Access Statement
with Heritage Statement**

February 2017

Document Reference: 103_P_D02
FOR PLANNING



1.0 Introduction

This document summarises with Camden and the School.

Record of Previous Applications:

- Preapplication Planning Reference: 2015/5889/Pre
- Planning Application Decision: 2016/5411/P (12th December 2016)

University College School are applying for Listed Building Consent, Planning Approval and Highway Authority Approval to alter the Entrance Gates to the School from Froggnal and erect an internal gate.

The purpose is to improve the security and operation of the School, with in the constraints and sensitivities of the Listed Building Setting.

1.1 The Process to Date

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 and this was confirmed as accepted with Planning through a telephone conversation.

In June 2016 it was confirmed by Camden Planning Department, that the works requested within the Preapplication document, did not require a planning application, just Listed Building Consent. In June 2016, an application for the Listed Building Application was made. In September 2016, it was advised that a planning application was indeed required. This was duly made and through a series of conversations between Camden it was advised, that the 2 main gates should be withdrawn from the application, to enable the majority of the application to be granted. UCS were advised that a separate application should be made for the two gates, to request planning, listed building consent and highways consent for the widening of the bell-mouth.

This statement forms the basis of the application for:

- Internally the installation of a new sliding gate (Gate 9) adjacent to South Block.
- Internally installing a new pedestrian gate (Gate 8) to with a design to match the sliding gate.
- Externally the widening of the existing bellmouth (entrance) to the School to become a 2-way approach and exit.
- On the boundary, the replacement of the existing vehicular gates (Gate 6) to address the new wider access.

1.2 Agent for Project:

All correspondence should be addressed to:

Katy Staton

Chartered Landscape Architect

Contact details: Katy Staton Landscape Architecture, Staton Cohen Ltd
The Studio, 34 Warwick Road, EN5 5EH.
Katy@katystaton.co.uk

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.

UCS is planning to start to implement the landscape and parking improvements contained within the recent planning approval over the next summer holiday, to enhance the setting of the School within the neighbourhood.

However the School critically needs to address the weaknesses of the current entry/exit arrangement for vehicles and pedestrians. UCS has received advice from the Police and Security Advisors that the site is currently too open. The control of adult and vehicular movement on site needs to be considerably strengthened, to provide the high levels of child protection and security demanded by the current political climate. UCS has already introduced better systems to control for adults arriving at the site, including the use of ID badges. This will be supported by the reduction in the number of pedestrian entry points, through delivering the elements within the recently approved planning permission.

Operationally it is vital to create a physically impermeable barrier, internally, to the immediate west of the original buildings. The existing barrier is insufficient, as pedestrians can pass around it and visually it does not convey the message of control the School requires. 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 entrance by widening the existing one-way vehicular entrance and creating a two-way entrance.
- To upgrade the quality of the carriage way.
- Work to minimize signage and visual clutter.

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 Froggnal. 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.

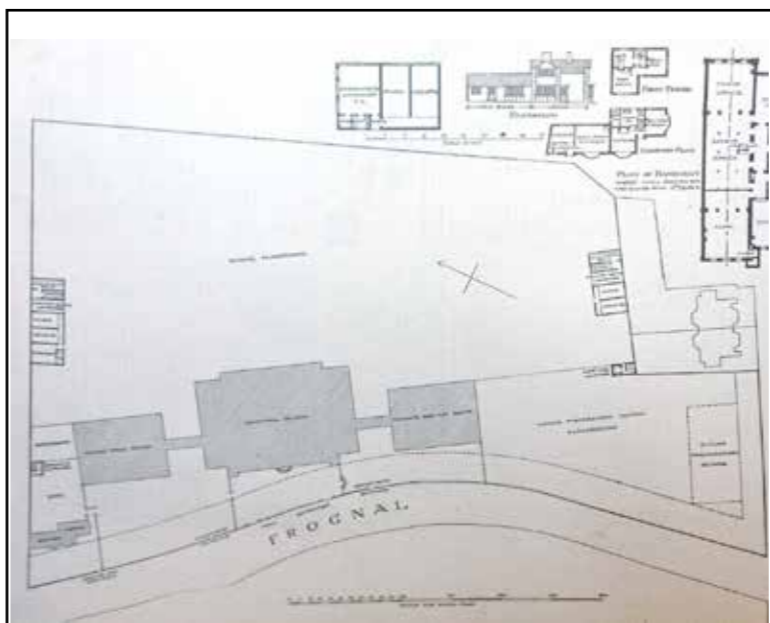
It is these issues that the School wish address and change through a sensitive urban design solution, in line with planning policies CS14 (Promoting High Quality Places and Conserving our Heritage) DP24 (Securing High Quality Design) and DP25 (Conserving Camden’s Heritage).



Painting early 20th century



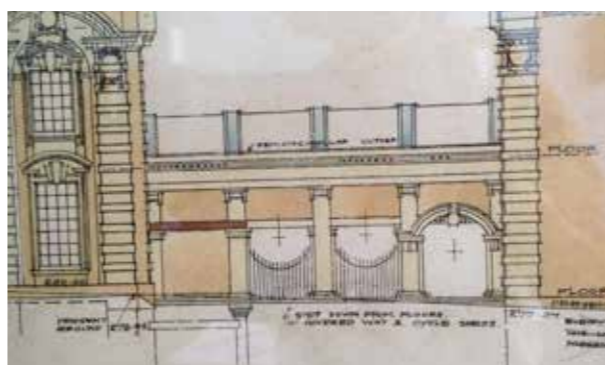
Early photograph showing an enclosed Froggnal Entrance



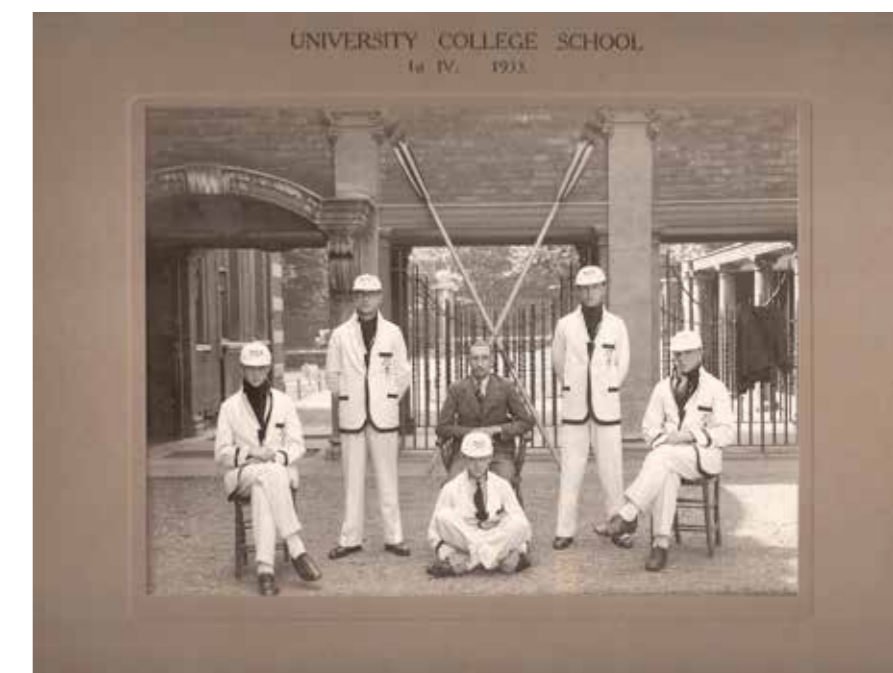
Copy of the original site plan showing the frontage



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 Frogna 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: Frogna, 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



Photo of Vehicular Entrance, Frogna, with back drop of Listed School Buildings

3.2 Key issues raised through the Planning 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.

3.2.2 Aesthetics

It is the intention, as demonstrated by the design of the gates, for the metalwork to be high quality to complement the existing listed boundaries.

There was concern raised at the alteration of the existing view to the architectural facade of the south block, by the introduction of a sliding gate.

The sliding gate has been designed to run below the line of the existing windows. It will be less than 1.6m high. The design will be plain, with slim pales and a light frame. The design, when closed gives the illusion of a double opening gate. When the gate is either open or closed, there will be views through to the School.

The sliding gate will open across the edge of the existing building. However for the majority of time it will be in its’ closed position to deter and reduce vehicular access to the School.

The view will be enhanced by ground cover planting with specimen shrubs to give seasonal interest. The visual clutter of the existing arrangement will be removed.



Entrance: View from Froggnal pavement



Entrance: Illustrated sketch showing proposed sliding gate with planting bed



Entrance: View from boundary showing existing Vehicular Entrance



Entrance: View from within the School showing existing street furniture to the edge of the Listed Building

3.2.2 Visual precedents

There has been extensive research undertaken to provide the School with a functionally, yet aesthetically attractive sliding gate. There is a neighbouring property (47 Frognal) with an elegant vehicular gate with clear views through, as demonstrated by the photographs.

3.2.3 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 Frognal frontage and proposed for retention, can remain protected from the construction process and can continue to provide amenity value for the long term.

3.2.4 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 Frognal frontage streetscape.

The masterplan approved with the recently application (2016/5411/P) shows a visually unified plan, with clearly identified areas of the Frognal Entrance, Main Entrance and Service Route.

This application for Gates 6 & 9 are integrated with the masterplan. Gate 6 will act as the main route in and out of the site - being two way. Gate 9 will deter pedestrian movement into the site over the carriageway, whilst being used to deter and manage vehicles into the site to the rear of the buildings. Gate 8, controlling pedestrian movement will be designed to match gate 9, and have access controls for pedestrian movement.

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.



Entrance: Illustration of visual precedent at neighbouring property on Frognal

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. Planning Approval 2016/5411/P achieves a proportion of the secure line.

However this strategy is only complete with the introduction of:

- A new sliding gate to the edge of the South block (Gate 9) , in place of the rising barrier.
- A two-way entrance (Gate 6) to the South – to allow vehicles parking in the main car park to be tightly
- To remove all rising barriers, introduce biometric controls and increase the role of security in the operation of all the systems.
- Include a pedestrian gate (Gate 8), with access controls and design to match the sliding gate.

4.1 New Works Proposal

The Works are:

- A new sliding gate to the edge of the South block (Gate 9), in place of the rising barrier.
- New two way entrance gate (Gate 6) and reinstatement of piers.
- New planting bed to enhance the amenity value of the new entrance
- Widening the existing bell-mouth.
- A new pedestrian gate to the edge of the reception (Gate 8) in place of the existing pedestrian barrier.

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:

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

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5.2 Heritage Value - Architecture

School Frontage	Building Element	Original/Later Modified	Heritage Value	Impact of Proposals
South Block	Brick façade	original	High value	Remove bollards, rising barrier, raised pavement feature. Excessive signage/ directional information. Widen existing planting bed to run around corner. Erect 1.6m high sliding gate. Gate in shut position nominal impact on view. Gate in open position, view to doorway on southern façade enhanced. Gate in open position view to southwest corner covered seen through gate.

5.3 Heritage Value - Fencing

Railings and Fencing	Building Element	Original/Later Modified	Heritage Value	Impact of Proposals
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. Reinststate piers, new gate in replica but different width. Repaint fencing.

5.4 Assessment

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



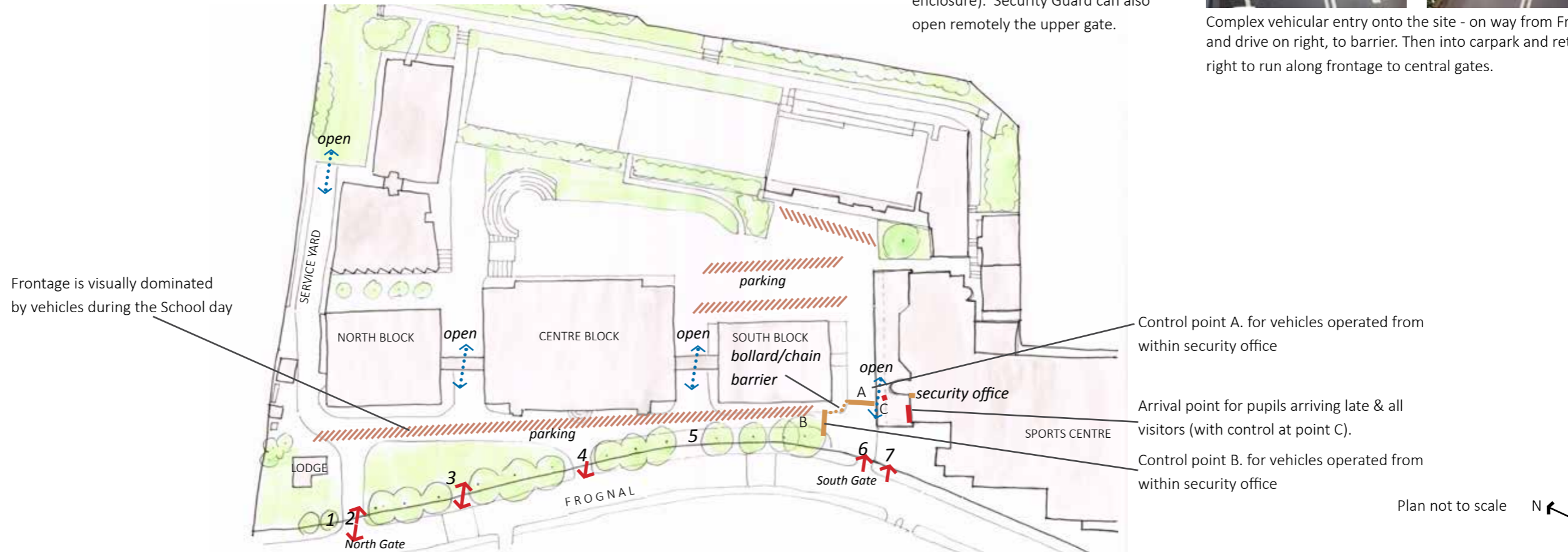
All site traffic are supposed to exit along
 frontage. However not all do.



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.



Control point A. for vehicles operated from
 within security office

Arrival point for pupils arriving late & all
 visitors (with control at point C).

Control point B. for vehicles operated from
 within security office

Plan not to scale N



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 informally 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 activated
 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 operation



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).

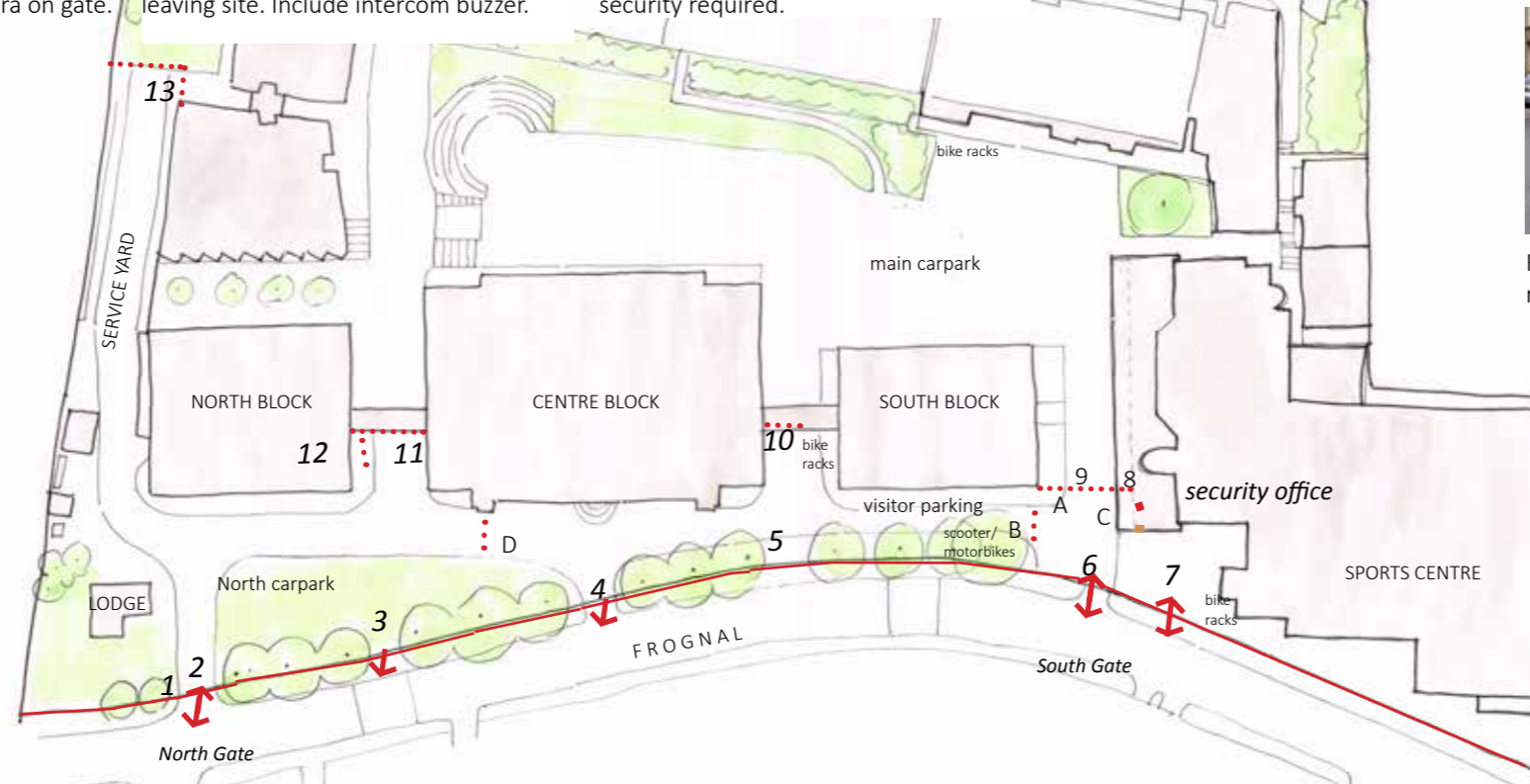


Remove street furniture and road markings.



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.