

# Kingsgate school expansion and Liddell Road redevelopment proposals

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## 1. What is the proposal for the current site?

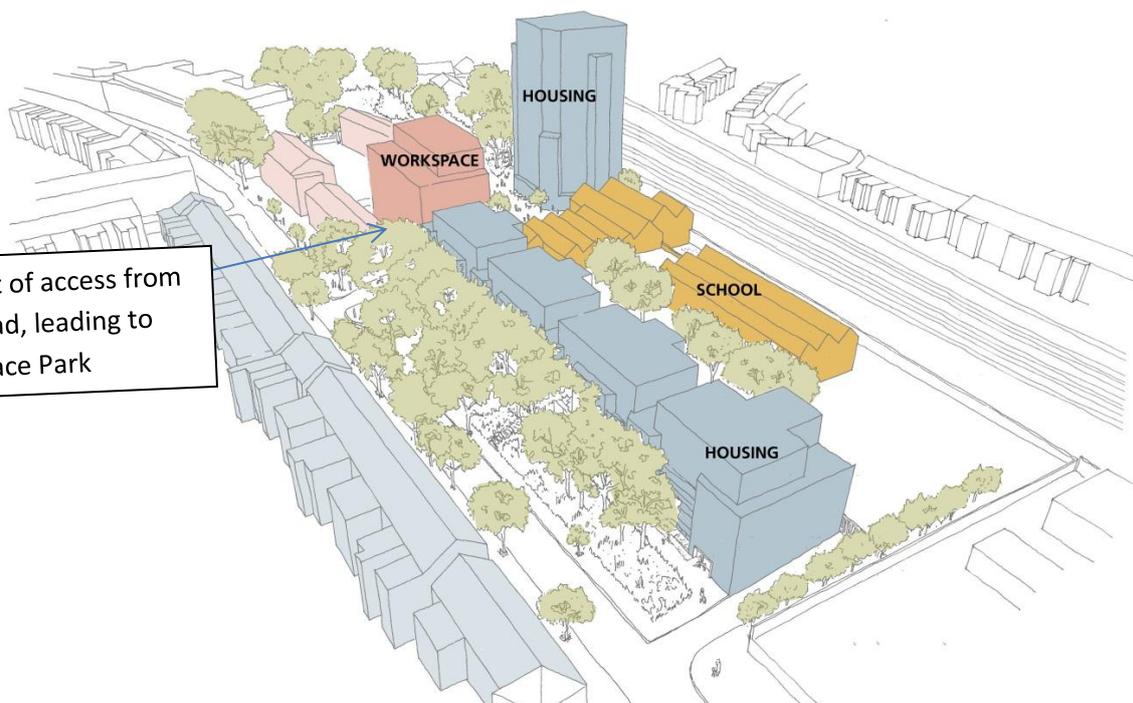
The Camden Plan sets out how the Council will make Camden a place that works well for everyone. The Council aims to have the country's best schools within a decade to ensure children get the very best start in life possible and increase the number of Camden residents employed in new businesses in Camden. The Camden Plan provides a clear framework for the Council's vision for the expansion of Kingsgate primary school and redevelopment of Liddell Road.

The Community Investment Programme (CIP) is our answer to government spending cuts whilst simultaneously ensuring we continue to invest in schools, homes and community facilities in Camden. We're doing this by redeveloping or selling buildings or land that are underused or expensive to maintain. This project is part of Camden's Community Investment Programme ([CIP website](#)). Making sure Camden has enough school places is one of our highest priorities for the CIP.

The redevelopment of the land at Liddell Road industrial estate will create:

- A new Infant school building for an expanded Kingsgate primary school. This creates 420 additional primary places in the north-west of Camden, enabling us to meet our statutory duty for sufficient school places. It will provide a new learning environment designed specifically for the youngest children (3 to 7 years).
- New business space to replace the loss of the current light industrial units, providing jobs and employment opportunities for local people
- New housing along Maygrove Road and in a tall building on the railway side of the site; most of which will be sold privately to pay for the development.
- Additional new public open space on the site, which will extend and enhance the eastern corner of Maygrove Peace Park.
- A new point of public access from Maygrove Road.

An indicative plan of the proposed layout of the site is set out below:



The new point of access from Maygrove Road, leading to Maygrove Peace Park

## 2. What has changed about the proposal since the consultation in Oct 2013?

The firm of Maccreanor Lavington was appointed as architects in March 2014 to take forward the design and look at how best to deliver the project's objectives.

The position of the different elements – school, housing and employment space has changed since the consultation in October 2013 which the Council thinks provides a number of benefits:

- The school has moved to a more sheltered and enclosed position along the railway line.
- The area of employment space has increased and is located close to the existing business units to create a cluster.
- The 8/9 storey housing block along the railway line has been moved. There are now up to 5 storeys of housing facing on to Maygrove Road. There is also an 11 storey building with a reduced footprint beside the railway and park. This provides the additional units needed to fund the development, will help meet local housing need and creates a focal point for the new public space.
- The site access has been improved to enable everyone to use it as an entrance to Maygrove Peace Park, the new school and other buildings.
- This design maintains most of the mature trees along Maygrove Road while making the space around them more usable and avoids disturbing the ambience of the Peace Park.

Overall, we believe these changes deliver a better designed scheme that reflects the comments and concerns local people told us about during the initial consultation.

The consultation document from the consultation on the expansion of Kingsgate primary school is available on [camden.gov.uk/Kingsgate](http://camden.gov.uk/Kingsgate)

More information about the current proposal is available on [camden.gov.uk/LiddellRoad](http://camden.gov.uk/LiddellRoad)

## 3. Why has the scheme been changed?

### What was wrong with the scheme provided by the other architects with an eight or nine storey block along the railway?

The previous design had a 8/9 storey block running 100 metre along the north of the site and a significant area of the site was used to provide an access road to the school entrance and park. The Council's view is that a taller building with a smaller footprint will have less impact than the bulk and massing of the 8/9 storey block along the full length of the site. This is especially the case when viewed from the Sumatra Road side of the railway and from West End Lane.

## 4. Why is the Council proposing to locate the tall residential building to the west of the Liddell Road site?

The location for the tall building has been arrived at following detailed consideration of options for the overall site layout. Its location needs to be seen in the context of the relative location and scale of the other parts of the scheme.

[Plans of two options and a comparison of the two options are provided here:](#)

It is the Council's view that locating the tall building to west makes the best use of the land by allowing the employment building, school and tall building to share a common access point from Maygrove Road, focussed around a new public open space.

- The revised proposal makes better use of space on the site by arranging the new buildings around a pedestrian friendly open space next to the Maygrove Peace Park. By reducing the

area of access road, the area of employment space can be increased and the link to Maygrove Peace Park can still be provided. There are new homes overlooking the most isolated area of the park.

- Locating the tall building to the west and the school to the east next to the railway, provides the school with a secure boundary and the school entrance seen from Maygrove Road.
- Locating the tall building to the east and the school to the west, means the school has two long boundaries. The boundary to the south is hidden behind the Maygrove Road open space.
- Locating the tall building to the east would mean that the access road to the school takes up much more space on the site and no new public open space could be provided. To allow enough room for the school playground the area of employment space would have to be reduced.
- Moving the taller building to the east would not improve the impact on neighbours 60m away on the north side of the railway along Sumatra Road and would locate it within 50-60m of residents to the south on Maygrove Road. In its western location it is still a considerable distance (150m) from the nearest residents on the Sidings Estate.
- Moving it to the eastern end where the site narrows would make it more prominent in views from Maygrove Road
- Siting the tall building adjacent to the developments on Iverson Road and nearby would potentially undermine height limits negotiated and approved. It could give rise to development pressures for comparable heights on any future local re-developments, for example, the adjoining Network Rail signal box site.

## **5. What has changed since the consultation in July/August 2014?**

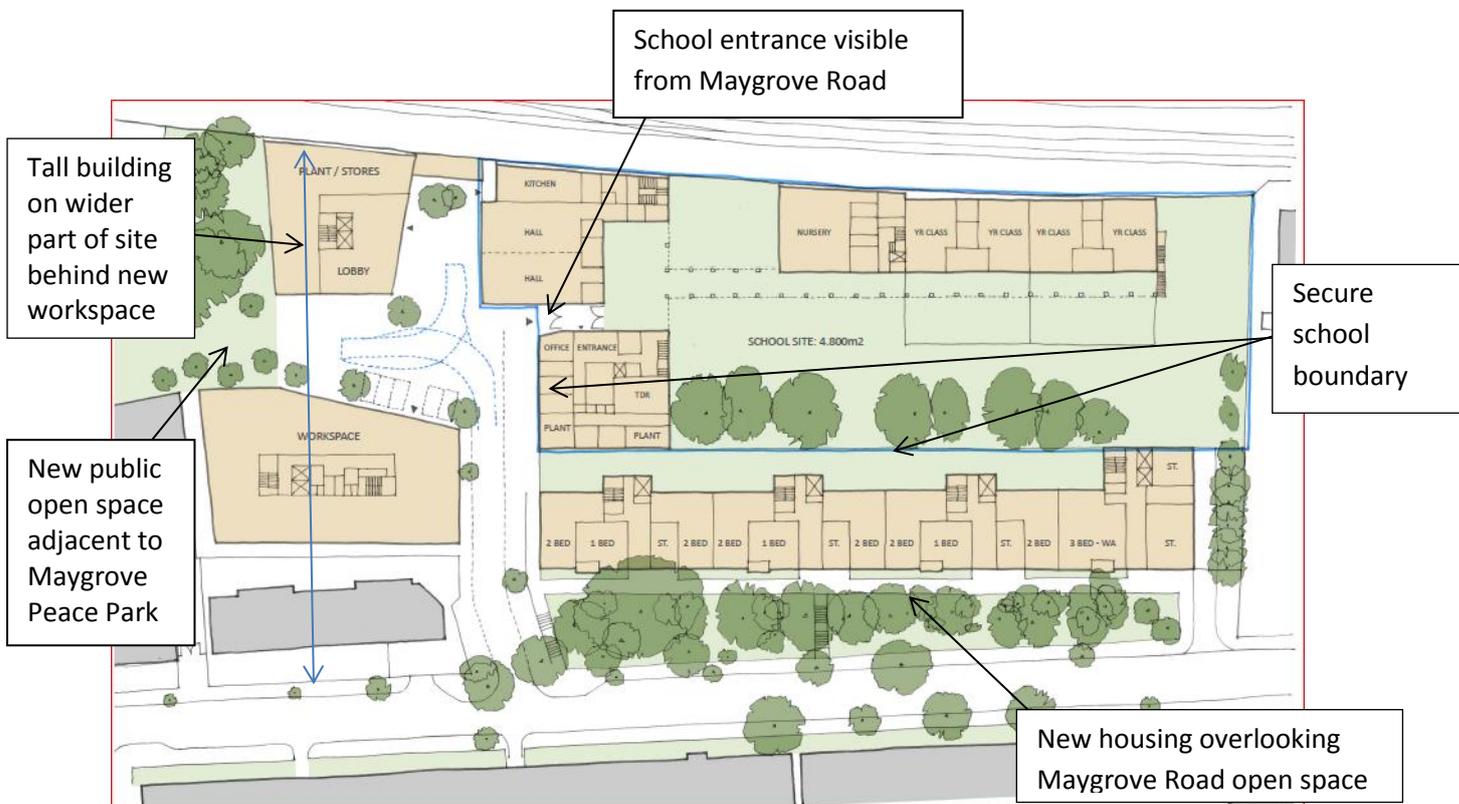
Taking into account the comments received during the consultation, and after reviewing the possibilities for the site, the Council has asked the design team to make changes to the proposal. These changes also reflect changes to the viability of the scheme. The changes are:

- The height of the tall building has been reduced from 14 storeys to 11 storeys by reducing the number of housing units being provided on the site.
- 4 units of affordable housing will be provided, including one wheelchair accessible unit.
- More planting and trees have been added to the new open spaces

## **6. What happens next, and what is the timescale for this development?**

- The aim is to open the new school building for the September 2016 start of term.
- The planning application is likely to be submitted in the autumn (November 2014). Once this happens, local residents and stakeholders will be consulted on the planning application.
- If the redevelopment gets the go ahead, we plan to take possession of the site in March 2015.
- Construction and landscaping are likely to take 18+ months.
- A separate consultation on the school admissions policy will take place in January 2015.

<b>Comparison of the two options for location of the proposed tall building on Liddell Road</b>		
	<b>Taller residential element to the west (Plan A)</b>	<b>Taller residential element to the east (Plan B)</b>
Urban design	A new link to Maygrove Peace Park: focused around new open space, with new planting and trees adjacent to the park.	A link to Maygrove Peace Park is possible along the access road. No new open space is created
	Residential terrace set behind green space overlooking Maygrove Road – in keeping with the local terraced approach along the street.	School boundary set behind green space on Maygrove Road
	Tall building further away from Maygrove Road	Tall building nearer to Maygrove Road more prominent in views from Sumatra Road, Maygrove Road and West End Lane
	Tall building not directly opposite site entrance from Maygrove Road	Tall building in narrow part of site directly opposite site entrance
Height and overshadowing	Early morning overshadowing of park, but not during the day Afternoon overshadowing of school	Afternoon overshadowing of adjoining Network Rail site
		Could give rise to development pressures for comparable heights on any future re-development of the adjoining Network Rail signal box site
Transport & access	Main site entrance closer to park link: smaller extent of access road	Main site entrance to east: access road takes up more space on the site
	Turning circle for servicing easily integrated within public realm.	Turning circle for servicing is a dead end, located in closer proximity to existing park
	Alternative emergency access to school	
School & employment space	Equivalent area of employment space can be reprovided	In order to provide equivalent area of employment space, school area is reduced.
	School site area 4.800m <sup>2</sup> approx.	School site area 4.555m <sup>2</sup> approx.
	Efficient school building layout and good school playground layout	School site area less than prescribed in government guidance for school playgrounds.
	Good community presence for school entrance on Maygrove Road	School not visible from Maygrove Road



Plan A. Tall Building to West

Plan B Tall Building to East



## Section 2 - The school and school places

### 1. How do we know there will be a need for school places in 2016?

For a number of years families in the north west of the borough have struggled to find a local reception class place and Camden's school place planning indicates that there will continue to be a pressing need in this area in the future.

Additional primary school places are needed because of population increases and new housing developments. It has been unsatisfactory that parents have struggled to get places in the local area for their children. We have managed this pressure on school places through creating 'bulge' classes in existing schools but we have reached the limit of what can be done through this option.

Permanent new school places are needed to ensure that the Council meets its statutory duties.

### 2. Has the decision to expand Kingsgate primary school been confirmed?

The Director of Children Schools and Families has given conditional approval to the proposal to expand Kingsgate primary school, subject to:

- Granting of planning permission for the redevelopment of Liddell Road to provide new school buildings, new housing and employment space
- Relevant changes to the schools admission arrangements by 1st September 2015

The Director's decision was published on 24 March 2014. The decision was made following formal consultation and Cabinet approval of a business case in December 2013.

Formal consultation on the proposal to expand Kingsgate primary school took place in autumn 2013 and was reported to Cabinet in December 2013. Cabinet agreed to delegate authority to the Director of Children, Schools and Families to decide whether to give conditional approval to the expansion of Kingsgate primary school.

Prior to this, the Cabinet explored alternative ways of creating more primary school places in the NW6 area in detail in July 2012. It reviewed options for the delivery of new primary school places on Liddell Road and the expansion of Kingsgate primary school was adopted as the preferred strategy to meet need for new school places. Informal consultation with the school community took place in November 2012.

### 3. Have you taken into account the impact of the new primary Academy (free school) that's opening in Brent?

Camden reviews its places planning information on an annual basis and makes this information publically available on the Camden Data website. Our latest 2014 primary report reinforces the need for the additional 420 permanent primary school places in the north west of the borough. Officers have discussed the latest free school proposals with colleagues in Brent who have confirmed they face considerable pressure for places and there is still sufficient requirement for their planned expansions based on demand and their most recent school roll projections.

To manage the current demand they face, Brent Council had to install 15 temporary classrooms for September 2014.

### 4. Why is Kingsgate primary school being expanded rather than a new primary school being created?

Kingsgate is an outstanding school and is very popular with local parents. The Kingsgate leadership team is in favour of expanding the school and the school has proved to be capable and successful with this age group.

The expansion would enable Kingsgate to build on its success, enabling the school to offer a wider curriculum and increase the opportunity for local parents to gain a place for their children at their preferred school.

It has been found that expansion of a school with an outstanding and experienced leadership team can have a positive impact on quality of the teaching and learning. For example, at Kingsgate primary school, excellent teachers are already expressing an interest in future teaching and leadership opportunities and are clear that they will remain at the school to benefit from these opportunities. Professional development opportunities would be enhanced by having a bigger pool of 'talent' amongst the teaching staff.

All of this will be a huge benefit to pupils who attend the school.

**5. Why not abandon the expansion, and put an academy or free school on the Liddell Road site? Would this mean the government would pay for it rather than having to fund it by building housing?**

Having identified the need for new school places, government guidance means that the Council must bear the cost of developing any new provision.

In this case, Cabinet agreed that the additional places could be provided by the expansion of Kingsgate primary school rather than a new school being needed.

In these austere times, the Council can only fund any new school buildings by selling land for new homes. Kingsgate is a popular school and the expansion has already been welcomed by parents at initial consultation events

**6. Why not expand the existing Kingsgate campus by building the school upwards, or building on park land or workshops adjacent to the existing Kingsgate campus?**

It is not possible to expand the existing Kingsgate site further on its existing site.

The Kingsgate studios are sold on a long lease and are near but not adjacent to the school building. The Council could not develop on the open space at Kilburn Grange Park as this is would mean a permanent loss of public open space and is contrary to our planning policy.

**7. Why not expand St Mary's Kilburn by building the school upwards**

The amount of open learning and play space at St Mary's Kilburn is strictly limited. It would certainly be insufficient for the number of children if the school were to double in size by taking an extra 2 forms of children per year group.

**8. Why not build a second campus, or a Free School/Academy on 156 West End Lane?**

The site at 156 West End Lane has been considered for school use. In 2010 officers carried out a comprehensive search for suitable school sites. Over 20 possible sites were considered including sites in private ownership and expansion of existing school sites. A further assessment to compare 156 West End Lane and Liddell Road was carried out.

The site at 156 West End Lane presents far greater challenges and risks to develop. It was not considered to be an appropriate site for 420 new primary school places and would not provide the housing and community benefits that could be enjoyed by developing Liddell Road.

**9. Why have you chosen Liddell Road when you said that West End Lane was not suitable because it was next to the railway line?**

The Council undertook a detailed analysis of possible sites to expand Kingsgate site and Liddell Road was found to be the most suitable.

**10. Why is there a split into infants and juniors rather than two 2FE primary schools on both sites?**

The school considered both options and felt that there were greater educational advantages to creating larger year groups of children. There will be specialist early years facilities and teachers working together across year groups; this will be better for teaching and learning and retaining good teachers:

- Children have a larger number of same age peers to learn and play with
- Staff are better able to develop and share expertise with colleagues.
- Resources can be better managed across a larger year group.
- It is a more efficient use of space because we wouldn't need to replicate specialist spaces, particularly for the early years and foundation stage children.

The head teacher is excited that the excellent education that Kingsgate pupils currently benefit from would be available to larger numbers of children if the school expands and is confident this more than outweighs any disadvantage of the distance to be travelled between sites. The school is already developing plans to manage the split site and is keen to work with parents to address any concerns they may have. For example:

- Opening and closing times could be staggered between the two sites.
- Breakfast clubs and after school activities for children will make pick up and drop off times more flexible.
- A 'walking bus' for children between the two sites could be organised if there is demand.
- The school's systems, procedures and policies would be consistent over the two sites.

**11. Why are the infants moving to Liddell Road rather than the junior children? Won't children face a worse environment when they join the junior school?**

The layout of the buildings at the current Kingsgate primary school is better suited to teaching junior school children. The facilities needed for the younger children – such as direct access from the classroom to outside spaces - are able to be newly created on the Liddell Road site.

As well as a brand new infants building, the Council is currently undertaking works to improve the quality of the teaching spaces at Kingsgate and increase the number of classrooms. Further changes at the current Kingsgate buildings will be made to increase the size of some of the smaller classrooms for the junior school children if the expansion goes ahead.

**12. How will the school manage two sites?**

The head teacher and governors have carefully considered how they will manage across both sites and an education vision for the new expanded school is being developed in discussion with parents – it is the school's intention to have a member of the Senior Leadership Team present on each site all the time the school is open.

Most teachers will be based at one of the sites, and only the head teacher and a few senior and specialist teachers will move between the sites on a daily basis.

**13. Won't it be too difficult for younger children to walk between sites? How will parents with a child at both sites manage?**

The school has considered how best to manage this issue and is keen to work with parents to address any concerns they may have. Opening and closing times could be staggered between the two sites, breakfast clubs and after school activities for children will make pick up and drop off times more flexible. A 'walking bus' for children between the two sites could be organised if there is demand.

#### 14. Are there examples of existing schools that operate across a split site?

Yes, here are some London-based examples:

- **Mission Grove Primary** in Walthamstow (a 420 place school that operates across a north and south site, 0.7 miles apart separated by a railway line). This school was inspected during its expansion in 2012 and graded good.  
<http://www.missiongroveschool.com>
- **Upton Cross Primary School** in Newham. This is a 1.5 form entry primary school which is expanding to be a 5 form entry school on 2 sites (0.7 miles apart separated by a railway line). The school was inspected in June 2013 during its expansion and kept its outstanding status. The report states 'Leadership is outstanding. School leaders are highly supportive of the vision to continually improve and are inspiring role models across the school. Staff support for the head teacher has helped to sustain high standards across the school.' 'Their high expectations are reflected throughout the school and mirrored on the new and developing site.'

There are some other examples outside London:

- **Kings Weston School**, a special school in Bristol (operates over 4 sites) - nursery, primary, and secondary. The school was inspected in July 2014 and was graded 'Good' school in all elements.  
<http://www.kingsweston.bristol.sch.uk>
- **Sidmouth Primary** in Devon This school has 20 classes operating over 3 sites. One of the sites is 1 mile from the other two. The school was inspected in Feb 2013. Overall graded good with improvements in teaching since the previous inspection. <http://www.sidmouth-primary.devon.sch.uk>
- **Kestrel Fields Primary school** in Leicester. This is a good school that is planning to expand across from 420 to 840 school places across two sites that are 0.5 miles apart

#### 15. Won't the nursery take business from the existing children's centre at Sidings Community Centre?

There is no lack of demand for early education and childcare places in the West Hampstead area. The Council believes there will be plenty of interest in places at both and there is significant demand for the additional places at Kingsgate.

The provision of nursery places at Liddell Road could offer opportunities for the school and children's centre to work together especially on children transferring from disadvantaged two year old places or from nursery into reception. The government has recently widened the eligibility for free childcare places for disadvantaged two-year olds and there is now increased demand for these places.

#### 16. Will there be enough playing fields and games areas for Infants/Nursery?

Yes, the guidelines for outside play and learning space on constrained sites will be met and the new arrangements would be at least as good as the existing arrangements.

**17. How will the new admissions to the school be managed?**

It is proposed that the expansion will be managed incrementally with 60 new places being offered in reception each year until 2022. When the new school buildings open in 2016, 60 new places would be offered to children in reception, which will have four forms of 30 children.

In 2017, these 120 children would move on into the next year group and a further 120 children will be offered reception places.

The school will reach full capacity in 2022, when the children who started at school in 2016 start their final year at primary school in year 6.

**18. Will the admissions for the expanded school change?**

**Where will the admissions point for the school be?**

The council will consult with the governing body about options to change the admissions point in October 2014. The council will be considering any changes to its published admissions policy in January 2015. Any proposed change will be consulted upon at this time.

**19. Won't the new school be full of children from Brent? How do we know local parents will be able to get their children into the school?**

There is no reason to believe that it will be any easier for Brent children to access places than at present. The aim of moving the admission point would be to ensure that the local community continue to have fair access to the new school building.

Creating additional school places locally is the best way to ensure that there are places for local children.

**20. Could there be two admissions points for the school?**

Under the admissions code it is not possible to have two admissions points into the reception classes.

**21. Will moving the admission point to the north disadvantage children from the estate south of Kingsgate School?**

This would be considered if there is a proposal to move the admissions point. The admission point would only move to ensure the local community continue to have fair access to the new school building. We believe that providing the additional school places should offset any impact of a change in the admissions point. We expect that those families who currently access the school places at Kingsgate will continue to be eligible for a place on distance criteria.

**22. Will children from the Sidings estate, north of Liddell road and on the other side of the railway be disadvantaged?**

Kingsgate admissions are measured in a straight line 'as the crow flies', so the railway itself and the actual distance families have to walk to the school is not a consideration.

**23. Why aren't you providing more secondary school places, these primary children will have nowhere to go next?**

Our school place planning shows there is sufficient capacity at existing secondary schools within the borough.

## Section 3 - Housing and finance

### 1. What housing is provided and how much of it is affordable?

100 units of housing are now being proposed. The majority of these will be for private sale to help pay for the development. We need to balance the provision of affordable housing against the benefit of providing the school places, and the constraints of the site.

Given the benefits and costs of developing the new school facilities and the cost of creating the new employment space, significant levels of affordable housing are unlikely to be financially viable; however, four units of affordable housing will now be provided including a unit which has been fully fitted out for a wheelchair user. The addition of affordable housing to the scheme is possible as a result of further discussions with planners and a change in the view about the level of housing market values in the West Hampstead area.

This development is just one of the projects within Camden's Community Investment Programme (CIP) which has seen the Council become the biggest developer of social housing in London, building over 1,400 council or shared ownership homes across Camden.

### 2. Is Camden the developer on this project?

Camden is currently developing the proposals for the site. Camden would also procure the contractor for the school building and retain the freehold on the school site. The Council is limited in how much financial risk it can take on at any one time, so Camden is not intending to build the new homes itself.

It is currently envisaged that the rest of the land will be sold to specialist property developers with planning permission already in place. The developer who takes on the financial risks of the development and builds the new homes will make a profit rather than the Council. The developers will be required to comply with the planning permission when they develop the land.

### 3. What form of building contract will be used to build the new school? And will Maccreanor Lavington be appointed through the construction of the new school? How will you ensure the quality of the design of the current architects hand over to a developer after planning permission is gained?

We are evaluating the best form of building contract for the new school. Maccreanor Lavington is appointed to develop the specification for the building contract for the school beyond planning and we will decide then on their future role in the scheme.

Camden's planning process and the conditions attached to the permission should ensure that a good quality of design is achieved.

### 4. Isn't there a requirement to provide 50% affordable or social housing?

The Local Planning Authority has a starting point of 50% affordable housing for new developments, however every scheme is considered against planning policy on its own merits, including the social benefits each development provides.

The primary objective of the Liddell Road development is to provide 420 much needed additional primary school places in the north-west of the borough. The secondary priority is to re-provide employment space on the site.

At Liddell Road the Council is providing four units of affordable housing and a new school building and the replacement employment floor space instead of the 50% affordable housing.

The Council simply cannot afford to deliver 50% affordable housing at Liddell Road if it is to fund the new school building.

At 156 West End Lane the Council is seeking 50% affordable housing from the sale of the site to a private developer.

## **5. How does this compare to other school developments in Camden?**

It is not always financially viable to provide 50% affordable housing schemes on all major developments. Private developments may deliver much less – for example on schemes at Mount Pleasant it is only 24% and 12% at the Nine Elms development in Battersea.

Liddell Road is currently proposed to provide 100 new homes including 4 affordable housing units (4%), a new school building for 420 primary school places and 3500 m2 new employment space.

There are two examples in Camden where a school building has been provided instead of affordable housing that are very similar to Liddell Road.

The Hawley Wharf redevelopment is being carried out by a private developer. Planning consent was granted in 2013 for 170 houses, including 14 affordable housing units (8%) managed by a Registered Provider and a fully fitted out new school for 240 primary school places. Members agreed to support the new school instead of affordable housing in view of the wider benefits that the school project offered in terms of securing the future for Hawley school and meeting the needs of the local community through the addition of junior pupil places.

The Netley campus is a Council-led development that has planning consent for 70 new homes including 10 affordable housing units (14%), new school facilities for the existing Nursery, Netley School, a Pupil Referral Unit and Adult Community Learning Centre.

## **6. The government allocated Camden £6.7million in January towards new school places. Why can't Camden use this money towards Liddell Road and provide more social housing or to lower the height of the tall building?**

- The proposal for a mixed use redevelopment of Liddell Road aims to maximise the benefits that can be delivered for the borough. On this scheme the priority is a new school building and employment space to deliver new jobs.
- Camden intends to use the £6.7 million allocation as part funding for the building of the new school at the Liddell Road development, which is designed to create an additional 420 school places in the north-west of the borough by September 2016. It is part of the way in which the Council is funding the development alongside other resources from the Council.
- We aim to derive full value from this site in order to pay for as wide a range of social benefits as possible, including the school, employment space, new open space and a small amount of affordable housing and also to generate a surplus that can be used for other capital priority schemes as part of the community investment programme.
- If we chose to derive less than the full value of the land say by perhaps a sum equal to the grant figure of £6.7m then the Council would not be able to fund £6.7m of other priority capital schemes elsewhere in the community investment programme.

## **7. What is CIP and why is Camden aiming to make a receipt of £3million from the development?**

The development is part of the Community Investment Programme (CIP), which is Camden's 15 year plan to invest money in schools, affordable housing and community facilities. The CIP aims to raise capital funding from regeneration projects and the disposal

of land and buildings to reinvest in vital priorities, including £117million in Camden's schools.

Schools in West Hampstead, Fortune Green and Kilburn have already received investment, benefitting from the programme and money raised in other parts of the borough.

[Further details are provided in the table attached.](#)

- Beckford school is benefiting from £450k of repairs,
- St Mary's Kilburn has received £350k,
- St Eugene de Mazonod has received £400k,
- Kingsgate school has received £2.2 million
- Hampstead School has received £1 million, and
- Emmanuel Primary School had an £8 million rebuild.

The £3million receipt from the Liddell Road scheme is its contribution to supporting the strategic objectives of CIP, and will be re-invested back into the CIP schools programme.

## **8. Why not spend the (projected) £3million to lower the height of the tall building?**

The scheme is required to deliver a surplus like other projects in the Council's Community Investment Programme (CIP). We are making a surplus from the land sale to build the new school building and invest in the CIP schools programme. We have done this at Netley school site and other Council sites across the borough as we are facing huge gaps in our income. All developers seek to make a surplus from developments. The difference with the Council is that any surplus is used to reinvest in projects for community benefit, such as investment in schools.

The financial receipt enables the Council to invest in housing, schools and community facilities. This development is being carried out in line with the CIP principles. Although this may not be everyone's ideal, this is only way.

In an ideal world we would be able to build affordable homes and a new school. The reality is we do not have the sites or the funds to do this. The scheme as it stands provides the best proposal given the pressure for school places, the timescales for meeting these and the funding situation.

## **9. What has happened to the 'Section 106' money that is coming in from developments in the area?**

The receipts currently amount to around £2.7 million. These funds are allocated across a variety of community benefits and facilities for the West Hampstead area.

[A breakdown of the S106 receipts for West Hampstead is available on the table at the end of this document.](#)

## **10. Is it possible to prevent the housing for sale being bought up by foreign investors?**

Where the council is a developer we have pledged to market homes to local residents first, as one of our Community Investment Programme pledges.

The properties will be advertised first to Camden residents through the CIP newsletter and local press. Anyone interested in the properties can subscribe to the newsletter by visiting **[camden.gov.uk/cip](http://camden.gov.uk/cip)**

Where we sell land to developers, we cannot restrict who buys the final homes.

**11. What is the impact of reducing the tall building to six storeys on the finances for the project?**

Financial analysis has shown that we cannot deliver the affordable housing, employment floor space, school and surplus with a tower less than 11 storeys. Reducing the tall building to six storeys would reduce the residential land value to less than the amount required to build the school. The deficient would be as much as £1.5 million .

**12. There's the potential to waste money if projects are handled badly. What steps does the Council take to make sure that public money is not wasted?**

Camden's procurement and project management processes are in place to ensure public money is not wasted. There are strict legal limits and requirements which govern how the Council spends money and what risks can be taken.

All large scale expenditure is scrutinised in committees and has to be agreed by Council.

**13. Why is it a problem if the housing is visible from Maygrove Road?**

A key consideration is to preserve the tree-lined ambience of Maygrove Road. The impact of adding housing into the area should be mitigated as far as possible, while still meeting the requirements for the redevelopment.

**14. Aren't 11 storeys still too high? It goes against the local (neighbourhood development) plan, and the London Plan**

The next stage of the process is to apply for planning permission.

The planners will then consult with local residents and stakeholders - including the neighbourhood development forum on the proposals before taking a view on the acceptability of the height of the tall building. Consideration of the London Plan, the Local Development Plan and draft Neighbourhood plan will be part of this process. The weight that can be given to the neighbourhood plan policies is dependent on which stage the plan is at when the planning application is considered.

**15. Won't the proposed height of the housing/tower overshadow people?**

The position of the housing means that any shadowing falls mainly over the railway line. The design team will prepare a daylight/sunlight study to show this as part of the planning application process. Details are included in the slide presentation to the meeting

## Section 4 - Environment and open space, traffic and parking

### 1. Traffic and parking along Maygrove Road is already a problem – how will this be managed during construction?

Traffic generated from construction will be carefully managed through construction management plan(s).

Residents will be consulted throughout the construction about any issues of concern relating to the build. This is done through a Contractor Community Liaison Group and would be a requirement of any planning permission.

### 2. Will there be lots of noise and disruption when the school and accommodation is built?

It's not possible to redevelop a site without some noise and disruption. However, this will be managed through a construction management plan which will include a number of measures and restrictions on the contractors including strict limits imposed on the hours that contractors can work.

### 3. What will the impact of the new development be on traffic and parking, and what steps will be taken to mitigate this?

To help the Council respond to concerns, we have carried out a survey of traffic in the area. We found overall there is generally 75% occupation of parking areas, so there is some capacity. There are rarely more than two cars waiting at Maygrove Road. We have found on average journeys that 100 cars visit Liddell Road in a morning.

The next step for us is to use this information to model the impact of the new school building so we can be clear what the impact will be and what additional measures may be needed.

There is no plan to reduce existing resident parking places, though some may be moved as a result of the new access point.

Kingsgate primary school will extend its existing travel plan to support the expansion. Their travel plan already encourages parents to walk, cycle or use public transport rather than cars, and parents will not be allowed to drive onto the site to drop off or pick up children. There will be a total of two parking places only for the school (staff and visitors).

The Council's policy is to discourage car use and promote and encourage sustainable travel. Parents are encouraged to bring their children to school on foot, or by bicycle, or by public transport – this is already reflected in the school's travel plan.

### 4. West End Lane is already overcrowded with pedestrians at peak times around the railway stations, children and parents will not be safe walking on the pavements between the two school sites.

The West Hampstead Interchange has been improved over the past few years with improvements to the station entrances to the North London Line station and London Underground and a second station entrance and bridge for Thameslink.

The front of the Ballymore development next to West Hampstead station will provide a small public square to help reduce congestion here and is proposing to create a new ticket office from the square to the North London Line to reduce congestion on West End Lane.

A further proposal to move the ticket office to widen the pavement over the bridge is also anticipated.

## **5. Where will the people moving into the housing on the site park?**

The new homes on the site will be built without parking spaces to discourage car use. The only parking spaces will be disabled parking spaces. Residents of the new homes will not be eligible for parking permits within the controlled parking zone on Maygrove Road. This should be achievable as the development is close to excellent transport links.

Car free developments are now common planning policy across Camden.

Car parking and deliveries to the site will be managed to ensure that it is safe to enjoy the new space. There will be a barrier on the new access road which can be raised and lowered by the school and specific key holders. This will be used to prevent parents and residents from driving onto the site, while enabling deliveries and disabled or emergency access.

## **6. Is there any new open space so that visiting parents don't use the Peace Park as an entrance?**

Yes, a lot of work has been done to design an improved access point from Maygrove Road. This leads through to new public open space on the site. The new access should enhance the use of the peace park without creating extra pressure. It provides an alternative route onto the site that does not involve coming through the park.

Currently, the existing site is used only by businesses. The new site will have its own sense of place, and will be accessible to everyone in the area.

## **7. How many trees will be lost on Maygrove open space/woodlands strip in order to create the new access point? Where will this be replaced?**

The open space and trees between Maygrove Road and the site will be protected with only the new access point having an impact on this space. Additional trees will be planted on the site and extra green spaces created as part of the landscaping and the aim of the development will be to result in no *net* loss of trees.

The Council will provide details in the planning application to show how we will extend the current woodlands strip/open space by narrowing the existing entrance, as well as showing how many trees might be lost by the creation of the new access point. The tree survey will set out the impact on the trees and Camden's tree officer will be involved in the process to minimise the impact on existing trees.

We believe that five trees will be lost, but many more trees will be re-provided as part of the development. We agree that the open space must be protected and enhanced and our proposals will reflect that.

## **8. Will the Maygrove woodlands strip be managed or left wild as a nature reserve?**

The aim is to leave the Maygrove strip in a natural state, with minimal intervention – as it is at present.

## **9. Will Maygrove Peace Park become a thoroughfare? Will Maygrove Peace Park be full of children with a school so close by?**

The Council believes that improving the access to Maygrove Peace Park through the site will be a benefit for local residents. The redevelopment will create new areas of public open space and a pedestrian friendly new square.

The Council wants to encourage families to make best use of Camden's outside environment, such as Maygrove Peace Park and the new access point will encourage more people to use the park. The Council will be working closely with the Friends of Maygrove

Peace Park and the school to identify and manage any issues that may arise. The school would have its own sufficient play provision for children who attend the school.

#### **10. How much investment will there be in the Maygrove Road Peace Park and the community centre to mitigate the impact of the new development?**

We will be discussing what measures might be taken to mitigate the impact of our development and improve local amenities in the area with the Council's Local Planning Authority. The commitments made during these discussions are recorded in the planning decision and are called 'Section 106' agreements.

The commitments can be made by providing services, creating or improving infrastructure, or through an agreed financial contribution. The S106 contributions arising from the Liddell Road development would include contributions to parks, community facilities and highways improvements within the vicinity of the development. For example, based on the current proposals, a contribution of up to £180,000 towards improvements to community buildings and facilities within the vicinity of the development would be expected.

- There may be specific proposals identified in the planning application, for example in relation to the nearby open spaces. Residents will be able to suggest how the S106 funds could be used during the statutory planning consultation.
- If the use for S106 contributions is not specified in the planning decision, councillors and local community stakeholders would be consulted on individual projects after a consent is granted and payment is received.

There is an emerging West Hampstead and Fortune Green Neighbourhood Plan which sets out some local priorities. These will be taken into account when drawing up the agreement, and there will be consultation before any project is implemented.

#### **11. Was any consideration given to opening up a tunnel under the railway lines?**

The feasibility study in 2013 did raise and investigate the possibility of a new crossing across the ground level and elevated train lines between Iverson Road and Netherwood Street, including the disused tunnel. This project was estimated to cost a minimum of £6 million, and the Liddell Road redevelopment could not provide sufficient funding to pay for this expensive and ambitious project.

## Section 5 - Employment space

### 1. How much employment space being reprovided?

The current proposal is for up to 3,500 square metres of workspace to replace the 3,500 square metres of existing industrial space.

### 2. What will happen to the businesses on the site?

Unfortunately the businesses in the industrial estate will need to move. Depending on the terms of their lease, some businesses will receive financial compensation.

The Council has appointed a property search consultant to work with the businesses affected by the proposal to assist them in finding suitable alternative premises. The consultant will help businesses to identify their future requirements, and search for suitable premises. We accept that it is difficult for light industrial businesses to find premises in central London locations like Camden where there are high land values.

### 3. Why can't the existing businesses return to the site?

The new managed workspace is designed for flexible use by the creative, professional and business service sectors. It is unlikely to meet the needs of the current businesses which mostly need units suitable for light engineering.

The proposals for the new site are 'mixed use' so residential units are being built. The existing businesses are light industrial, some of which are not compatible with residential use. The new space will be built over five floors and the upper floors will not be suitable for businesses that need continuous ground floor access

### 4. How do you know that there is a demand for this type of business units? Other office space in the local area has failed to be taken up.

Our analysis shows that there is a growing demand for new types of managed workspace for growth areas in Camden.

As part of developing the site strategy a study was undertaken by consultants to look at what type of employment space would be best for the site. This study concluded that there is demand locally for managed workspace, where small businesses share facilities and services in offices. The research showed that this kind of workspace is particularly attractive to the creative, professional and business service sectors which are growing in Camden. The type of units that have been available on Maygrove Road and in the area in the past did not offer these benefits.

The Council also carried out some soft-market testing with a managed workspace provider. This was designed to gauge the demand for these types of units in this area, and the minimum floor space that would need to be provided in order for the development to be commercially viable.

### 5. How many jobs are likely to be created and how does this compare to the number which will be lost?

We anticipate that the Liddell Road re-development will provide more jobs than currently on-site. This is partly due to the nature of the businesses we aim to attract fast-growing small businesses which use the employment space more intensively.

Encouraging and promoting economic growth and creating conditions for increasing employment opportunities are one of the Council's highest priorities

A council survey indicated that there are currently 80 jobs on site. The scheme for Liddell Road includes replacement employment space of a managed workspace to support local small businesses in growth sectors and will support up to 160 jobs, with around 40 extra jobs being created at the school.

**6. We believe there are 200 jobs on the Liddell Road site. Can the Council confirm that there will be no job losses as a result of the relocation?**

The Council regrets that the businesses will be required to relocate. However it is not possible to provide the new schools places at Kingsgate primary school without displacing the current businesses.

Unfortunately the people employed by the businesses are not Council employees and we therefore cannot give any assurances about the jobs of the people employed at Liddell Road in their future.

We do not have evidence to support the suggestion that there are 200 jobs on the site.

**7. What is being done to help the businesses find alternative accommodation?**

Some of the businesses may consider taking leases in the new employment space. However, the new managed workspace is unlikely to meet the needs of many of the current businesses which are not compatible with a mixed use site.

There are two ways in which we are providing support to the tenants. First, depending on the terms of their lease, some businesses will receive financial compensation. Detailed financial negotiations have been continuing with the business tenants and we are hopeful of reaching agreement with all the tenants within the terms that the Council has approved to achieve vacant possession. The approved terms include a confidentiality clause.

Second, we accept that it is difficult for light industrial businesses to find premises in central London locations like Camden where there are high land values. There are no suitable premises within the Council's own property. Most of Camden's other commercial estates are identified for redevelopment in the very near future so where there are voids in these locations, we can only offer very short term leases with landlord breaks. In recognition of these difficulties, Camden is also paying a specialist commercial property consultant, Lambert Smith Hampton, (LSH) to work with all of the businesses to assist them in finding suitable alternative premises. We have asked LSH ensure that they are periodically updating the businesses, but we are advised that there has not been a lot of response when lists of property details are sent. This may be because the property or its location is unsuitable but in the circumstances we would expect the businesses to respond.

Following concerns raised at recent public meeting, LSH have visited the site and contacted each tenant again. LSH will continue to prepare and issue up to date property schedules for each tenant who confirms they would like assistance. Our project and stakeholder engagement officer will attend all meetings to assist LSH and record the outcomes.

Section 106 funds received from major developments with planning consent in West Hampstead/Fortune Green, and planned expenditure at August 2014

### Former Mercedes Benz Site Blackburn Road, NW6 1RZ

Contribution	Amount	Planned Expenditure
Pedestrian and environmental improvements contribution:	<b>£95,600</b>	Being spent on improvements to spaces and footpaths around Blackburn Road/ West Hampstead Stations
Highways contribution:	<b>£69,100</b>	For street works around the site
Healthcare contribution:	<b>£50,700</b>	Not allocated to a project yet. Has to be spent in local area
Public open space contribution:	<b>£205,200</b>	Allocated to future improvements to parks and open spaces in the local area including Iverson Road Open Space, Sumatra Road Open Space, Maygrove Peace Park, and Maygrove Woodland Walk.
Community facilities contribution:	<b>£108,000</b>	£50,000 spent at St James' Church / post office. Balance will be allocated to local community facilities including Sidings, West Hampstead and Kingsgate Community Centres
<b>Total</b>	<b>£528,600</b>	

### Ballymore scheme at 187-199 West End Lane:

Community Facilities Contribution	<b>£368,800</b>	Is being allocated to local community facilities including Sidings, West Hampstead and Kingsgate Community Centres
Education Contribution	<b>£243,200</b>	Not allocated yet
Public transport contribution	<b>£933,100</b>	Should be spent on improvements to adjacent station
West Hampstead Policy contribution	<b>£31,100</b>	Being spent on consultation and policy work to support Growth Area/Neighbourhood Plan
Highways contribution	<b>£31,700</b>	Will be spent on post-construction pavement works
Training and Employment Contribution	<b>£10,400</b>	This funding is a contribution to the Kings Cross Construction Skills Centre to support the recruitment of 7 construction apprentices on the development.
<b>Total</b>	<b>£1,586,600</b>	

## 65/67 Maygrove Road:

Community Facilities Contribution	<b>£171,800</b>	Is being allocated to local community facilities including Sidings, West Hampstead and Kingsgate Community Centres
Education Contribution	<b>£172,700</b>	Not allocated yet
Pedestrian, Cyclist and Environmental Contribution	<b>£50,700</b>	Will be spent on local transport/street improvements
Highways contribution	<b>£22,000</b>	Will be spent on post-construction pavement works
Public Open Space Contribution	<b>£103,100</b>	Allocated to future improvements to parks and open spaces in the local area including Iverson Road Open Space, Sumatra Road Open Space, Maygrove Peace Park, Maygrove Woodland Walk
Trees	<b>£3,000</b>	For local tree planting
Training and Employment Contribution	<b>£23,800</b>	The S106 agreement requires the council to use this funding towards 'the promotion of jobs and employment and training within the London Borough of Camden'.
<b>Total</b>	<b>£547,100</b>	

Amounts have been rounded to the nearest £100

We are expecting other significant contributions from schemes in **Iverson Road**, but these haven't been received yet.

## Council investment in school buildings in the West Hampstead area

Primary School/ Children's Centre	Works	Replacement buildings CIP	Repair/ refurbish by council, CIP	Replacement building non CIP (council funded)	Replacement building non CIP (other funded)	Additional primary pupil numbers	Total funding (000)	Complete
Beckford	Works to eliminate backlog of building repairs to bring school to good condition		<b>y</b>				450	<b>y</b>
St Eugene de Mazonod	Works to eliminate backlog of building repairs to bring school to good condition		<b>y</b>				400	<b>y</b>
St Mary's Kilburn	Works to eliminate backlog of building repairs to bring school to good condition		<b>y</b>				350	<b>y</b>
Kingsgate	Repairs to existing school building and bulge class works to existing school at existing site to support expansion	<b>y</b>	<b>y</b>				2,200	<b>y</b>
Emmanuel	Part new building and part refurbishment			<b>y</b>		105	8,000	<b>y</b>
Hampstead Secondary	£1m was spent in 2013/14 on urgent repair works to heating and building fabric to keep the building operational until it is rebuilt under the government's Priority Schools Building Programme		<b>y</b>		<b>y</b>		1,000	<b>y</b>
	Sub Total						12,400	
Kingsgate expansion	New buildings at Liddell Road and further improvements at existing site					420	13,400	
	TOTAL					525	25,800	