

**REPORT FOR CONSIDERATION AT PLANNING APPLICATION SUB-COMMITTEE**

**Reference No:** HGY/2006/2234

**Ward:** Crouch End

**Date received:** 14/11/2006

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**Drawing number of plans** 444.04, 444.05, 444.06, 444.07, 444.100 Rev A; 524-PL-001, 524-PL-010, 524-PL-011, 524-PL-012, 524-PL-013, 524-PL-015, 524-PL-050, 524-PL-051, 524-PL-100, 524-PL-110, 524-PL-111, 524-PL-112, 524-PL-113 rev 03, 524-PL-114 rev 01, 524-PL-115, 524-PL-150 Rev 02, 524-PL-151 Rev 02, 524-PL-152 Rev 00 & 524-PL-155

**Address:** Coleridge Primary School & Former TUC Centre Site Crouch End Hill N8

**Proposal:** 1. Demolition of 3 storey wings on either side of existing main buildings and replacement with new part-single/part 2 storey teaching wings; retention of and alterations to main building, associated landscaping to enable expansion of Coleridge Primary School  
2. Demolition of existing nursery block, and minor extensions, and provision of additional parking on existing Coleridge School site.

**Existing Use:** Education

**Proposed Use:** Education

**Applicant:** Haringey Council - Childrens Services

**Ownership:** Council

**PLANNING DESIGNATIONS**

Conservation Area  
Road - Classified

**Officer Contact:** Stuart Cooke

**RECOMMENDATION**

GRANT PERMISSION subject to conditions

**SITE AND SURROUNDINGS**

This application relates to two separate sites,

- i. Former TUC Centre Site Crouch End Hill, and
- ii. Coleridge Primary School, Crescent Road N8

FORMER TUC CENTRE SITE, CROUCH END HILL, N8

This site is located on the east side of Crouch End Hill between Haslemere Road and Waverley Road. It is triangular in shape with a site area of 0.5 hectares. It falls within the Crouch End Conservation Area.

The site is currently occupied by the buildings known as the former TUC Centre and was originally the Hornsey College of Art. The building was last used as the Haringey Professional Development centre and was vacated in May 2006.

The main building was constructed in 1931. It is 3-4 storeys in height and built in red brick in a neo-classical style with large portico, columns and pediment. Substantial wings, also 3-4 storeys, were added in 1981 to provide residential accommodation and administration space. There is also a large detached Victorian house within the site which is linked to the main buildings by a bridge structure which provided residential accommodation for the Training Centre.

The remainder of the site is open with a car park at the north end. A number of mature trees exist on the site.

#### COLERIDGE PRIMARY SCHOOL, CRESCENT ROAD, N8

Coleridge Primary School is a Council run school for 4 – 11 year olds. There is also a nursery school on site. The school currently houses 413 pupils and 41 staff and a further 64 nursery school children.

Most school activities take place between 0900 and 1515 hours although some school activities and clubs operate outside these hours.

The school has a small car park for 11 cars accessed from Crescent Road. Additional land has been obtained behind the caretakers house to allow the parking area to be increased in size by 10 spaces, to 21 spaces in total.

Coleridge Primary School comprises a number of low rise buildings constructed in the 1960's with some minor more recent extensions and caretakers house. The buildings are set within the playground area which contains a number of mature trees. A substantial tree screen exists between the school site and Crouch End Hill.

#### Surrounding area

The surrounding areas are generally residential in character with a mix of age and type, principally detached and semi-detached late Victorian house and modern 3 or 4-storey flat blocks. It is located on top of Hornsey ridge close to the borough boundary with LB Islington. Crouch End Hill railway station is within walking distance and a number of bus routes use Crouch End Hill. At the bottom of Crouch End Hill is Crouch End town centre.

### **PLANNING HISTORY**

There is little significant planning history relating to the Coleridge Primary School site.

With regard to the TUC Centre, planning permission was granted in December 1981 for the partial redevelopment of the site and change of use to the TUC Centre, ref. HGY25087.

A parallel application for conservation area consent is currently lodged with the Council for demolitions in association with the expansion of the school from 2-form to 4-form entry, (ref.no. HGY2006/2235). This application is also included in this agenda.

In addition, a separate planning application for the erection of a single storey temporary classroom building on the Coleridge Primary School site is currently lodged with the Council, also in association with the expansion of the school from 2-form to 4-form entry, (ref. no. HGY2006/2347). This application is also included in this agenda.

## **DETAILS OF PROPOSAL**

### **FORMER TUC SITE**

The scheme relates to two separate sites on either side of Crouch End Hill. The main element of the scheme relates to the former TUC Centre site and involves the retention of the central building and the demolition of the newer wings on either side of existing main buildings. These will be replaced with new part-single/part 2 storey teaching wings. The resulting building will then form a new school associated with the existing Coleridge primary school, accomodating the reception, Years 1 and 2 form entry.

The retained buildings will accommodate the support facilities, offices and administration spaces for the new school, plus facilities including library, music room and Head Teachers office. Block B to the rear will contain the main assembly hall, nursery facilities and staff resource rooms. This will be linked to an open play court area.

The new wings to the sides will provide the main teaching blocks. The north wing is on 2 storeys with groups of four classrooms and shared resource spaces clustered around a central corridor. This wing will accommodate the reception classrooms and shared resource areas on the ground floor, with Year 2 facilities on the first floor. The south wing is single storey only and will contain the Year 1 classrooms and resource areas. A new reception play area will be created at the junction of Crouch End Hill and Waverley Road and a new Year 1 and 2 play area adjacent to Haslemere Road.

### **COLERIDGE SCHOOL SITE**

The second element involves a number of minor additions and alterations to the main Coleridge Primary School building in Crescent Road, including the demolition of existing nursery block. The nursery block will be replaced by two new classrooms of 55 square metres each and two shared resource spaces of 21 square metres each. A new art/practical classroom of 36 square metres will infill a small gap in the frontage of the building a on the east elevation. A new temporary structure is also included in the scheme to provide two new classrooms and facilities for 2007-2008 and will be located to the north west corner of the school site

In addition, 10 new car spaces will be created to provide additional parking for staff based in the new site. These will be located in the rear part of the existing caretakers house garden adjacent to the existitng car parking area.

## **CONSULTATION**

Ward Councillors  
Transportation  
Policy  
Design & Conservation  
Arboriculturist  
Waste Management  
Building Control

LB Islington

English Heritage  
20<sup>th</sup> Century Society

Hornsey Conservation Area Advisory Committee  
Haslemere Residents Association

Waverley Road – all  
Haslemere Road – all (plus Oakwood Court)  
Christchurch Road – all  
Crescent Road – all  
83, 85 Crouch End Hill (plus Hillside)  
Hannay Lane (LB Islington)  
4, 6 Avenue Road (plus Avenue Hall)  
Hornsey Lane 135-145 (odd)

A Development Control Forum was held on 15 December 2006 as part of the consultation process carried out by this Service, (see Appendix 1), as well as individual letters to the surrounding properties. In addition to the planning consultation, the Childrens Service has undertaken a series of public consultation exercises over the period from September to December 2005 which targeted parents and carers, governors, staff, other Haringey schools and Chairs of Governors. As part of this exercise, local residents were

leafleted and posters displayed outside the school and the proposals were also reported extensively in the local press during this period. In addition, a public meeting was held as part of the Schools Adjudicators procedures.

These consultations produced 185 responses, of which 82 were in favour, 88 were against and 15 were impartial. The largest number of responses were from local residents.

The Childrens Service consultations have also included events in 2006 on the 4 July, 6 July, 27 September, 2 November and 1 December (DQI workshop including parents, pupils).

Comments obtained from visitors to the events in September and November have been collated, and with responses from the council and the design team details have been included on the 'project information' wall mounted permanent display in the entrance to the School. This display has been available since September 2006 and is subject to regular review and update with latest information including external landscaping proposals.

The Architect met with the Hornsey CAAC at the TUC building in November 2006.

A display of designs has been available at Hornsey Library since mid November 2006.

## **RESPONSES**

Policy -

It is encouraging to see that there is a long list of measures proposed to improve energy efficiency including exceeding the new Building Regulations, which is welcomed. The assessment states that the solar panels will provide 6% of the energy requirement for the two new teaching wings which is some way forward but falls short of the 10% target in ENV10. We would want to ensure that the energy efficiency and renewable energy measures that are outlined in the assessment are implemented in the completed scheme and these should be *conditioned.*"

Conservation team – Welcome the retention of the central block and Waverley House as part of the scheme. Consider the scheme as revised with matching facing brickwork to be satisfactory, visually harmonising with the existing buildings on the site and preserving the character and appearance of the Crouch End conservation area.

Building Control – appears satisfactory.

Transportation – have reviewed the traffic related reports submitted with the application and do not object to the proposal subject to the incorporation of a number of highway safety measures being incorporated into the scheme. In summary, they consider that the majority of trips to the existing school and likely trips to the proposed school will be made by sustainable forms of transport, i.e. walking, public transport and cycling. Further, the initiatives included as part of the Travel Plan seek to encourage a higher proportion of journeys to be made in this manner.

LB Islington – do not object to the proposal, however we wish to advise that the Council is currently considering relocating the Ashmount School at Crouch Hill, on the site of the former recreation centre, alongside the redevelopment of existing facilities there.

Hornsey Conservation Area Advisory Committee – Welcome retention of the central block. The overall planning of the site and the accommodation seems to preserve many of the best features of the site. Not convinced of the case for demolishing the north wing. Would prefer to see building re-orientated. Express some concerns about the design and its contribution to the conservation area.

Haslemere Road Residents Association - have objected to the proposal on the grounds that::

- The roads are already dangerous and will be unsafe for an increase in 420 infant children and families.
- There is no parking provision for 44 new staff.
- Haslemere and Waverley Roads are already densely populated.
- We have a high number of existing vulnerable and frail residents
- Our road is already used by many other school pupils
- We have experienced a high increase in visitor parking in the past 2 years.

The Residents Association is supportive of an education use of the site and would support a one-form entry Primary School.

20 responses have been received from local residents at the time of writing this report. Some of the responses express support for the scheme in principle and recognise the need for additional school places in the area.

The main issues raised by local residents are:

- Traffic/parking/road safety

- Noise, particularly at playtimes
- Need, some suggest reducing the proposed expansion from four to three additional form entry and
- Lack of consultation

Other issues raised are:

- out of hours uses
- construction noise
- pollution
- lack of playspace

Of the responses received, the overriding concerns expressed by nearly all respondents relate to traffic, parking and road safety issues. In particular, responses refer to Crouch End Hill as a very busy road dividing the site, the additional traffic and parking generated by the development leading to safety issues for children arriving and leaving the school, and exacerbated problems of parking for local residents.

These issues are considered in detail in the following paragraphs.

## **RELEVANT PLANNING POLICY**

### **POLICY CW1: COMMUNITY WELLBEING**

A key objective of this policy is to increase the overall stock of good quality community and health facilities in Haringey, especially in areas of shortage, and to improve existing facilities.

### **CSV1: DEVELOPMENT IN CONSERVATION AREAS**

National policy on Conservation Areas and Listed Buildings is found in PPG15: Planning and the Historic Environment and this is reflected in the Councils local policies. A key objective of conservation policy is to preserve or enhance the character and appearance of conservation areas.

### **CSV5: ALTERATIONS AND EXTENSIONS IN CONSERVATION AREAS**

The Council will require that alterations or extensions to buildings in Conservation Areas preserve or enhance the character of the Conservation Area.

New development, alterations or extensions to buildings in conservation areas will be expected to use traditional or other durable natural materials that preserve or enhance the character and appearance of the conservation area.

#### POLICY UD3: GENERAL PRINCIPLES

New development in the borough should complement the existing pattern of development in that part of Haringey. The policy aims to ensure that future development in the borough will not worsen the quality of life for those living and working in Haringey.

#### POLICY UD4: QUALITY DESIGN

The Council wishes to support good and appropriate design, which is sustainable, improves the quality of the existing environment, reinforces a sense of place and promotes civic pride.

The Council considers that people deserve a safe environment in which they can live and move around without fearing that they might be a victim of crime. This is an important component of peoples' quality of life. Good design of buildings and their relationship with their environment affects the perception of an area, as well as the opportunity for disorderly or criminal behaviour.

Any proposals for developments and alterations or extensions, which require planning permission or listed building consent, will be expected to be of high design quality.

#### POLICY UD2: SUSTAINABLE DESIGN AND CONSTRUCTION

This policy is primarily concerned with the environmental/natural resource aspects of sustainable development. The Council would prefer that all development in the borough is designed in a way that maximises the potential of the site without causing any unnecessary local nor global environmental consequences.

#### POLICY ENV9: MITIGATING CLIMATE CHANGE: ENERGY EFFICIENCY

The Council will encourage energy efficiency and a reduction in carbon dioxide (CO<sub>2</sub>) emissions. More detail on design and layout is contained in SPG9 Sustainability Statement – Including Checklist.

#### POLICY ENV10: MITIGATING CLIMATE CHANGE: RENEWABLE ENERGY

The Council will contribute to mitigating climate change by:

- a) requiring all major development schemes to provide an energy assessment with their planning application, showing an on-site



provision of 10%, where feasible, of their projected energy requirement from renewable sources;

- b) expecting all major schemes to demonstrate in their energy assessment that the proposed heating and cooling systems have been selected in accordance with the following order of preference: passive solar design; solar water heating; combined heat and power, for heating and cooling, preferably fuelled by renewables; community heating for heating and cooling; heat pumps; gas condensing boilers and gas central heating;

## **POLICY M10: PARKING FOR DEVELOPMENT**

The Council will apply its parking standards to restrain car use, to reduce congestion, to improve road safety, to give priority to essential users and people with disabilities, to improve the environment, to improve local accessibility and to encourage sustainable regeneration.

## **ANALYSIS/ASSESSMENT OF THE APPLICATION**

The main issues associated with this development are:

- i. The need for a new school
- ii. Impact on the conservation area
- iii. Design
- iv. Sustainability
- v. Traffic/parking

## **THE NEED FOR A NEW SCHOOL**

Policy CW1: Community Wellbeing of the Unitary Development Plan 2006 recognises that good community facilities, including schools, are essential to the fabric of a successful, healthy and inclusive society. The policy seeks to ensure that every resident in Haringey that needs a school place should have access to a place preferably within walking distance of where they live.

The Childrens Service of the Council is responsible for education provision in the borough and has identified a need for a new primary school in the west of the borough based on a shortfall of places available for children in this part of the borough and a general desire to provide school places for primary school age children close to where they live.

In strict land use planning terms, there is no requirement to prove “need” for a new school, particularly in respect of this site which already has a lawful use for educational purposes; i.e. there is no principle change of use involved, the previous use also being in the D1 (c) Use Class, “for the provision of education...”. Nevertheless, as a body responsible for provision of places for

childrens education, the Council would not be advancing this proposal for additional places if it were not convinced that it was full justified in educational terms.

The Schools Adjudicator supported the application by the Council, considering the arguments both for and against the proposed expansion, but was satisfied the school could be described as a successful and popular school, and therefore there is a strong presumption laid on all decision makers that the proposal should be approved. He also concluded there is no compelling objective evidence that the expansion would have a damaging effect on standards overall in the borough or in nearby schools in LB Islington and that it will meet a strongly voiced demand from parents living very close to the school for places in the immediate locality which, at present, the authority is not able to satisfy. The adjudicator further concluded that the proposed expansion will not harm the success and popularity of the school, and need not sacrifice any of its current strengths.

He did however recognise the concerns expressed regarding road safety issues and recommended that appropriate measures be incorporated into the development via the planning application process to address and mitigate these issues.

The provision of additional school places in this part of the borough assessed against an identified need therefore complies with the requirements of policy CW1.

## **IMPACT ON THE CONSERVATION AREA**

Policies CSV1 and CSV5 seek to ensure that the character and appearance of conservation areas are not harmed as a result of development, both in terms of the demolition of existing buildings considered to be architecturally or historically valuable, and in terms of the quality of the replacement buildings, in line with advice in PPG15.

## **FORMER TUC SITE**

The existing 1931 central building forms a prominent and important built form at this location and has sufficient local landmark quality to be regarded as making a positive contribution to the Crouch End conservation area. This building has been retained as a core part of the scheme. In addition, the late Victorian house fronting Waverley Road is also considered to make a positive contribution to the conservation area and is to be retained. The 1980's wings however, are not regarded as having any special architectural or historic interest and do not in themselves contribute to the character of the conservation area. Their demolition therefore meets the appropriate requirements as set out in PPG15 and is not opposed.

In townscape terms the new school will present a prominent façade to Crouch End Hill, with an interesting juxtaposition of the low new build wings set against the dominant 1931 central block. Overall it is considered that the revised proposals with matching facing brickwork will visually harmonise with the existing buildings on site, will preserve the character and appearance of Crouch End Conservation Area, and are acceptable and comply with the requirements of Policies CSV1 and CSV5.

## COLERIDGE SCHOOL SITE

The nursery building to the existing Coleridge school was designed as part of the original group of school buildings on the site. The nursery is not regarded as being of any special architectural or historic interest and therefore its demolition is regarded as acceptable.

The new elements proposed for the existing Coleridge Primary School site are designed to blend in with the existing buildings in terms of appearance and materials. A new single storey classroom extension is proposed at the south end of the site facing Crescent Road replacing the existing nursery structure to be demolished.

In addition, a small infill extension on the east side and another small extension to the existing staff room close to the main school entrance are proposed, all to blend in with the existing building.

These additions are designed to be in keeping with the existing school buildings in terms of size, scale and appearance and therefore are considered acceptable in design terms and comply with the requirements of Policies CSV1 and CSV5.

## DESIGN

Policies UD3 General Principles and UD4 Quality Design set out the Councils requirements in relation to building design and how it relates to the surrounding area. The policies require new buildings to complement with the character of the locality, be appropriate in size and scale and not to reduce existing amenity levels. The policies also require a high quality design approach.

## FORMER TUC SITE

The retained central block will be used to provide new accommodation for the headteachers with ancillary office space as well as the new nursery accommodation at ground floor level with direct access to the external nursery

play area. At first floor level the main hall will be used for assembly and dining. The upper floor is designated for staff rooms and ancillary accommodation.

A new main entrance to the building on the Crouch End Hill elevation will be formed at ground floor level providing access to the new reception. The new replacement wings on the north side accommodate the Reception classrooms for the younger children – these have direct access to external Reception play area. The existing external stair leading to the first floor level will be removed, and the internal layout altered and a balcony formed at first floor level to the proposed new library. The existing louvers on the front elevation at ground floor level are proposed to be replaced by new windows to provide daylight to the accommodation within.

The new built elements for this site replace the 1980's extensions and are in approximately the same positions. In terms of bulk and mass, the new extensions are much smaller than those existing, being single or two storey only, and are more in scale with the existing rear extension to be retained. The built form is dictated by the function of the new teaching spaces, i.e. the clusters of four classrooms around a central circulation space. The design approach seeks to complement rather than copy the retained building. Sloping roof sections and projecting window frames identify the four classroom areas within the new structures. The plan form is deeper than the existing wings, and they project slightly forward of the existing building line.

The three dimensional form of the proposed design is significantly lower and deeper than the existing wings, and contrasts with the traditional appearance of the central block. The design of the replacement wings is in a distinctively contemporary idiom and is well articulated. In the planning of these replacement wings the current accommodation parameters for schools were followed closely. Whilst the architectural treatment uses a contrasting form this is a valid expression of the function served.

In terms of materials, following discussion with Officers, the new buildings will be faced principally in brick to match the retained central building, with some coloured rendered areas. This will help the new buildings blend, not only with the retained building, but also with the surrounding area which is generally characterised by brick. As such, the new buildings are considered to comply with Policies UD3 and UD4.

## COLERIDGE SCHOOL SITE

The proposed extensions to the existing school buildings are relatively small and will have little visual impact. However, the new elements proposed for the existing Coleridge Primary School site are designed to blend in with the

existing buildings in terms of scale, appearance and materials in line with policies UD3 and UD4.

## **ROAD SAFETY/PARKING/TRAFFIC**

The main purpose of movement related policies in the Unitary Development Plan 2006 is to reduce the need to travel and this is realised by linking development and peoples activities to transport improvements and changes, in line with advice in PPG13 Transport . A key objective of the Councils policies in relation to traffic and pedestrian movement is “to support and promote transport improvements where they would improve safety for all road users, including pedestrians and cyclists,”

### **ROAD SAFETY**

A Traffic Assessment, Road Safety Report and School Travel Plan have been submitted as part of this application. A Road Safety Working Party was established during the development of the scheme in response to the concerns raised following the public consultation exercise. The working party comprised governors, teachers, parents, Morgan Tucker Road Safety consultants and Highways Officers to assist in developing the Road Safety Report and the Travel Plan. Road safety was also recognised as an important issue by the Schools Adjudicator in his decision to support the expansion of the school:

*“I am clear that ensuring the highest standards of road safety and monitoring flows of traffic should be given the utmost priority, and urge the Council to ensure that it includes in the planning application detailed proposals to address these issues.”*

Consultants Morgan Tucker have produced a road safety report, submitted with the application. The Morgan Tucker report was commissioned by LB Haringey to provide road safety advice in relation to the existing situation and possible road safety issues as a result of the proposed new school. It examined existing pedestrian and vehicle movements around the school sites and looked at the accident statistics in the 5 years from 2001.

The report concluded that,

*“the evidence in the recent road safety statistics for the area surrounding the school shows that the movement of traffic to and from the school are generally unrelated to the injury collisions that have been reported. The frequency of collisions at the junctions most likely to be affected by the expansion are relatively low and it is not anticipated to lead to a quantifiable increase in collisions at these locations.*

*“With regard to vulnerable road users, especially child collisions, there has been one recorded collision and this occurred on a Saturday and is therefore unrelated to school traffic.*

*“In conclusion, the expansion of Coleridge School should not lead to a quantifiable increase in collision frequency at the highlighted locations of concern. It should also be considered that any proposed measures to increase road safety in the area, i.e. traffic calming, upgrading of the crossing facilities and pedal cycling facilities could reduce the frequency and severity of collisions that may still occur.”*

The report also looked at the School Travel Plan and the road safety issues raised through parents meetings and the road safety expansion group. The report concluded that a number of traffic management issues should be considered as a result and listed these issues in priority order. The report concludes that the school should work with parents to try to reduce car journeys to school and support traffic management measures to improve road safety.

The Road Safety Report suggests a number of measures to mitigate the identified traffic issues in the locality, including upgrading the zebra crossings to light controlled crossings, 20mph speed limit, parking restrictions at junctions and traffic calming measures.

Both the school and the Childrens Service are keen to take as many precautions as reasonably possible to reduce the number of incidents involving school traffic. To this end a package of road safety initiatives are included in the scheme, viz:

1. *Creation of a 20 mph zone*
2. *Improve lighting for pedestrians,*
3. *One way on Haslemere and Waverley Roads,*
4. *Increased signage*
5. *Puffin light controlled crossing*
6. *Zig zag road markings, double yellow lines*
7. *20 mph roundels on tarmac*
8. *Change of colour of tarmac surfaces in 20 mph zone*
9. *Flashing school lights on Crouch end hill*
10. *Marked turning area at top of Crescent Road*
11. *Discussion with TfI regarding moving north bound bus stop to location below school zone*
12. *CCTV installation, with signage*

*13. Traffic tables at the junction of Christ Church Road, Haslemere and Waverley roads.*

These measures have been costed and worked into the scheme as part of the development package. A condition is attached to the permission should the Sub-Committee decide to approve the proposal, to ensure that the measures are put in place before the new school opens.

## PARKING

Appendix 1 of the Unitary Development Plan 2006 sets out parking standards for development. With regard to educational uses no specific standards are given, parking provision will be assessed on a case by case basis. In terms of staff parking for the school as extended, the existing school site has 11 spaces. An additional 10 spaces are proposed to be provided on land acquired to the rear of the existing caretakers house, giving a total of 21 spaces for the extended school.

Transportation consider the level of staff parking proposed for the new school to be satisfactory. The TA submitted with the application indicates that there will be approximately 80 staff employed at the enlarged school. The level of parking proposed will therefore discourage staff travelling to and from the site, in line with the guidance in PPG3 which seeks to discourage the use of the private car generally by reducing car parking spaces while at the same time encouraging more sustainable forms of transport. The Travel Plan submitted with this application seeks to achieve this. In addition, priority signage is also recommended to be installed at the entrance to the access to the car park.

## TRAFFIC

The site is in an area of low public transport accessibility with high parking pressure. Two bus services, Nos. 41 and W7 currently serve the site with a capacity of approximately 46 buses per hour. These services link to the main line rail stations and underground station which allows the majority of trips to the school to be made by public transport or other sustainable means, principally walking and cycling.

The previous uses of the site have generated a certain level of vehicles visiting the site, either staff, users or deliveries. The proposed use will result in a different pattern of vehicle activity.

TRAVL survey data for the existing school indicates that the likely trip generation figures submitted in the TA for the proposed school may be accepted. These figures show some increase, approximately 10%, in vehicle traffic calling at the site. In common with most schools, this will be greatest at dropping off and picking up times. At other times, the level of traffic attracted by the proposed use is likely to be lower. Outside of school hours, including

weekends, vehicle movements are likely to be minimal in relation to the proposed use. Concern has been expressed by local residents regarding the potential additional traffic likely to be attracted to the area as a result of the proposal.

To address this issue, the school has developed a travel plan to reduce as far as possible the number of vehicles coming to the site. The travel plan has been developed in association with consultants to manage and minimise vehicle use associated with school activities, with particular attention paid to the journey to and from school. It is likely that many of the children attending the new school will be from the local area and will be able to walk to school, and the school will encourage this through the travel plan. Other initiatives such as 'walking buses' can be investigated to help encourage parents to walk their children to school.

Such initiatives, linked with the package of road safety improvements outlined above, should be able to make a positive contribution toward mitigating any adverse effects that may result from the proposed use, in line with principles and objectives of PPG13 and the Unitary Development Plan 2006 in terms of movement.

## **OTHER ISSUES**

### **SUSTAINABILITY/ENERGY EFFICIENCY**

PPS22 Renewable Energy sets out government guidelines for renewable energy production targets at both national and local level. It requires Local Planning Authorities to set out criteria for renewable energy projects in its local development documents and requires them to encourage renewable energy projects in their areas. It also recognises the value of small-scale projects.

This advice is reflected in Policies ENV10 Mitigating Climate Change: renewable energy and Policy ENV9: mitigating climate change: energy efficiency in the Unitary Development Plan 2006. These policies recognise that developments should be as energy efficient as possible so as to minimise the likely total energy consumption of the buildings.

The design of the new Coleridge Primary School seeks in the first instance, to reduce the demand for energy consumption prior to the consideration of integrating zero and low carbon energy sources, since controlling demand is the most effective way of reducing carbon dioxide emissions, in line with the advice in Policy ENV9. The following points outline the approaches and strategies that have been considered from the outset to improve energy efficiency:

- Low U-values for external walls, glazing, roof and floors: the scheme is designed to exceed the new Building Regulations (Part L2A 2006)



- External solar shading to limit solar heat gain
- High standards of air tightness (i.e. minimising air leakage and infiltration rates through gaps and openings)
- Heat recovery within each and every mechanical ventilation system (where installed)
- Introduction of thermal mass for passive cooling of spaces
- Energy efficient lighting throughout
- Variable speed drives for circulation pumps
- High efficiency motors incorporated into all building services
- High efficiency heating plant
- Energy metering

It is estimated that these energy efficiency measures will help to cut carbon dioxide emissions.

In addition to the low energy strategies described above, the use of roof mounted solar panels is considered to assist in the hot water heating throughout the two new teaching wings. The applicants calculations show that 22 m<sup>2</sup> of solar panels would cut the carbon emissions from the two new teaching wings by approximately 6%. This is the maximum quantity of solar heated water that could annually be produced before creating a surplus at some instances during the year thus causing a negative effect on the projected reduction of building energy loads.

Other renewable energy strategies (biomass boilers, photovoltaic panels and wind turbines) have also been considered but discounted due to cost implications and site constraints.

## TREES

The scheme does not involve the loss or felling of any trees on the two sites. A detailed survey and 'walkabout' has been undertaken by the Councils Arboriculturalist and the Landscape Architect to assess the impact of the proposed development on the existing trees within the sites. The scheme has been amended as a result of this survey to avoid any damage occurring to the existing trees. Conditions are attached to ensure adequate tree protection measures are incorporated into the scheme.

## PLAY SPACE

The east site provides a total net play area of 3240 square metres, viz.

- Soft play 1320 square metres
- Hard games 1000 square metres
- Informal hard play 460 square metres
- Habitat 180 square metres
- 'float' 280 square metres

This equates to 9 square metres per infant school pupil. This meets the minimum play space provision to be provided under guidance BB99 covering Primary Schools.

The proposed nursery play area is 100 square metres.

## AIR QUALITY — INTERNAL AND EXTERNAL

Planning policies relevant to air quality management are set out in PPG13 Transport and Local Air Quality Management (LAQM) Policy Guidance produced by DEFRA. PPG13 promotes a general approach to reduce the dependence on the private car with the specific aim of reducing air pollution through vehicle emissions. PPG13 also aims to integrate planning and transport at a number of levels to promote more sustainable transport choices, to promote accessibility to services and to reduce the need to travel, thereby reducing emissions.

In terms of air quality within the new buildings, the proposal for the east site is to provide mechanical ventilation to address the acoustic issues on the site and to provide the required air change rate recommended in Building Bulletin 87 - Guidelines for Environmental Design in Schools. This document refers to air quality mainly in the context of carbon dioxide levels with an increased air change rate giving a lower CO<sub>2</sub> concentration. The proposed mechanical system provides this while also filtering the incoming air and allowing for reclaiming heat from the exhaust air.

The air quality in the new buildings will be significantly better than that existing in the school buildings on the existing school site.

The London Plan SPG – Sustainable design and Construction refers to air quality, but without absolute standards. It requires that the development should be designed to minimise pollution; it does not state that roads preclude development. The scheme is designed to mitigate the impact of the road by placing the buildings as a solid buffer on Crouch End Hill behind which the larger, protected play spaces are located.

It should be accepted that any new building in a built up, urban area such as Crouch End will be subject to a level of air quality prevalent generally in the area which is the inevitable consequence of the degree of pollution caused as

a result of the mix of activities that are associated with the urban environment. In other words, air quality will be no worse in the proposed school buildings than it is in the existing school buildings opposite, or the surrounding residential properties. In itself, air quality should not be regarded as a reason not to allow development. A broader approach to address the issue is required that addresses tackling air pollution at both local and national levels, an approach which the Council is following through its LAQM initiatives in line with the guidance contained in the Local Air Quality Management (LAQM) Policy Guidance produced by DEFRA and the advice in PPS23: Planning and Pollution Control, which seeks to minimise emissions from new development.

## NOISE

Concern has been expressed by some local residents regarding noise generated by the school at playtimes. It is inevitable that the proposed school uses will generate some noise at these times as a result of the normal activities of the children during play. There are no specific guidelines or targets relating to noise levels generated by normal school activities. Also, it must be borne in mind that the authorised use of the site and buildings is for educational use and therefore a private school or other use falling within the D1 Non-Residential Institutions Use Class could occupy the buildings without the need for planning permission, potentially generating more noise and disturbance.

## SUMMARY AND CONCLUSION

This application relates to two separate sites,

- i) Former TUC Centre Site Crouch End Hill, and
- ii) Coleridge Primary School, Crescent Road N8

Both sites are within the Crouch End Conservation Area. The scheme does not involve the loss or felling of any trees on the two sites.

The main element of the scheme relates to the former TUC Centre site and involves the retention of the central building and the demolition of the newer wings on either side of existing main buildings. These will be replaced with new part-single/part 2 storey teaching wings. The resulting building will then form a new school associated with the existing Coleridge Primary School, accommodating the reception, Years 1 and 2 form entry.

Childrens Service has run a consultation exercise from September to December 2005 which targeted parents and carers, governors, staff, other Haringey schools and Chairs of Governors. Local residents were leafleted and posters displayed outside the school and the proposals were also reported extensively in the local press during this period. In addition, a public meeting was held as part of the Schools Adjudicators procedures.

The Schools Adjudicator found in favour of the scheme and supported the school expansion scheme, but raised concerns regarding road safety.

The main issues raised by local residents are:

- Traffic/parking/road safety
- Noise, particularly at playtimes
- Need, some suggest reducing the proposed expansion from four to three additional form entry.

In terms of the buildings on the site, the conservation area and design, the scheme retains the original central building and the late Victorian house within the site. The demolition of the 1980's wings is not opposed. The design has been amended to increase the amount of brickwork in the elevations and is now considered to be acceptable.

Transportation have reviewed the traffic related reports submitted with the application and do not object to the proposal subject to the incorporation of a number of highway safety measures being incorporated into the scheme. In summary, they consider that the majority of trips to the existing school and likely trips to the proposed school will be made by sustainable forms of transport, i.e. walking, public transport and cycling. Further, the initiatives included as part of the Travel Plan seek to encourage a higher proportion of journeys to be made in this manner.

It is recognised that the proposed school expansion will attract additional vehicles to the site, although the pattern of vehicle activity will be different, resulting in possibly less traffic at certain times, especially weekends. The changes may have road safety implications for children arriving and leaving the proposed school. To address this, the Childrens Service has undertaken to implement a package of road safety measures and initiatives as identified in the Road Safety report prior to the school opening. A school travel plan is also required to reduce and manage the vehicle activity associated with the proposed expansion.

Other issues such as noise and air quality have been considered as part of this report but are not regarded as being of sufficient significance to warrant withholding planning permission.

In conclusion, it is considered that the proposed school expansion meets the appropriate planning policy requirements as set out in the Unitary Development Plan 2006 and other relevant guidance and that planning permission is recommended to be granted subject to conditions.

## **RECOMMENDATION**

### **GRANT PERMISSION**

Registered No. HGY/2006/2234

Applicant's drawing No.(s) 444.04, 444.05, 444.06, 444.07, 444.100 Rev A; 524-PL-001, 524-PL-010, 524-PL-011, 524-PL-012, 524-PL-013 rev 03, 524-PL-015, 524-PL-050, 524-PL-051, 524-PL-100, 524-PL-110, 524-PL-111, 524-PL-112, 524-PL-113, 524-PL-114 rev 01, 524-PL-115, 524-PL-150 Rev 02, 524-PL-151 Rev 02, 524-PL-152 Rev 00 & 524-PL-155

Subject to the following conditions

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.

3. Samples of all materials to be used for the external surfaces of the development 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. Notwithstanding the details of landscaping referred to in the application, a scheme for the landscaping and treatment of the surroundings of the proposed development to include detailed drawings of:

a. those existing trees to be retained.

b. those existing trees to be removed.

c. those existing trees which will require thinning, pruning, pollarding or lopping as a result of this consent. All such work to be agreed with the Council's Arboriculturalist.

d. Those new trees and shrubs to be planted together with a schedule of species shall be submitted to, and approved in writing by, the Local Planning Authority prior to the commencement of the development. Such an approved scheme of planting, seeding or turfing comprised in the approved details of landscaping shall be carried out and implemented in strict accordance with the

approved details in the first planting and seeding season following the occupation of the building or the completion of development (whichever is sooner). Any trees or plants, either existing or proposed, which, within a period of five years from the completion of the development die, are removed, become damaged or diseased shall be replaced in the next planting season with a similar size and species. The landscaping scheme, once implemented, is to be maintained and retained thereafter to the satisfaction of the Local Planning Authority.

Reason: In order for the Local Authority to assess the acceptability of any landscaping scheme in relation to the site itself, thereby ensuring a satisfactory setting for the proposed development in the interests of the visual amenity of the area.

5. 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.

6. Before any works herein permitted are commenced, all those trees to be retained, as indicated on the approved drawings, shall be protected by secure, stout, exclusion fencing erected at a minimum distance equivalent to the branch spread of the trees and in accordance with BS 5837:2005 and to a suitable height. Any works connected with the approved scheme within the branch spread of the trees shall be by hand only. No storage of materials, supplies or plant machinery shall be stored, parked, or allowed access beneath the branch spread of the trees or within the exclusion fencing.

Reason: In order to ensure the safety and well being of the trees on the site during constructional works that are to remain after building works are completed.

7. Details of the proposed foundations in connection with the development hereby approved and any excavation for services shall be agreed with the Local Planning Authority prior to the commencement of the building works.

Reason: In order to safeguard the root systems of those trees on the site which are to remain after building works are completed in the interests of visual amenity.

8. That the levels of all thresholds and details of boundary treatment be submitted to and approved by the Local Planning Authority.

Reason: In order to safeguard the visual amenity of the area and to ensure adequate means of enclosure for the proposed development.

9. 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.

10. That the accommodation for car parking and/or loading and unloading facilities be specifically submitted to, approved in writing by and implemented in accordance with the requirements of the Local Planning Authority before the occupation of the building and commencement of the use; that accommodation to be permanently retained for the accommodation of vehicles of the occupiers, users of, or persons calling at the premises and shall not be used for any other purposes.

Reason: In order to ensure that the proposed development does not prejudice the free flow of traffic or the conditions of general safety along the neighbouring highway.

11. Prior to the development hereby approved being occupied, the applicant shall submit a travel plan incorporating the road safety measures to be taken to address the need to reduce and manage vehicle activity associated with the site, these measures to include those identified within the Coleridge School Road Safety report produced in association with the road safety consultant.

Reason: to ensure the proper management of vehicle activity associated with the school.

## REASONS FOR APPROVAL

The proposal to expand the existing 2-form entry Coleridge Primary School to 4-form entry by redevelopment of the former TUC Centre site and buildings and alterations to the existing school is considered to be acceptable in terms of i) demonstration of educational need, ii) appropriate design which fits in with the local area and the conservation area, iii) traffic, parking and road safety, coupled with the package of highway works identified, and iv) other issues relevant to the scheme. It is considered that the proposed school expansion meets the appropriate planning policy requirements as set out in Policies CW1: New Community Facilities, CSV1: Development In Conservation Areas, CSV5: Alterations & Extensions In Conservation Areas, UD2: Sustainable Design and Construction, UD3: General Principles, UD4: Quality Design, ENV9: Energy Efficiency, ENV10: Renewable Energy and M10: Parking For Development of the Unitary Development Plan 2006 and other relevant guidance.