

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1. APPLICATION DETAILS	
Reference No: HGY/2014/3573	Ward: Woodside
<p>Address: Riverside School White Hart Lane N22 5QJ</p> <p>Proposal: Construction of music and art classrooms with additional services and circulation, located on first floor. New school entrance and vehicle drop off and pick up rearrangement at ground floor.</p> <p>Applicant: Haringey Council</p> <p>Ownership: Haringey Council</p> <p>Case Officer Contact: Anthony Traub</p>	
Date received: 18/12/2014	
Drawing number of plans: 100; 110; 111; 151; 152; 153; 155; 157; 158; 159; 200; 299; 300; 301.	
1.1	This application is being referred to the Planning Committee because the Council is the applicant.
1.2	SUMMARY OF KEY REASONS FOR RECOMMENDATION
	<ul style="list-style-type: none"> • The principle of additional educational facilities is welcomed • The impact of the development on neighbouring residential amenity is acceptable • The design and appearance of the proposal is acceptable • There would be no significant impact on traffic movements or parking locally

2. RECOMMENDATION

That the Committee resolve to GRANT planning permission and that the Head of Development Management is delegated authority to issue the planning permission and impose conditions and informatives and/or subject to sec. 106 Legal Agreement to secure the following matters:

Conditions

- 1) Development begun no later than three years from date of decision
- 2) In accordance with approved plans
- 3) Materials to be approved
- 4) Transportation footway memorandum
- 5) CMP
- 6) Stage 2 road safety report

Informatives

- 1) Positive statement

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3.0 PROPOSED DEVELOPMENT AND LOCATION DETAILS

3.1 Proposed development

- 3.1.1 This is an application for the erection of a first floor extension to Riverside School on the White Hart Lane frontage. The extension is set on columns above the existing forecourt to the school and is proposed to provide additional music and art teaching space plus an additional disabled WC, a music multi sensory room and a music therapy room. It will be clad in vertical faced fins along the western and White Hart Lane elevations and brick on the eastern elevation.
- 3.1.2 At the same time the applicant proposes to rationalise the existing car parking area to the front of the building to enable bus movements within this space and the introduction of regular disabled parking bays. An additional pedestrian entrance is proposed to the western edge of the site frontage with one of the other entrances being moved eastwards to serve vehicles.
- 3.1.3 The school currently accesses music and art space within the adjoining Woodside School. The latter has now secured Academy status and this proposal is part of a process to house all teaching within the confines of the Riverside School site.

3.2 Site and Surroundings

- 3.2.1 Riverside High School is a secondary special educational needs school accommodating 120 pupils situated on White Hart Lane. Housed within a two storey L-shaped building on the southern side of White Hart Lane the school was completed in 2012. The school is surrounded by 2-4 storey buildings of varying age and condition which make up Woodside School and beyond that by open space and playing fields. The site lies opposite to the New River Sports Centre and Community Centre which is Metropolitan Open Land (MOL). The open parts of the school site are also MOL.

3.3 Relevant Planning and Enforcement history

- 3.3.1 HGY/2008/0655 - Redevelopment of Woodside High School, to comprise demolition of part of existing central school block, erection of new two storey block fronting White Hart Lane, new three storey block at rear of site, covered walkways, parking and landscaping, and re-cladding of existing Block C. To incorporate Woodside High School, William C Harvey and Moselle Special Schools. GRANTED - 10/06/2008.
- 3.3.2 HGY/2014/3096 - Construction of single classroom extension located at first floor level over part of an existing terrace. GRANTED – 19/12/2014

4. CONSULTATION RESPONSE

4.1 The following were consulted regarding the application:

- 1) Transport
- 2) Waste
- 3) Education

The following responses were received :

Internal:

Transport- LBH Transportation: No objection to the proposal. Conditions recommended.

Waste- if no increase in pupil numbers then existing provision is adequate.

5. LOCAL REPRESENTATIONS

5.1 Letters were sent to neighbouring occupiers. No response was received.

6 MATERIAL PLANNING CONSIDERATIONS

6.1 The main issues in respect of this application are considered to be:

- Principle of development
- Design and appearance
- Impact on the amenity of adjoining occupiers
- Transportation

6.2 Principle of Development

6.2.1 Local Plan Policy SP0 supports the broad vision of the NPPF, and states that the Council will take a positive approach to reflect the presumption in favour of sustainable development. Permission will be granted by the Council unless any benefits are significantly outweighed by demonstrable harm caused by the proposal.

6.2.2 The NPPF recognises that the planning system can play an important role in facilitating social interaction and creating healthy, inclusive communities. London Plan policy 3.18 lends support to proposals which enhance education provision and serve to meet the demands of a growing population. Local Plan policy SP16 seeks to ensure the appropriate improvement and enhancements of community facilities.

6.2.3 Local Plan policy SP13 sets out that the impact of new developments next to designated open space should be managed. London Plan policy 7.17 sets out that the strongest protection should be given to MOL.

6.2.4 This proposal serves to enhance the facilities on offer at the site, providing:

1. a new SEN classroom;
2. new entrance;
3. new seating area for waiting parents;
4. a new buggy store;
5. a new office and meeting room;
6. a new teaching and learning room
7. a new therapy room.

6.2.5 The scheme provides improved facilities at the school to the benefit of the pupils, staff and parents. The scheme accords with the Council's aims to support the provision of a high standard of education in the borough and in accordance with policy SP16 of the Local Plan.

6.2.6 The site sits opposite MOL however the element of MOL opposite the site contains the grandstand and running track. The proposal does not impact on the openness of the MOL and as such is acceptable.

6.3 Design and Appearance

6.3.1 The NPPF should be considered alongside London Plan 2011 Policies 3.5 and 7.6 and Local Plan 2013 Policy SP11, which identifies that all development proposals, should respect their surroundings, by being sympathetic to their form, scale, materials and architectural detail.

6.3.2 The proposal involves the erection of a contemporary, single storey addition to the existing building that would create a new frontage and entrance to the school. The scale and location of the extension is not considered significant in the context of the site and the wider surroundings. The extension will be set back from neighbouring properties with existing site screening measures remaining in situ. The new building will be a noticeable addition at this point but not so much as to undermine the pattern of development to any significant degree. The use of high quality materials will also serve to integrate the extension into the existing vernacular. A condition is recommended requiring the submission of material samples should the application be approved.

6.3.5 Overall, the proposal is considered to be acceptable and in general accordance with London Plan 2011 Policies 3.5 and 7.6 and Local Plan 2013 Policy SP11.

6.4 Impact on the amenity of adjoining occupiers

6.4.1 Saved UDP Policy UD3 states that development proposals are required to demonstrate that there is no significant adverse impact on residential amenity or other surrounding uses in terms of loss of daylight or sunlight, privacy, overlooking. Similarly London Plan Policy 7.6 requires buildings and structures should not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy.

6.4.2 The extension is isolated from any neighbouring habitable room windows given the immediately surrounding neighbours are community facilities. Therefore, there will be no consequential loss of outlook or light for neighbouring residents.

6.4.3 Again, given there are no nearby residential properties any alteration in existing vehicular movements associated with the site will not harm the amenities of any sensitive properties.

6.4.3 The proposal is therefore not considered to harm the amenities of neighbours and is in general accordance with saved UDP 2006 Policy UD3 and concurrent London Plan 2011 Policy 7.6.

6.5 Transportation

- 6.5.1 The site has a low PTAL level, the site is within reasonable walking distance of the W3 bus route available on White Hart Lane to the north east of the site, which runs with a two-way frequency of 24 buses per hour. The site is also within walking distance of the W4 bus route to the south west of the site, running with a two-way frequency of 12 buses per hour. Both of these services provide frequent links to Wood Green underground station. Although the proposal involves an increase in the number of classrooms, there is no intention to increase the number of staff or pupils. The proposal is therefore not expected to result in an increase in operational traffic generation or parking demand.
- 6.5.2 The applicant intends to retain the existing separate “in and out” vehicular access arrangement. However, the proposals will involve the relocation of the school’s western vehicular access to a more centrally located point along the sites frontage onto White Hart Lane. MLM Consulting Engineers have produced a transport statement (TS) to support the application, which includes a Stage 1 Safety Audit. The Safety Audit indicates a need for off-site remedial highway works as well as the installation of additional safety measures in the form of a guardrail.
- 6.5.3 A significant amount of pupils travel to and from the site by specialist mini-buses, which will have the use of dedicated loading bays to the front of the site. Although there will not be any formal on-site facilities for parents/guardians to pick-up or drop-off students, the TS observes that no such an arrangement currently exists and that parent/guardians tend to use the pay and display car park across the road from the site. It has been noted that the proposal includes the retention of two designated disabled parking bays for the use of staff and visitors.
- 6.5.4 The School intends to retain the existing refuse collection arrangement which will take place from the neighbouring school site. However, looking at the track runs, there is still a concern that vehicles larger than minibuses may find it difficult to exit the site and carry on the journey in an eastern direction. Therefore, a condition is included requiring a Stage 2 Safety Audit be carried out and all necessary remedial works carried out before the first use of the proposed extension.
- 6.5.5 The proposal is unlikely to have any significant impact upon the existing highway and transportation network. The proposal is therefore considered to be acceptable and in accordance with London Plan 2011 Policy 6.9 and Local Plan 2013 Policy SP7.

7.0 **HUMAN RIGHTS**

- 7.1 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.

8.0 **EQUALITIES**

8.1 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.

9.0 CIL APPLICABLE

9.1 The proposal is for a school extension and is not subject to CIL.

10.0 CONCLUSION

10.1 The proposal involves a first floor extension for an additional class room.

10.2 The proposal is subservient and complementary in fill development to the existing school campus and is an improvement to the provision of educational facilities on site whilst not compromising neighbouring amenity or the surrounding highway network. Given the above, this application is recommended for APPROVAL.

11.0 RECOMMENDATIONS

11.1 GRANT PERMISSION subject to conditions.

11.2 Applicant's drawing No.s: 100; 110; 111; 151; 152; 153; 155; 157; 158; 159; 200; 299; 300; 301.

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 accordance with the plans and specifications submitted to, and approved in writing by the Local Planning Authority. Those being:

- 100; 110; 111; 151; 152; 153; 155; 157; 158; 159; 200; 299; 300; 301.

Reason: In order to avoid doubt and in the interests of good planning.

3. Notwithstanding the information submitted with this application, no development shall take place until precise details of the external materials to be used in connection with

the development hereby permitted be submitted to, approved in writing by and implemented in accordance with the requirements of the Local Planning Authority and retained as such in perpetuity.

Reason: In order to retain control over the external appearance of the development in the interest of the visual amenity of the area and consistent with Policy SP11 of the Haringey Local Plan 2013 and Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

4. The proposal will require alterations to the public footway in order to cater for the new access arrangements. Prior to construction works being carried out on-site the applicant shall issue a Memorandum of Understanding that would secure payment for the required measures.

Reason: To maintain highway safety conditions for vulnerable pedestrian groups at this location and to create a safe route into and out of the school.

5. The applicant is required to submit a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) for the local authority's approval 3 months prior to construction work commencing on site. The plans should provide details on how construction work would be undertaken in a manner that disruption to traffic and pedestrians on White Hart Lane is minimised. It is also requested that construction vehicle movements should be carefully planned and coordinated to avoid school drop-off and collection times and the AM and PM peak periods.

Reason: To reduce congestion and mitigate any obstruction to the flow of traffic on the transportation and highways network and in the interests of highway safety.

6. The applicant is required to submit a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) for the local authority's approval 3 months prior to construction work commencing on site. The plans should provide details on how construction work would be undertaken in a manner that disruption to traffic and pedestrians on White Hart Lane is minimised. It is also requested that construction vehicle movements should be carefully planned and coordinated to avoid school drop-off and collection times and the AM and PM peak periods.

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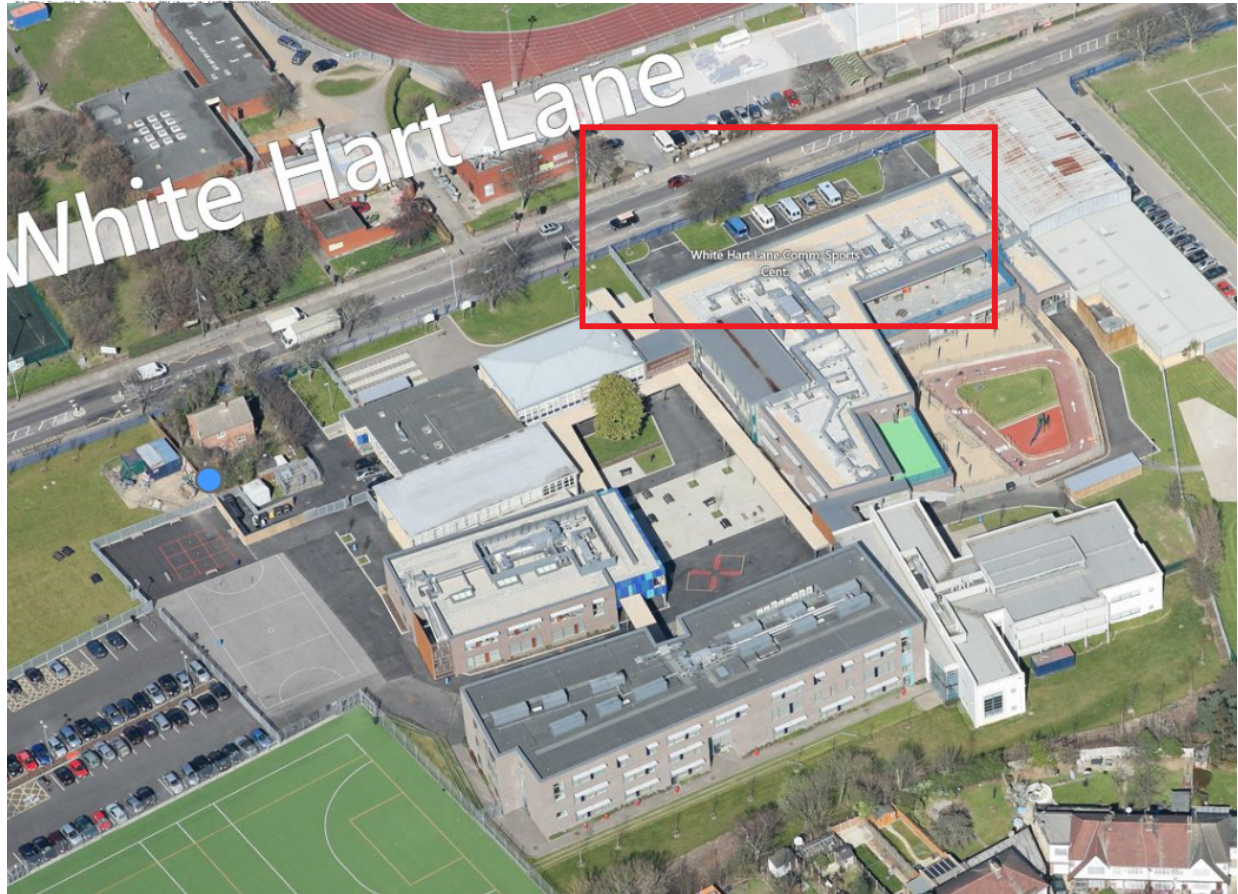
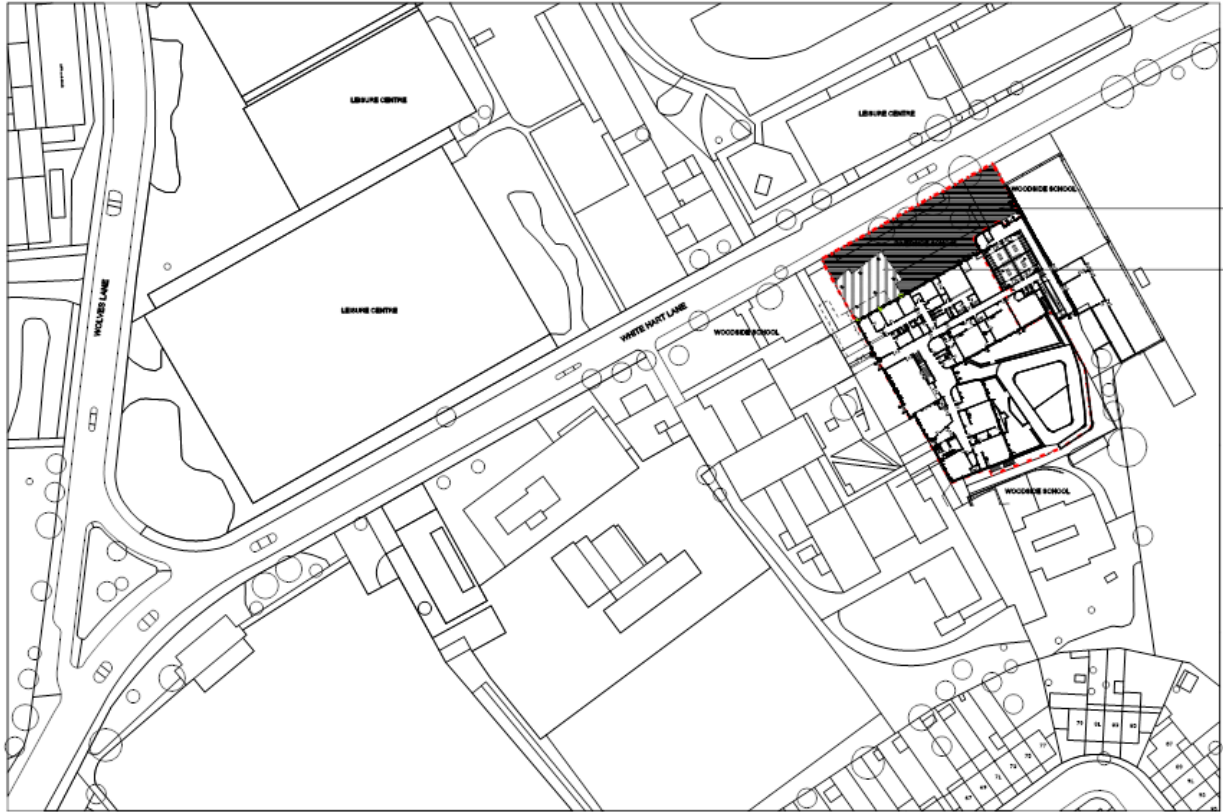
INFORMATIVE 1: In dealing with this application, Haringey Council has implemented the requirements of the National Planning Policy Framework and of the Town and Country Planning (Development Management Procedure) (England) (Amendment No.2) Order 2012 to foster the delivery of sustainable development in a positive and proactive manner.

APPENDIX 1 - Consultation responses

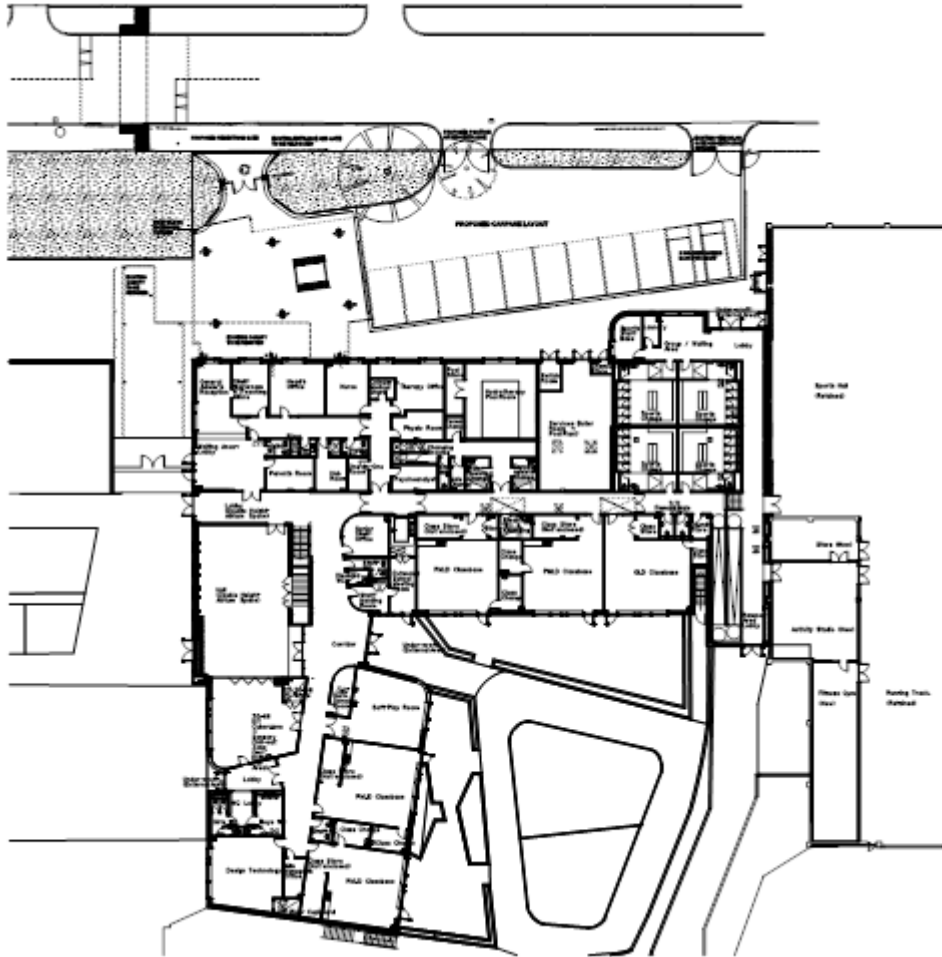
No	Stakeholder	Questions/Comments	Responses
1	LBH Transportation	No objection to the proposal.	Conditions recommended
2	LBH waste	if no increase in pupil numbers then existing provision is adequate.	

APPENDIX 2 – Plans

SITE LOCATION PLANS



Proposed Site Layout



Proposed Elevations

