

9.6.2 Rear lift core

To the rear of the building and alongside the existing and former 'main entrance', a new lift core is proposed. This is clad in the same painted grey/black blockwork as the CSC along with its black engineering bricks to the lower levels - circa 1100mm high - to match with the existing school building. To access the lift on each floor, the existing structural openings will be used. There are three windows per floor to this part of the building with the central one preferred for the lift location for aesthetics. It is however too narrow to comply with the required opening widths and as a result, we have to use the wider windows found either side.



Brick and block to the rear.



North elevation

9.6.3 Perspective view



9.7 Multiuse hall

9.7.1 Proposed elevation

The existing gym will be converted to a multiuse hall to be used for both the Workspace building and for community use. The building has an internal link to the main school building but we propose to create a new entrance onto North Gower Street to improve community access and to enhance the activity along North Gower Street. The street is a public highway and is used and will continue to be used as a fire tender route and occasional servicing access to the rear of the site.

Early designs for this entrance included a projecting canopy, large sliding gate to protect the new entrance doors. As the building is right on the edge of the highway, projecting a canopy over the boundary could lead to potential damage from vehicles and placing protective bollards on the road would create additional street clutter and a risk to cyclists and other users of the public highway.

We have developed the design and have pulled the fully glazed access doors into the buildings envelope and propose a sliding/bi-folding set of entrance gates/screens on the boundary line. This avoids oversailing onto the highway. Gates would be closed out of hours and still provide the active frontage to the existing blank (besides for existing and future murals) elevation and avoids any hidden setbacks. The gates/screens would be patterned and have a fine mesh to the back to stop rubbish from blowing into or pushed into the entrance foyer.



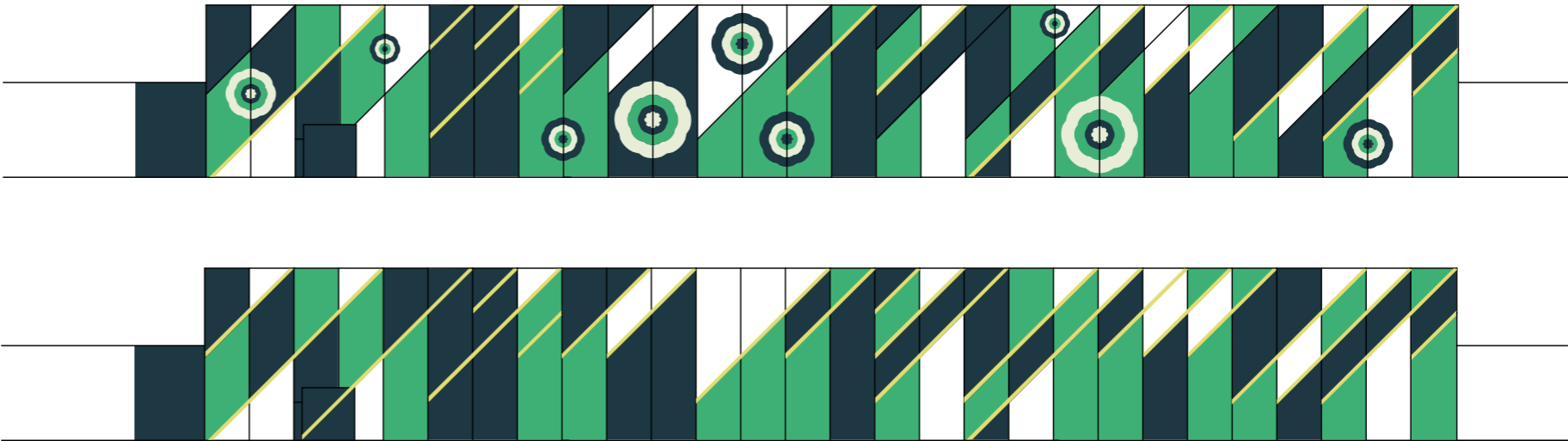
Existing external wall to North Gower Street



Proposed Multiuse hall elevation

9.7.2 Material Detail

Doors will be aluminium and the soffit to the entrance area clad with a coloured metal panel. As part of a separate project by others, a new mural is proposed for this wall. We would keep this work and adapt it to include the new entrance and add additional community or similar appropriate labelling following future dialogue with the Workspace operator and local community.



Mural design options - by others/part of application by others.



Existing boundary/gym wall.



Proposed Multiuse hall entrance - when open

10.0

Consultation

Process

Scheme Evolution and Community
Involvement

10 Consultation Process

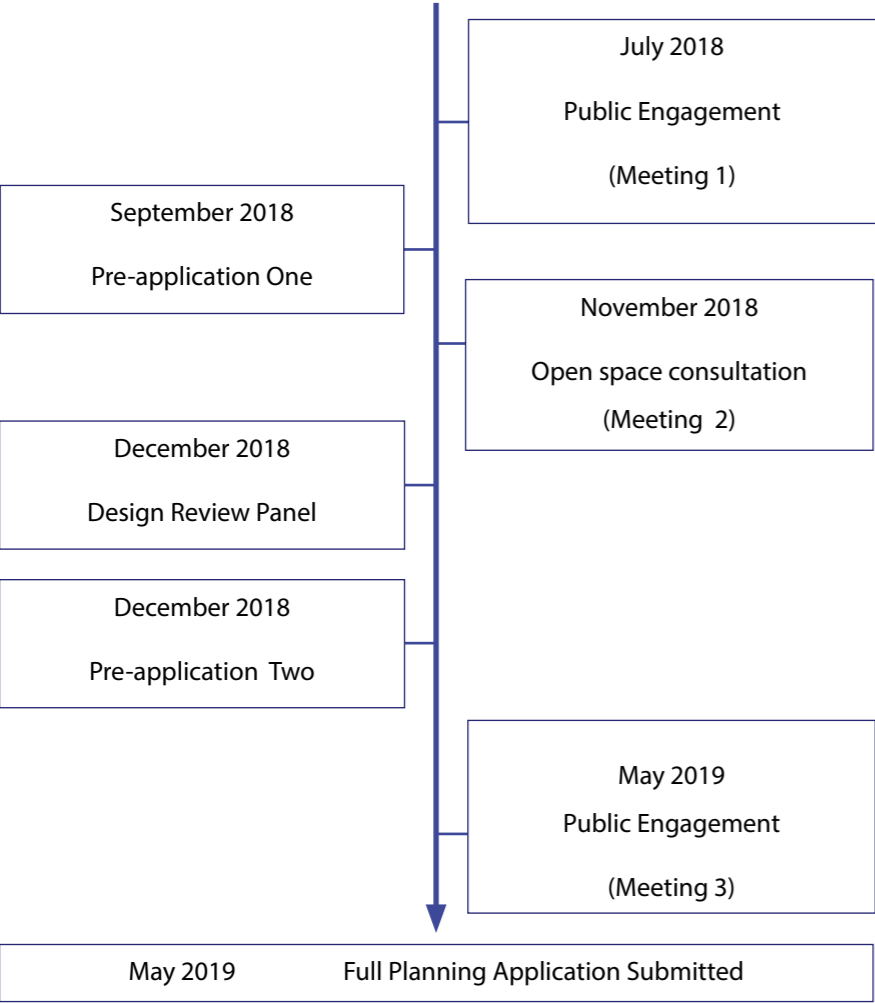
10.1 Consultation Process and Scheme Evolution

Consultation and engagement activities started from the early stages of the project. Throughout the scheme’s evolution, we have actively sought to involve all Statutory Authorities and stakeholders in the design process. These proposals have been progressed, revised and refined in close consultation with the London Borough of Camden planning department.

The design team continue to engage with local stakeholders in an effort to understand the existing opportunities and problems in the area, and ensure that proposals reflect the aspirations of the local community.

10.2 Pre-application process

The project has been developed under a PPA agreement with the London Borough of Camden. Planning officers have attended a number of project meetings as well as holding planning specific pre-application meetings, providing input and guidance throughout.



Consultation time line

10.2.1 Pre application meeting One

This meeting was held in late September 2018. The key items that were discussed were as follows;

Land Use:

Loss of School: Given that the school is to be relocated to a new site, there is no objection to the loss of the school use at the application site.

CSC: welcomed in principle for the economic and employment benefits that it would bring.

Managed Workspace: welcomed in principle for the economic and employment benefits that it would bring. Officers raised the policy requirement for affordable Workspace provision.

Multiuse Hall: Use was welcomed but further details required.

Temporary Open Space: Size and extent of the area proposed is above any policy requirement (generated by size/type of development) and thus welcomed.

Conservation and design:

CSC: Design was at an early stage so comments were general and guidance on what was required to be demonstrated provided by officers. Height of proposal accepted

Multiuse Hall: New access from North Gower St is supported, providing activation of this frontage.

Temporary open space. Loss of the sunken garden was acceptable given the quality of the trees and to provide better quality and more usable open space - subject to appropriate re-provision of trees on site.

Amenity of neighbouring properties:

General: Officers did not raise any concerns on increased overlooking.

CSC: Noise and disturbance from the site could be an issue, given the nature of the proposed construction skills centre.

Transport:

Access and Egress (pedestrian): Generally supported in principle.

Car parking: Car free proposals supported.

Servicing and construction: not yet considered in detail but draft construction management plan required for planning.



Pre application one report.

10.2.2 Design Review Panel

This meeting was held in mid December 2018 and followed a site visit by panel members earlier in the day. The panel recognised the complexity of the brief and the site. The key items that were discussed were as follows;

Land Use:

Proposed uses: The panel supports the refitting of the existing building and provision of a CSC on this site.

Conservation and design:

Master plan: Encouraged that the scheme should be designed in the context of long-term ambitions for the site to bring greater long-term benefit to the local community and look beyond the 'Meanwhile' use of the site and the project brief.

Landscape: An appropriate landscape design approach that is distinctive from the larger scale, more corporate plaza spaces envisaged for the new station to the north.

CSC Design: Facade materials were discussed and a suggestion of looking at alternative materials was raised.

Layout:

CSC Access: To locate the main CSC entrance alongside the pub, with a wider, less enclosed path.

10.2.3 Response to the DRP meeting

HS2 designs are still being developed and have not been concluded. As such its difficult to know what is proposed immediately to the east and north of the site in terms of buildings, open space and movement patterns. The projects brief is to respond to the known site constraints and opportunities for an estimated 10 year period until the site is comprehensively developed and can directly respond what has been built, or not. We have put forward proposals that deliver the various elements of the brief in locations and designs in the best way forward and supported by the various client groups.

Since this meeting, we have though looked to consider the long term master plan for the site as shown in earlier sections of this report. Should areas open up and become used by the public, we have considered how the building will look from these future vantage points. We have also looked how these proposed buildings could be scaled back or expanded.

We also feel strongly that the design aesthetics should relate to the temporary nature of the build and of the programme within. Buildings surrounding the site are generally brickwork and are permanent.

10.2.4 Pre application meeting Two

This meeting was held in late December 2018. The key items that were discussed were as follows;

Transport:

Servicing: This was the first occasion, other than initial written comments, that Highways and vehicle access matters had been discussed in detail. The preference was to have a consolidated servicing and delivery access from Hampstead Road. At the meeting, officers communicated they did not support this approach. Access should be maintained to the south of the site, to allow vehicles to access the site without introducing an additional left turn on Hampstead Road.

Construction Management Plan to be submitted. It was and still is preferable to have construction traffic enter and exit from the Hampstead Road.

Car parking: Camden requires all new developments in the borough to be car free and therefore only essential parking for servicing or disabled users can be accepted.

Cycle parking: Must meet or exceed London Plan requirements.

Land Use:

Multiuse hall: More detail on the occupation and management should be provided.

Affordable Workspace: The Council requires affordable Workspace to be provided as part of the overall uplift in B1 floorspace, in accordance with Local Plan policy and supplementary guidance for the Workspace building.

Conservation and design:

DRP comments: Consider addressing comments provided and seek to explore future opportunities and relationships to future HS2 designs but not necessarily develop a master plan approach.

Circular Economy: Consider addressing within the design of the CSC

North Gower Street: Designs need to balance improvements versus highways impact.

10.2.5 Response to the pre-application Two.

Since the meeting we have been reworking the servicing and construction access points. Although we have come up with alternative proposals as outlined in the accompanying Transport reports, our preference is for construction vehicles to enter from Hampstead Road, avoiding the residential areas along Starcross and North Gower Street.

10.3 Statement of Community Involvement

10.3.1 Early dialogue

Before the appointment of this applications design team, there has been other engagement and dialogue with the local community that set out the intended uses for the site following earlier feasibility studies (partly referred to earlier in this report) that considered a wide range of uses for the site. The key issues raised at this pre-project discussion were;

- That the meanwhile uses for the site do not compete with Drummond Street restaurants or trade
- There is a need for a family friendly, quality green space to mitigate the loss to HS2 of St James's Gardens.
- That the Council and LCR give due consideration to the needs of the Euston Mosque during the design process and ensure that the mosque is not negatively impacted by any meanwhile uses.
- That the community have the opportunity to meet with the Design Team/Architects when appointed.

10.3.2 Engagement event One

The first public engagement with the projects design team took place in July 2018. The event was held between 3pm and 6pm and was well attended.

This engagement set out how the scheme has been developed since the earlier dialogue and feasibility proposals. It showed the location of the main elements of the proposal to local residents, businesses and the immediate community. It introduced the proposal to retain the existing gym and re-use is as a multiuse space for the main Workspace building and for the community.

The key aims of the presentation were;

- For the community to meet the Design Team,
- To show the thought process to date,
- To gain community feedback and understanding of the site constraints and principles of building placement,
- To show approximate scale and height of the proposed buildings and amount of open space,
- Consider how security and the quality of streetscape and surrounding streets can be improved.

10.3.3 Key points at Engagement event One

- The meanwhile uses for the Maria Fidelis site will be designed in such a way to reduce/discourage crime and anti-social behaviour – e.g. drug use and rough sleeping.
- It is expected that the Council will manage the green space for the 10 years of meanwhile use.
- The green space close to the Exmouth Arms will not be a space that becomes a replacement beer garden for the pub
- The planning application for the site will cover:
 - Range of use classes for the main school multiuse (former gym) buildings.
 - Landscaping of the green space.
 - Detailed design of the Construction Skills Centre.
 - Construction traffic management plan.
- Noise is a consideration for the planning application and noise studies have been undertaken for the meanwhile uses on the site.
- Current proposal is for construction traffic to the Maria Fidelis site to be off Hampstead Road via North Gower Street. This is the route through which the school currently receives deliveries.
- There will be no parking provision on the Maria Fidelis site.
- Council will liaise with Maria Fidelis School caretaker to explore the possibility of a community tour of the site.
- There will be a further meeting with the community in the autumn to present the final design proposals.

10.3.4 Community feedback at Engagement event One

- Community in the West Euston area up to Hampstead Road is already under extreme stress due to the impacts of the HS2 scheme, construction of the skills centre and the works to refurbish the main school buildings will add to this.
- Community would like the planning permission for the Maria Fidelis site to be time limited.
- Community welcomes the siting of the green space to the south of the as it draws people to Drummond Street.
- Consideration be given to a green wall on the Construction Skills Centre frontage that faces on to the green space and to there being roof gardens on the flat roofs to increase amount of usable green space.
- Community would like reassurance that there will be no additional noise from the Construction Skills Centre in to the surrounding area.
- Community would like a commitment that those accessing the site use public transport.
- Main school building should include Workspace for smaller businesses and start-ups.
- Community welcomes the retention of the gym as a multiuse community space. However, if community space could be found within the main school building, this would be even better as the gym could be demolished to increase the amount of green space on the site.
- The needs of the Euston Mosque should be considered in the site design.
- There should be no restaurants on the site.



Boards (selection) presented at Community Engagement One

10.3.5 Engagement event Two

This event was held in November 2018 and was a Open-Space focussed event. See the earlier Landscape section 7.4 for detail.

10.3.6 Engagement event Three

This event took place on the 7th May 2019 between 3pm and 5pm. It was formed of a verbal presentation with questions and comments raised during and afterwards. The presentation consisted of;

- recap of the scheme at the first event in 2018,
- the core elements of the project brief,
- what had been changed and why,
- updates on technical elements & constraints within the scheme,
- a summary of what was being included in the upcoming submission.

The aim of the event was to explain how the scheme had been developed and what it included prior to the formal planning submission. There were three main areas of feedback that were raised;

1) Open Space:

The removal of the sunken garden and increased amount of usable space was welcomed along with the retention of the existing tree further back in the open space - helps to screen HS2 impacts to a certain degree. The concern that people visiting the pub would spill out into the space was also addressed by the deliberate change to the open spaces entrance and that drinking would not be allowed. These were both welcomed.

Enclosing the corner the site in front of the workspace instead of allowing 24/7 access was also welcomed. This would allow the space

to be made secured and 'managed' via railings and gates - helping to avoid antisocial behaviour. It will appear open and a great improvement on the current brick wall and tarmac. Attendees noted however that it would be nice to be able walk through on route to the main open green space rather than having to walk around the corner and enter through Starcross Street.

Post meeting response: We have included additional gates to this area, open during office hours, to allow people to 'cut across the corner' through the landscape space in front of the offices.

2) Servicing and delivery

Concerns were raised on the proposed use of North Gower Street and Starcross Street for servicing and not direct from the Hampstead Road, in particular the resultant location of the refuse stores for the Workspace building and the movement of vehicles along North Gower Street. It was confirmed that the bin store would be heavily screened with new planting and trees, have a cover over the bins, doors secured and in the demise and operational responsibility of the Workspace Building. The use of the northern end of North Gower Street for vehicles would be very infrequent and around 1 per academic term to allow materials and waste to be provided or removed from the outdoor yard area which is alongside the internal workshop space. General day to day refuse would be collected from Starcross Street.

Post meeting response: We conveyed the reasons behind the servicing strategy as the result of pre-application discussions with planning and highways officers. We have amended our design and submission documents further to set out the preferred servicing route being from Hamsptead Road with an alternative and worked up solution from Starcross/North Gower Street(s) should this not be acceptable.

3) Noise.

Noise concerns were focussed on the impact of the CSC building. The noise levels generated by HS2 (according to HS2 documentation) are predicted to be far in excess during the operation of the proposed CSC. It was conveyed that the publicised noise levels from HS2 have resulted in a building strategy that relies on mechanical ventilation and cooling - ie generally a 'sealed building' for both the CSC and Workspace building. The main workshop space is positioned behind the existing school so any noise outbreak, if at all, is screened by the school building. The building envelope also contains significant 'mass' with its concrete floors and roof structure and blockwork to its external walls. This was welcomed.

The external training yard to the west is mainly screened by the school and hall. The closest sound 'receptor' is the health building to the north. The activities in this space would use hand tools, not powered tools with the 'nosiest' anticipated source being a small cement mixer located to the south east corner of the yard - screened by the school building and out of site from surrounding residential properties.

Post meeting response: We have add further commentary and information to the application, especially the noise report. This has considered further noise receptors and is more specific on the tools and activities proposed for the outdoor yard, along with expected noise 'leakage' levels from the CSC. On further dicussion with the CSC operator, the cement mixer was further considered and is now not proposed.



Boards (selection) presented at Community engagement three.

11.0

Accessibility

Transport, Servicing and User Accessibility

11 Accessibility

A clear access strategy has underpinned the design approach to this scheme. Considering the needs of all users alongside the requirements of servicing strategies raises a number of issues which influence the design. These include the following:

- Site Access
- User Accessibility
- Refuse & Servicing Strategies
- Fire Strategy
- HS2 Construction Works and Construction Traffic

These issues are examined across the following pages.

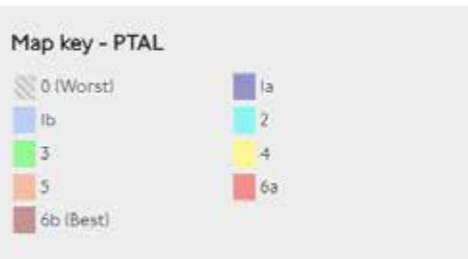
11.1 Wider Context and Public Transport

The site is in an urban area and is located in very close proximity to transport links and amenities.

Euston Station is located directly east of the site within a four minute walk. Within six - ten minutes' walk there is Warren Street station, Great Portland Street station and Regents Park station while Euston Road provides a variety of bus routes. Regent's Park and Russell Square are only 20 minutes walk away.

This gives the site a PTAL rating of 6b, reflecting its excellent connectivity.

A full Transport Statement will accompany the planning application.



PTAL output for Base Year
6b

PTAL Rating of the area (source: tfl.gov.uk - June 2018)

The diagram on the page opposite locates the nearest bus stops, underground tube stations and railway stations to the site.

Bus stop J and K are located directly opposite the site on Hampstead road. Bus stop J is Robert street where buses travel towards Hampstead Heath, Archway or Finsbury Park.

Bus stop K is Robert street where buses travel towards Great Portland Street or Tottenham Court Road.

