

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

Reference No: HGY/2012/1528		Ward: Tottenham Green
Address: Welbourne Primary School, Stainby Road N15		
Proposal: Removal of spoil mound and erection of new school building comprising six classrooms, dining hall, kitchen facilities, associated office and group room, toilets and storage, and associated external works. Construction of infill reception class extension, associated external works and internal remodelling.		
Existing Use: School		Proposed Use: School
Applicant: Haringey Council		
Ownership: Council		
DOCUMENTS		
Design & Access Statement		
Environmental Noise Impact Assessment		
Phase 1 Habitat – Bat Roost Potential Survey		
Renewable Energy Feasibility Report		
Air Quality Desk Study		
Flood Risk Assessment		
Phase 1 Environmental Survey		
Ground Investigation Report		
Soil Sampling Report		
Transport Statement		
Transport Statement – Consultation with TfL- Appendix A		
Transport Statement – Car Parking Survey – Appendix H		
Micro Drainage 30 years return		
Micro Drainage 100 years return		
Arboricultural and Planning Integration Report		
BREEAM Pre-assessment Report		
PLANS		
Plan Number	Revision	Plan Title
120029/A/110	E	Site Plan –Option 02B
120029/A/105	B	Existing Elevations
120029/A/102	B	Existing Ground Floor Plan
120029/A/103	B	Existing First Floor Plan
120029/A/104	B	Existing Roof Plan
120029/A/101	C	Existing Topographical Survey
120029/A/111	E	General Arrangement –Option 02B
120029/A/113	D	General Arrangement Sections
120029/A/114	H	Proposed Elevations –Option 02B
120029/A/112	C	Roof Plan
120029/A/E105	A	Proposed External Lighting Layout
120029/C/102	C	Proposed Drainage Layout
120029/C/104	B	Temporary Crossover Details

120029/A/116	A	Perspective 1
120029/A/117	A	Perspective 2
L-996-GAP-016 04		Proposed Site Plan -Option2B- B&W Activity Street
L-996-ASP-002 04		Comparative Existing and Proposed Levels Including Tree Retention
L-996-ASP-003 04		Boundary Treatments –Option 2B
	B	Tree Protection Plan

RECOMMENDATION: GRANT PERMISSION subject to conditions

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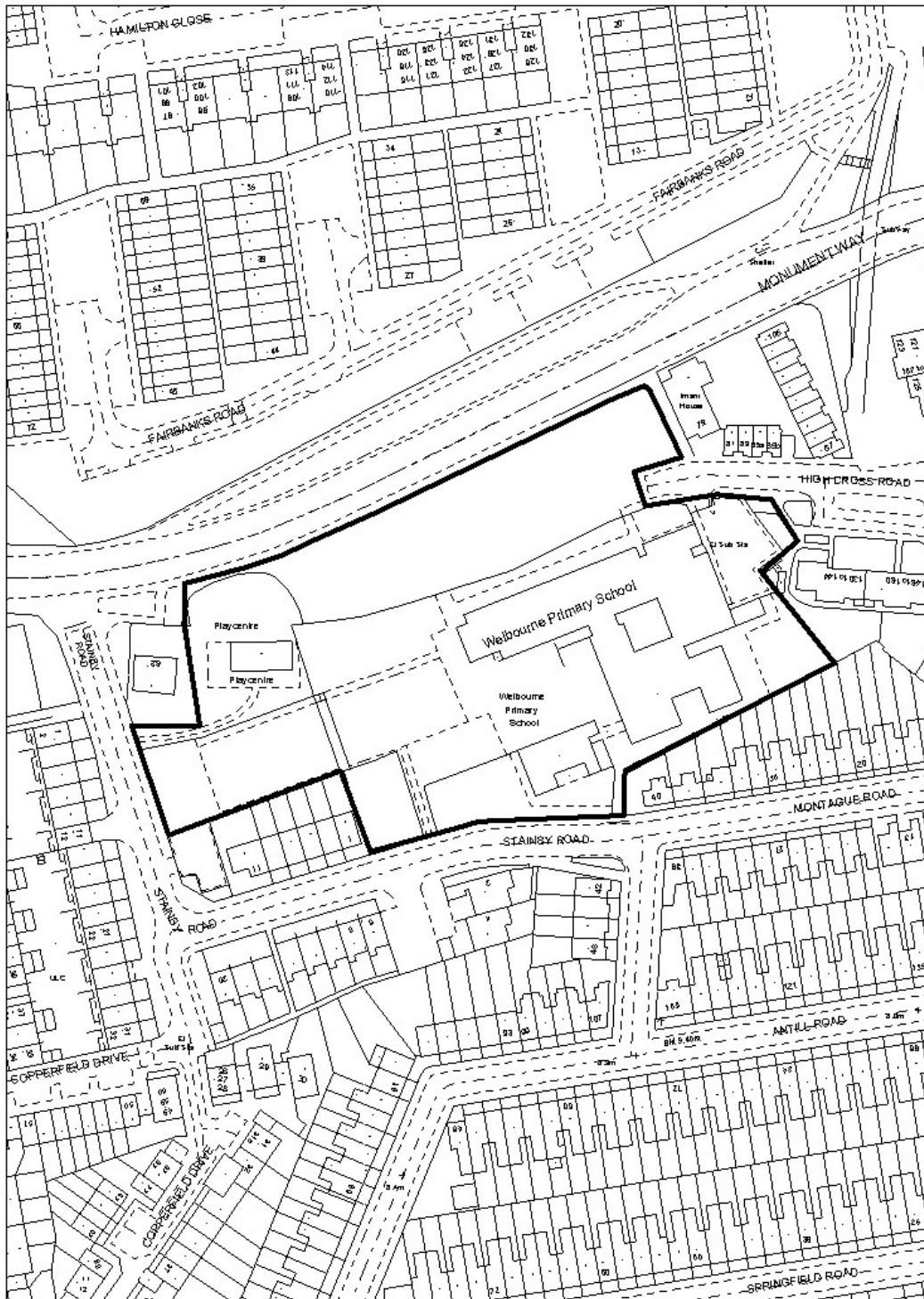
SUMMARY OR REPORT: The application involves the provision 6 new classrooms, hall and kitchen building, and a separate infill reception class extension. The proposal is in response to Haringey Councils School expansion strategy, where schools need to accommodate a further 1 form of entry to meet the forecasted rise in population in the Tottenham Green Ward. At Welbourne this will increase the existing 420 space school to a 630 space school requiring a further 7 class rooms.

The pupil increase affects the catering provision and dining facilities within the existing school. The proposals include a new building located on an existing mound which will be removed and the building will include 6 new key stage 2 class rooms, a full size dining hall, a full size catering kitchen and ancillary office, storage and toilet provision. A reception class infill extension is also being proposed within the existing curtilage of the buildings. The proposals have been developed through an initial feasibility study and consultation with Council Planning Officers.

TABLE OF CONTENTS

1.0	SITE PLAN
2.0	IMAGES
3.0	SITE AND SURROUNDINGS
4.0	THE PROPOSAL
5.0	PLANNING HISTORY
6.0	RELEVANT PLANNING POLICIES
7.0	CONSULTATION
8.0	RESPONSES
9.0	ANALYSIS / ASSESSMENT OF APPLICATION
10.0	CIL APPLICABLE
11.0	HUMAN RIGHTS
12.0	EQUALITIES
13.0	CONCLUSION
14.0	RECOMMENDATIONS
15.0	APPENDICES
	Appendix 1: Comments on Consultation Responses

1.0 SITE PLAN



2.0 IMAGES & DRAWINGS



Aerial Photograph



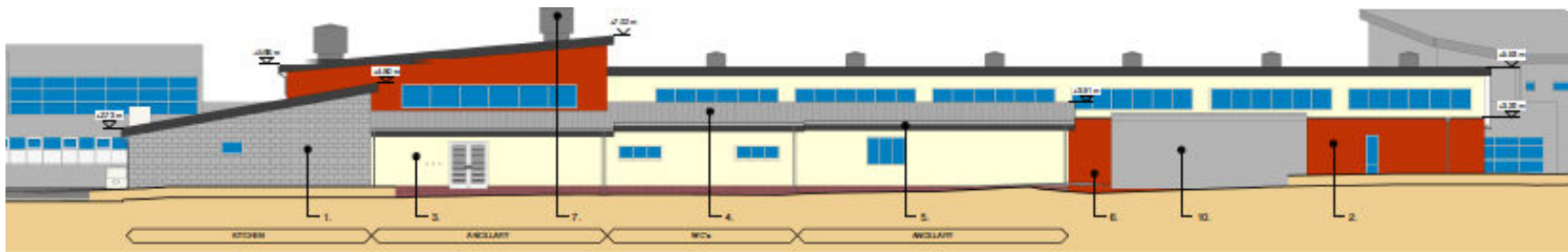
Existing School Building



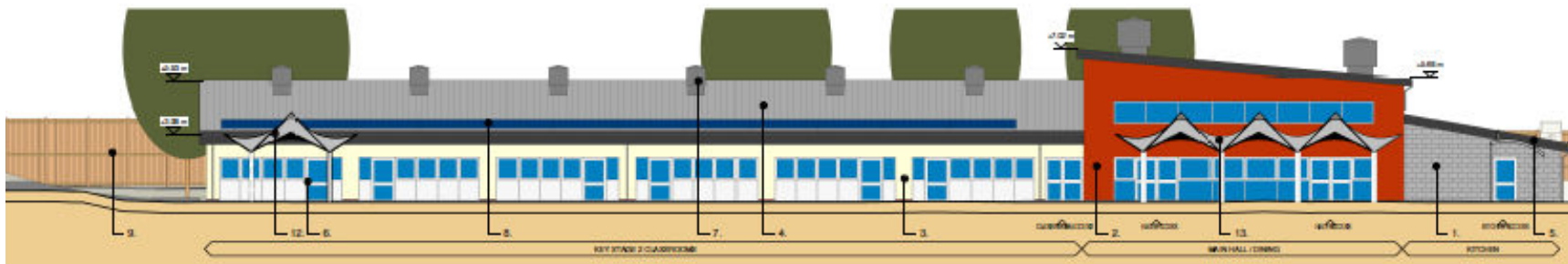
Existing Nursery Building



Existing Mound



North Elevation



South Elevation

Proposed Elevations

3.0 SITE AND SURROUNDINGS

- 3.1 The application site is the Welbourne Primary School which is located on Stainby Road, nearby to the Saltram Close housing estate. It is surrounded by the existing Tottenham Gyratory traffic system, with the A 10-Monument Way section adjoining the northern boundary. The site is occupied by a part two-storey main school building, a single-storey nursery building and a new mobile classroom with storage.
- 3.2 The school has access to a stand-alone children's centre to the south-west of the site and a stand-alone play centre to the north-west of the site. The main buildings are located generally in the south-eastern corner. The school has use of additional games court/play area adjoining centrally between the children's and play centres. A substantial grassed mound stretches along a large part of the northern boundary of the site. This mound is densely overgrown with self-seeded trees/shrubs. The primary school is surrounded predominantly by residential buildings but also some commercial properties.
- 3.3 The main pedestrian school access to the site is from Stainby Road, along the southern boundary and the main vehicular access is off the turning-head at the western end of High Cross Road.

4.0 PROPOSAL

- 4.1 The proposal is for the erection of a new school building comprising of six classrooms, a new dining hall, new kitchen facilities, ancillary office, storage and toilet provision. A reception class infill extension is also proposed within the existing curtilage of the school buildings. The proposed infill extension involves the demolition of a section of the existing school building which will allow a new dedicated reception wing, with its own improved play space. The works also include an external covered canopy which will link the new building with the existing building. The proposed building will have a shallow pitched flat roof therefore having a low visual impact on the site and also enabling ease of maintenance. The new main building is a single storey; however the new dining hall will be a double height space.
- 4.2 Large areas of glazing will be provided to the class rooms to gain high levels of natural lighting and the building will be naturally ventilated by utilising open able windows with ventilation stacks on the roofs. The clerestory glazing will be fixed to minimise noise transmission and an acoustic barrier fence will replaces the existing chain link fence along the A10 boundary. Solar control glass will be provided to the south elevation and photovoltaics will be included on the south facing roof plate to provide a level of renewable energy.
- 4.3 Following discussions with Officers the scheme has been revised to include an additional screening along Monument Way to soften and give visual interest to this frontage. The scheme has to incorporate an acoustic barrier fence to deal with the noise and pollution from vehicles on the A10. The acoustic barrier fencing will sit behind soften boundary treatment to directly front the A10.

5.0 PLANNING HISTORY

- 5.1 Planning Application History

HGY/2011/1074 - Installation of new modular building within school grounds – approved 26/7/11

5.2 Planning Enforcement History

There is no recorded enforcement history

6.0 **RELEVANT PLANNING POLICY**

6.1 The planning application is assessed against relevant National, Regional and Local planning policy, including:

National Planning Policy Framework

6.2 The NPPF was formally published on 27th March 2012. This document sets out the Government's planning policies for England and supersedes the previous Planning Policy Statements (PPSs) and Planning Policy Guidance notes (PPGs). The proposed development is considered to be consistent with the Framework which seeks to approve proposals that accord with the local development plan. The NPPF has at its core a strong presumption in favour of sustainable development.

6.3 The Government attaches great importance to ensuring that a sufficient choice of schoolplaces is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. They should:

- give great weight to the need to create, expand or alter schools; and
- work with schools promoters to identify and resolve key planning issues before applications are submitted.

6.3 The Government Policy Statement, Planning for Schools Development published in August 2011 sets out the Government's commitment to ensuring that there is sufficient provision to meet growing demand for state funded school places, increasing choice and opportunity in state funded education and raising educational standards.

6.4 The London Plan 2011

Policy 3.18 Education facilities

Policy 5.1 Climate change mitigation

Policy 5.11 Green roofs and development site environs

Policy 5.1 Climate change mitigation

Policy 5.2 Minimising carbon dioxide emissions

Policy 5.3 Sustainable design and construction

Policy 5.7 Renewable energy

Policy 6.9 Cycling

Policy 6.10 Walking

Policy 7.1 Building London's neighbourhoods and communities

Policy 7.2 An inclusive environment

Policy 7.3 Designing out crime

Policy 7.6 Architecture

Policy 7.15 Reducing noise and enhancing soundscapes

Policy 7.18 Protecting local open space and addressing local deficiency

Policy 7.19 Biodiversity and access to nature
Policy 7.21 Trees and woodlands

6.5 Haringey Unitary Development Plan (Adopted 2006)

Policy G1 Environment
Policy G2: Development and Urban Design
Policy G9 Community Wellbeing
Policy UD2 Sustainable Design and Construction
Policy UD3 General Principles
Policy UD4 Quality Design
Policy UD7 Waste Storage
Policy ENV1 Flood Protection: Protection of Floodplain, Urban Washlands
Policy ENV2 Surface Water Runoff
Policy ENV3 Water Conservation
Policy ENV6 Noise Pollution
Policy ENV7 Air, Water and Light Pollution
Policy ENV13 Sustainable Waste Management
Policy M3 New Development Location and Accessibility
Policy M4 Pedestrian and Cyclists
Policy M5 Protection, Improvement and Creation of Pedestrian and Cycle Routes
Policy M10 Parking for Development

6.6 Supplementary Planning Guidance / Documents

SPG1a Design Guidance and Design Statements
SPG5 Safety by Design
SPG7b Travel Plan
SPG7c Transport Assessment
SPG8a Waste and Recycling
SPG8b Materials
SPG8c Environmental Performance
SPG8d Biodiversity, Landscape & Trees
SPG8e Light Pollution
SPG8g Ecological Impact Assessment
SPG8h Environmental Impact Assessment
SPG9 Sustainability Statement Guidance
SPG10a The Negotiation, Management and Monitoring of Planning Obligations

6.7 Haringey's Draft Local Plan: Strategic Policies

SP1 Managing Growth
SP2 Housing
SP4 Working towards a Low Carbon Haringey
SP6 Waste and Recycling
SP7 Transport
SP9 Imp Skills/Training to Support Access to Jobs/Community Cohesion/Inclusion
SP11 Design
SP16 Community Infrastructure

6.8 Other

7.0 CONSULTATION

Statutory	Internal	External
<p>London Fire And Emergency Planning Authority</p> <p>Transport for London</p>	<p>Ward Councillors</p> <p>Transportation Team</p> <p>Building Control</p> <p>Waste Management</p> <p>Cleansing</p> <p>EHS- Noise & Pollution</p> <p>EHS-Food & Hygiene</p> <p>Tree Officer</p>	<p>Crime Prevention Officer</p> <p><u>Local Residents</u></p> <p>334 local residents consulted.</p>

8.0 RESPONSES

London Fire and Emergency Planning Authority

- 8.1 The Brigade is satisfied with the proposals subject to the requirements of Building Regs, Approved Document B, B5 being met.

Building Control

- 8.2 The proposed works will be subject to the Building Regulations 2010, and an application should be submitted for these works prior to commencement of works.

Crime Prevention Officer

- 8.3 I recommend that the standards under the Schools design guide of the Secured by Design website are adhered to for this application.

Transportation

- 8.4 The application site is located in an area that has a high PTAL level of 6 and is within easy walking distance of Tottenham Hale underground and rail station and bus interchange. The School fronts onto Stainby Road, which is covered by the Seven Sisters controlled parking zone (CPZ), operating Monday to Saturday from 08:00am to 06:30pm, which provides adequate on-street car parking control at this location. However, the School is also served by a vehicular and pedestrian access from High Cross Road, which does not fall within a CPZ and suffers from a high level of on-street parking.
- 8.5 Approximately 74% of pupils live within a 1 mile radius of the school. The transport statement accompanying the application outlines the results from a recent staff and pupil travel habit survey, which states that approximately 73% of pupils walk to and from school and approximately 22% use other sustainable modes such as taking the

bus, cycling and car share. A School Travel Plan is currently in place in order to promote the use of sustainable modes of transport by staff and students.

- 8.6 However, it has been noted that the level of on-site cycle storage falls well below that expected for the proposed size of school. In line with guidance set out within the London Plan they will expect the provision of 63 spaces, it is intended that only 20 spaces be provided. It is accepted that there is currently a low demand for the existing on-site cycle storage facilities, however, the latest School Travel Plan indicates that 26% of pupils have expressed a desire to cycle to school. Therefore, in line with aims and measures included in the Travel Plan the school should be required to increase the on-site provision to cater for 30 cycles, with the aim of reviewing demand in line with the existing School Travel Plan.
- 8.7 The proposal includes the demarcation of 11 spaces within the existing staff car park and the creation of 4 new car parking spaces in a new parking area. One of the new parking bays is to be designated for the use of Disabled Blue Badge holders, which is considered adequate in relation to the level of on-site parking provision.
- 8.8 It has been noted that the proposal will involve the creation of a new crossover into the proposed parking area as well as works associated with the relocation of the pedestrian access on High Cross Road. It will be necessary for the applicant to secure funds for works required in connection with the required off-site highway works.
- 8.9 Given the high level of pupils travelling to and from the site using sustainable modes of transport and the relatively small school catchment area this proposal is unlikely to result in any significant increase on the existing level of generated car trips or car parking demand at this location. Therefore, the transportation and highway authority do not wish to object to this application subject to the imposition of the following conditions:
1. The proposal will require alterations to the public footway in order to cater for the new access arrangements. The applicant shall issue a memorandum of understanding that would secure payment for the required measures.
Reason: To maintain highway safety conditions for pedestrians at this location and create a safe route into the school.
 2. The applicant shall provide additional secure sheltered cycle storage to cater for an additional 10 cycles as part of the development and shall review the level of provision in line with demand identified as part of the School Travel Plan.
Reason: To promote more trips by sustainable mode of transport to and from the site.
 3. The applicant is required to submit a Stage 1 Safety Audit for the creation of the temporary construction access onto Monument Way (A10) prior to its formation.
Reason: In the interests of highway safety.

Transport for London

- 8.10 In addition, as the above works will require the creation of a temporary construction access onto Monument Way TfL as highway authority for this road have forwarded to following comments dated 20/08/2012:

Transport for London

8.11 TfL is concerned with any application which could have an adverse impact on the operation on the highway and passenger transport networks. Having reviewed the application TfL do not believe that this application will have an adverse impact on the networks and have no objection to this application. In addition TfL make the following comments, namely:-

1. Due to the imminent start of the work on Tottenham Gyratory, TfL welcomes that meetings have been held between TfL and the Borough to discuss construction access and traffic.
2. At the meeting it was agreed that a Stage 1 safety audit for the construction access will be carried out and delivered to the Borough and TfL for comment.
3. It was also agreed to send in indicative number of construction vehicles and types of vehicles during the construction phase.
4. It is welcomed that the existing Travel Plan for the school has been updated and this is acceptable for the extension to the school. With reference to points 2 and 3 above once these have been submitted TfL may have further comments on details, but in principle TfL have no problem with this application.

Further comments dated 21/08/2012 have been received which reads as follows: the indicative number of construction vehicles during the construction phase has been delivered and TfL is content with the number and have no further comments on this point.

Tree Officer

8.12 'There are a quite a large no of trees on site, so in principle I would have no objection to the proposed removals on the condition an adequate no of replacement trees are planted.'

Local Residents

8.13 A letter of objection has been received from the residents of No 36 Montague Road on the following grounds:

- Lack of parking & increased congestion affecting emergency vehicle access
- The road is unsafe. There needs to be speed cameras and speed bumps.
- There is no pedestrian crossing or crossing officer
- There is no sign informing motorist that there is a school or requiring them to slow down

Appendix 1 detail Planning Officers response to comments received.

9.0 ANALYSIS / ASSESSMENT OF THE APPLICATION

9.1 The main issues in the determination of this application are considered to be:

- the design, built form and layout of the new building,
- transport and car parking/ cycle provision;
- impact on residential amenity;
- sustainability;
- noise pollution;
- landscaping and boundary treatment.

The design, built form and layout of new building

- 9.2 Policies UD3 'General Principles' & UD4 'Quality Design' of the Haringey Unitary Development Plan require that new buildings are of an acceptable standard of design and are in keeping with the character of the surrounding area. The overriding aim of these criteria based policies is to encourage good design of new buildings in order to enhance the overall quality of the built environment.
- 9.3 The new proposed building provides a gross internal floor area of 986m and the infill extension provides a gross internal floor area of 86m. The main new building will be single storey with the new dining hall being double in height. It will be located in place of an existing mound along the northern boundary of the school. The new building is 63 metres long and 23 metres wide at its widest point. The location of the new building ensures a link is maintained to the existing building, which will be via an external covered canopy. This link will provide a significant improvement during break and lunchtimes, reducing pupil congestion.
- 9.4 The buildings have been designed with shallow pitched flat roofs for ease of maintenance and provide a low visual impact on the site. In addition the single storey element has been designed to wrap around the double height dining hall to reduce its mass. The scale of the buildings minimises the impact on the surrounding residential properties. Although the building will be visible from the A10 Monument Way, the new acoustic fence proposed and retained/ new trees planting will soften the boundary.
- 9.5 The scheme introduces large areas of fenestration to the new class rooms to gain high levels of natural lighting. The building is also naturally ventilated by utilising openable windows with ventilation stacks on the roofs. However, the clerestory glazing is fixed, this with the provision of an acoustic barrier along the A10 boundary serve to minimise noise transmission.
- 9.6 The scheme aims to improve pedestrian access from the High Cross Road entrance and introduce a creative teaching zone between the existing and new building, with a covered area to provide extended all weather teaching facilities. An additional service yard has been created within an unused area of the site, the layout retains as many trees as possible to maintain a softened boundary to the residential properties. The service yard provides dedicated delivery space to the new kitchen and includes an enlarged bin compound away from the sites perimeter, the bin relocation improves parking provision within the existing car park.
- 9.7 The proposed external facing materials will be:
- Rock panel system, to the dining hall and A10 boundary wall.
 - Facing block work, to the kitchen.
 - Through colour render, to the class rooms.
 - Aluminium windows and doors.
 - Shallow pitched single ply roofs, standing seam appendages.
 - Powder coated fascias and soffits.
- 9.8 The materials chosen provide a level of contrast with the existing building visually but give a coherent link by maintaining an area of facing block work. The dining hall has a different material and colour to the rest of the building to provide a level of contrast and interest across the site.

- 9.9 It is considered that the scale and design of the proposed buildings will not in anyway adversely affect the surrounding area in line with policies UD3 'General Principles' and UD4 'Quality Design'.

Transportation and car parking/ cycle provision

- 9.10 In accordance with the requirements of SPG7c a Transport Assessment (TA) has been submitted and forms part of the proposed development. The TA provides an assessment of the likely traffic generation associated with the proposed development, an assessment of the impact of the development on the local road network and an assessment of the accessibility of the site.
- 9.11 The Council's Transportation Officer has examined Transportation Assessment produced and has commented as follows:
- 9.12 'The application site is located in an area that has a high PTAL level of 6 and is within easy walking distance of Tottenham Hale underground and rail station and bus interchange. The School fronts onto Stainby Road, which is covered by the Seven Sisters controlled parking zone (CPZ), operating Monday to Saturday from 08:00am to 06:30pm, which provides adequate on-street car parking control at this location. However, the School is also served by a vehicular and pedestrian access from High Cross Road, which does not fall within a CPZ and suffers from a high level of on-street parking.
- 9.13 Approximately 74% of pupils live within a 1 mile radius of the school. The transport statement accompanying the application outlines the results from a recent staff and pupil travel habit survey, which states that approximately 73% of pupils walk to and from school and approximately 22% use other sustainable modes such as taking the bus, cycling and car share. A School Travel Plan is currently in place in order to promote the use of sustainable modes of transport by staff and students.
- 9.14 However, it has been noted that the level of on-site cycle storage falls well below that expected for the proposed size of school. In line with guidance set out within the London Plan they will expect the provision of 63 spaces, it is intended that only 20 spaces be provided. It is accepted that there is currently a low demand for the existing on-site cycle storage facilities, however, the latest School Travel Plan indicates that 26% of pupils have expressed a desire to cycle to school. Therefore, in line with aims and measures included in the Travel Plan the school should be required to increase the on-site provision to cater for 30 cycles, with the aim of reviewing demand in line with the existing School Travel Plan.
- 9.15 The proposal includes the demarcation of 11 spaces within the existing staff car park and the creation of 4 new car parking spaces in a new parking area. One of the new parking bays is to be designated for the use of Disabled Blue Badge holders, which is considered adequate in relation to the level of on-site parking provision.
- 9.16 It has been noted that the proposal will involve the creation of a new crossover into the proposed parking area as well as works associated with the relocation of the pedestrian access on High Cross Road. It will be necessary for the applicant to secure funds for works required in connection with the required off-site highway works.

9.17 Given the high level of pupils travelling to and from the site using sustainable modes of transport and the relatively small school catchments area this proposal is unlikely to result in any significant increase on the existing level of generated car trips or car parking demand at this location.

9.18 As requested by the Council's Transportation Officer, conditions have been included in this report to deal with increase cycle provision, alteration to public footway and construction access.

Impact on residential amenity

9.19 Policy UD3 'General Principles' and Housing Supplementary Planning Documents (adopted October 2008) seek to protect existing residential amenity. The proposed new buildings will be located to the north of the site on the boundary with the A10 and away from the boundaries with existing residential properties. The position of the new buildings ensures that residential amenity will not be adversely harmed consistent with policies UD3 and HSPD.

Sustainability

9.20 The new buildings will be located on existing grassed mound, which is overgrown with self-seeded trees etc and as such is under utilised. The re-use of this under utilised part of the site/land is regarded as an important sustainable feature of the development which complies with the thrust of both national and London wide guidance.

9.21 The proposed development has been designed with sustainable materials and systems; namely:

- Photovoltaic solar panels
- Introduction of large windows to gain high levels of natural light and ventilation
- Retention of existing trees and the planting of new trees.
- Solar control glass
- The use of low water flush toilets and urinals
- The installation of water control devices for toilet area, such as Cistermiser systems etc
- The installation of fail safe taps on all general usage water outlets
- Water metering – water metering connected to the BMS system will be provided on the incoming mains and all main sub feeds.

9.22 A BREEAM pre- assessment report has been submitted for the proposed development. The report gives the scheme target rating as Very Good. In addition, as noted above, the scheme will be required to provide 30 secure bicycles storage space.

Noise pollution

9.23 An environmental noise impact assessment has been undertaken and forms part of the proposed scheme. The noise impact is an important matter because of the closeness of the school to the A10 Monument Way. To mitigate this issue the scheme proposes a 3m high acoustic barrier fencing along the northern site boundary with the Monument Way. The noise impact assessment involves investigation to ascertain potential noise hazard resulting from the new buildings and potential increase traffic

noise levels resulting from the reflections off the proposed acoustic barrier on surrounding residential properties.

- 9.24 The assessment concluded that because the new building is not yet in place it will not be possible to predict the resultant noise levels on nearby properties. However, with regards to the reflection from the proposed acoustic barrier, the assessment concluded that the residential properties on Fairbanks Road would experience a slight increase in noise levels, 'possibly by up to 1.0dB(A), the threshold of significance defined in the Noise Insulation Regulations. It is therefore proposed that the acoustic barrier specifications are minimum sound insulation of R_w25 to provide protection to the school and minimum sound absorption of $a_w 0.7$ on the outer (Monument Way) side to mitigate reflection of traffic noise towards the houses.'

Landscaping and boundary treatment

- 9.25 An indicative landscaping plan has been submitted with the application outlining the landscape/ planting proposal to the space around the school. The proposed landscaping will include creating a teaching zone between the existing and new building, with a covered area to provide extended all weather teaching facilities. The partial retention of the existing bund to the west of the site will allow for the retention of some trees. The proposed landscaping scheme will include new tree planting and improved pedestrian access from the High Cross Road entrance. The external works to the site will include the provision of the following:

- Covered performance space.
- Creative teaching street.
- Outdoor classroom space and quiet areas.
- Service yard with bin compound.
- Soft play areas, including growing area and habitat zone.

- 9.26 Following discussions with Officers the scheme has been revised to include an additional boundary screening to front Monument Way and to soften and give visual interest to that frontage. The acoustic barrier fencing will be erected behind with the soften boundary treatment fronting the A10. In order to ensure an appropriate boundary treatment is implemented, a condition has been included in this report for submission of a boundary treatment scheme for consideration.

10.0 CIL APPLICABLE

- 10.1 CIL is not applicable on this proposal.

11.0 HUMAN RIGHTS

- 11.1 All applications are considered against a background of the Human Rights Act 1998 and in accordance with Article 22(1) of the Town and Country Planning (General Development Procedure) (England) (Amendment) Order 2003 where there is a requirement to give reasons for the grant of planning permission. Reasons for refusal are always given and are set out on the decision notice. Unless any report specifically indicates otherwise all decisions of this Committee will accord with the requirements of the above Act and Order.

12.0 EQUALITIES

- 12.1 In determining this planning application the Council is required to have regard to its obligations under equalities legislation including the obligations under section 71 of the Race Relations Act 1976. In carrying out the Council's functions due regard must be had, firstly to the need to eliminate unlawful discrimination, and secondly to the need to promote equality of opportunity and good relations between persons of different equalities groups. Members must have regard to these obligations in taking a decision on this application.

13.0 CONCLUSION

- 13.1 The proposal will provide a high quality education facility which will increase the supply of school places in this part of the borough. It is considered that the layout, design and external appearance of the development will be in keeping with the setting of the site and the surrounding area. The scheme has been designed sensitively in relation to the constraints of the site, in particular its relationship with Monument Way. The proposal will have no adverse impact on the residential amenity of nearby residents.
- 13.2 Having considered the proposal against the London Plan, the adopted Haringey Unitary Development Plan and adopted Supplementary Planning Guidance and taking into account other material considerations, Officers consider the proposed development to be acceptable and that planning permission should be granted subject to appropriate conditions.

14.0 RECOMMENDATION

- 14.1 GRANT PLANNING PERMISSION subject to conditions:

IMPLEMENTATION

1. The development hereby authorised must be begun not later than the expiration of 3 years from the date of this permission, failing which the permission shall be of no effect.

Reason: This condition is imposed by virtue of the provisions of the Planning & Compulsory Purchase Act 2004 and to prevent the accumulation of unimplemented planning permissions.

2. The development hereby authorised shall be carried out in complete accordance with the plans and specifications submitted to, and approved in writing by the Local Planning Authority.

Reason: In order to ensure the development is carried out in accordance with the approved details and in the interests of amenity.

EXTERNAL APPEARANCE & SITE LAYOUT

3. Notwithstanding the description of the materials in the application, samples of all materials to be used in conjunction with the proposed development for all the external surfaces of buildings hereby approved, areas of hard landscaping and boundary walls shall be submitted to, and approved in writing by, the Local Planning Authority before any development is commenced. Samples should include sample panels or brick types and a roofing material sample combined with a schedule of the exact product

references.

Reason: In order for the Local Planning Authority to retain control over the exact materials to be used for the proposed development and to assess the suitability of the samples submitted in the interests of visual amenity.

4. Details of a scheme depicting those areas to be treated by means of hard landscaping shall be submitted to, approved in writing by, and implemented in accordance with the approved details. Such a scheme to include a detailed drawing of those areas of the development to be so treated, a schedule of proposed materials and samples to be submitted for written approval on request from the Local Planning Authority.

Reason: In order to ensure the development has satisfactory landscaped areas in the interests of the visual amenity of the area

5. Notwithstanding any indication on the drawings submitted, details of the acoustic barrier/ fence to be erected along the Monument Way frontage, including landscaping, shall be submitted and agreed by the Local Planning Authority and shall thereafter be erected/installed and permanently retained.

Reason: In order to ensure a satisfactory means of enclosure for the proposed development and the visual interest along Monument Way.

6. Notwithstanding any indication on the drawings submitted, details of a final landscaping scheme for the treatment of the surroundings of the proposed new school buildings including the planting of trees and/or shrubs shall be submitted to, approved in writing by the Local Planning Authority. The landscaping shall be completed within 12 months, or by the end of the first planting season, after the completion of the development to the satisfaction of the Local Planning Authority. Any trees, or plants which die within a period of 5 years from the completion of the development; are removed, or become seriously damaged, or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

Reason: In order to provide a suitable setting for the proposed development in the interests of visual amenity

CONSTRUCTION

6. The construction works of the development hereby granted shall not be carried out before 0800 or after 1800 hours Monday to Friday or before 0800 or after 1200 hours on Saturday and not at all on Sundays or Bank Holidays.

Reason: In order to ensure that the proposal does not prejudice the enjoyment of neighbouring occupiers of their properties.

7. No works shall be carried out on the site until a detailed report, including Risk Assessment, detailing management of demolition and construction dust has been submitted and approved by the LPA. This shall be with reference to the London Code of Construction Practice. In addition either the site or the Demolition Company must be registered with the Considerate Constructors Scheme Proof of registration must be

sent to the LPA prior to any works being carried out.

Reason: To ensure the construction period of the development does not result in unreasonable disturbance for neighbouring properties and to minimise pollution.

9. The applicant is required to submit a Stage 1 Safety Audit for the creation of the temporary construction access onto Monument Way (A10) prior to its formation.

Reason: In the interests of highway safety.

11. The proposal will require alterations to the public footway in order to cater for the new access arrangements. The applicant shall issue a memorandum of understanding that would secure payment for the required measures.

Reason: To maintain highway safety conditions for pedestrians at this location and create a safe route into the school.

CONTAMINATED LAND

12. Before development commences other than for investigative work:

a) A desktop study shall be carried out which shall include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no risk of harm, development shall not commence until approved in writing by the Local Planning Authority.

b) If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. This shall be submitted to, and approved in writing by, the Local Planning Authority prior to that investigation being carried out on site. The investigation must be comprehensive enough to enable:

- a risk assessment to be undertaken,
- refinement of the Conceptual Model, and
- the development of a Method Statement detailing the remediation requirements.

The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority.

c) If the risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements, using the information obtained from the site investigation, and also detailing any post remedial monitoring shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.

Where remediation of contamination on the site is required completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied.

Reason: To ensure the development can be implemented and occupied with adequate

regard for environmental and public safety.

CYCLE PROVISION

13. The applicant shall provide additional secure sheltered cycle storage to cater for 30 cycles as part of the development and shall review the level of provision in line with demand identified as part of the School Travel Plan.

Reason: To promote more trips by sustainable mode of transport to and from the site.

SUSTAINABILITY/ ENVIRONMENTAL PERFORMANCE

14. A certificated BREEAM Post Construction Review, or other verification process agreed with the Local Planning Authority, shall be provided, confirming that the agreed standards have been met, prior to the occupation of the development.

Reason: To ensure that the proposal complies with the principles of sustainable development

SECURE BY DESIGN

15. The development hereby approved shall not commence until details of the measures to show how secure by design accreditation will be achieved have been submitted to and approved in writing by the Local Planning Authority.

Reason: To reduce the risk of crime.

REASON FOR APPROVAL

The proposal will provide a high quality education facility which will increase the supply of school places in this part of the borough. It is considered that the layout, design and external appearance of the development will be in keeping with the setting of the site and the surrounding area. The scheme has been designed sensitively in relation to the constraints of the site, in particular its relationship with Monument Way. The proposal will have no adverse impact on the residential amenity of nearby residents. The proposed development accords with strategic planning guidance and policies as set out in the Adopted Haringey Unitary Development Plan (July 2006); in particular the following G1 'Environment', G2: 'Development and Urban Design', G9 'Community Wellbeing', UD2 'Sustainable Design and Construction', UD3 'General Principles', UD4 'Quality Design', and supplementary planning guidance 'PG1a 'Design Guidance and Design Statements', SPG4 'Access for All - Mobility Standards', SPG5 'Safety by Design', SPG7a 'Vehicle and Pedestrian Movement', SPG7b 'Travel Plan', SPG7c 'Transport Assessment', SPG8b 'Materials', SPG8c 'Environmental Performance' and SPG9 'Sustainability Statement Guidance'.

Appendix 1: Comments on Observations/ Objections

No.	Stakeholder	Comments	Response
1	London Fire & Emergency Planning Authority	The Brigade is satisfied with the proposals subject to the requirements of Building Regs, Approved Document B, B5 being met.	- Noted.
2	Building Control	The proposed works will be subject to the Building Regulations 2010, and an application should be submitted for these works prior to commencement of works.	- Noted.
3	Transportation	<p>The transportation and highway authority do not wish to object to this application subject to the imposition of the following conditions:</p> <p>1. proposal will require alterations to the public footway in order to cater for the new access arrangements. The applicant shall issue a memorandum of understanding that would secure payment for the required measures. Reason: To maintain highway safety conditions for pedestrians at this location and create a safe route into the school.</p> <p>2. The applicant shall provide additional secure sheltered cycle storage to cater for an additional 10 cycles as part of the development and shall review the level of</p>	<p>- Noted.</p> <p>- Conditions included.</p>

No.	Stakeholder	Comments	Response
		<p>provision in line with demand identified as part of the School Travel Plan. Reason: To promote more trips by sustainable mode of transport to and from the site.</p> <p>3. The applicant is required to submit a Stage 1 Safety Audit for the creation of the temporary construction access onto Monument Way (A10) prior to its formation. Reason: In the interests of highway safety.</p>	
4	Crime Prevention Officer	I recommend that the standards under the Schools design guide of the Secured by Design website are adhered to for this application	<p>-Noted</p> <p>Condition included in the report (Condition 10)</p> <p>Noted</p>
5	Tree Officer	'There are a quite a large no of trees on site, so in principle I would have no objection to the proposed removals on the condition an adequate no of replacement trees are planted.'	<p>Condition included in the report to ensure adequate no of trees are planted (Condition 14).</p> <ul style="list-style-type: none"> The proposal has been assessed by the Council's Transportation Officers who considers that 'Given the high level of pupils travelling to and from the site using sustainable modes of transport and the relatively small school catchment area this proposal is unlikely to result in any significant increase on the existing level of generated
6.	Local Residents	One letter of objection has been received from a local resident on grounds including:	

No.	Stakeholder	Comments	Response
		<ul style="list-style-type: none"> - Lack of parking & increased congestion affecting emergency vehicle access - The road is unsafe. There needs to be speed cameras and speed bumps. - There is no pedestrian crossing or crossing officer - There is no sign informing motorist that there is a school or requiring them to slow down 	<p>car trips or car parking demand at this location.'</p> <ul style="list-style-type: none"> • The provision of speed cameras and speed bumps does not form part of the proposals. • The proposal would include pedestrian improvement from the High Cross entrance. However, the provision of pedestrian crossing or crossing Officer is not within the remit of the proposed scheme. • This issue will be referred to the Council's Highways and Education Services for investigation.

