

MR/P5900
14th November 2019

Mr David Peres da Costa
London Borough of Camden
Regeneration and Planning
5 Pancras Square
London
N1C 4AG

Dear David,

Town and Country Planning Act 1990 (As Amended)
Planning application for the retention of a temporary access fronting Highgate Hill and the reconfiguration of the existing car park layout at The Channing Junior School, 1 Highgate High Street, Highgate, London, N6 5JR

On behalf of the applicant, The Channing School, we hereby submit a planning application for the retention of a temporary access point fronting Highgate Hill and the reconfiguration of the existing car park layout at the Channing Junior School, London, N6 5JR

The application has been submitted via the Planning Portal under the reference PP-08278235. The application fee of £234.00 has been paid via the Planning Portal.

The following drawings and documents have been submitted in support of the application:

- Application Forms
- Existing and Proposed Plans – *prepared by Prime Meridian*
- CGI Image – *prepared by Prime Meridian*
- Highways Drawing – *prepared by Caneparo Associates*
- Transport Note – *prepared by Caneparo Associates*

Site and Surrounding Area

The Application Site, herein referred to as 'the site', is known as the Channing Junior School. The site is located on the southern side of Highgate High Street, which forms the northern border of the London Borough of Camden and the southern border of the London Borough of Haringey. The site is operated by the Channing School, an independent day school for girls. Channing School comprises a Junior, Senior and Sixth Form therefore providing education for students between the age of 4 and 18. Channing School is split between two sites, the Senior and Sixth Forms are located within the London Borough of Haringey on the northern side of Highgate Hill while the Junior School is located on the southern side of Highgate High Street; which is also known as 'Fairseat'. Some of the facilities are shared between the two sites.

The site is not a statutory listed building nor is it registered on the Council's local list but is within the

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Highgate Conservation Area (HCA). The HCA guidance identifies the site as making a positive contribution to the area. Multiple listed structures surround the application site but these are largely obscured from view on account of the boundary treatment to the site.

This application refers to the retention of a temporary access point to the east of the site facing on to Highgate Hill. The temporary access is used for construction purposes linked to applications 2017/7080/P and 2018/5726/P (see below). The existing construction access leads to an area of hardstanding used as an informal car park. Staff vehicles, pupils and pedestrians currently access the site via the main public entrance however, which is further to the west by the main buildings on the site. The existing access point to the west also leads to a disabled and head teacher's parking space.

Relevant Planning History

The wider Channing School site has undergone significant alterations to accommodate the schools requirements as an educational establishment. Those permissions deemed most relevant to this application are:

- 2017/7080/P - *Extension to the east under existing terrace with alterations to the eastern elevation at lower ground level to provide drama studio and re-provide classroom to existing school; creation of a sports changing room facility at subterranean level adjacent to the existing tennis courts including excavation of existing embankment and glazed single storey entrance structure above at playground level* – Granted 10th October 2018
- 2018/5726/P - Non-material amendment to planning permission 2017/7080/P dated 10/10/2018 for 'Extension to the east to provide drama studio and re-provide classroom to existing school; creation of a sports changing room facility at subterranean level and single storey entrance structure above at playground level' approved; namely: Increase (24.6sqm) in the size of the sports changing room facility at subterranean level. – Granted 26th February 2019
- 2018/4925/P - Erection of single storey rear extension to south elevation to provide school hall (with play area above) and kitchen facilities. – Granted 9th April 2019

Proposal

The applicant seeks to make permanent an existing access point currently used for construction purposes fronting Highgate Hill. This would comprise a high quality timber gate which will open inwards. The access point will require the permanent loss of three on-street 'Pay & Display' only bays from Highgate High Street, in order to provide a 17.5m wide build out allowing a 5.5m access with the appropriate visibility splay. The existing temporary crossover will be retained and the surface re-laid with York stone on concrete.

The new timber gate will match that of the existing construction gate in position and will be painted black to match the existing Channing School gate to the west. The timber gate will be supported by brick piers similar to those of the retained wall, capped with reconstituted stone caps to match the existing entrance piers. It is considered the design of the gate therefore integrates well with the established character of the school and the wider area.

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The existing area of hardstanding does not have demarcated car parking spaces but was previously able to accommodate up to approximately 25 vehicles. The proposal will see the reconfiguration of the existing area of hard standing immediately behind the gate to provide 8 formal car parking spaces (5 minibus bays, 3 electric vehicle charging points), 3 motorcycle parking bays, a new refuse bin store and a service area for delivery and waste collection. One of the new electric vehicle charging points will service a bay for an electric cart in order to enable the safe and efficient transport of deliveries to the main site. It is considered the reduction in overall spaces will encourage more sustainable forms of travel to the site in the long term; school employees have quickly started to adapt to more sustainable forms of transport to and from the school during the construction works. The permanent retention of the access point will solidify this already positive action.

Currently, vehicles access the site via the main, narrow entrance point that is shared between pedestrians (pupils and staff). The proposals seek to relocate vehicular access to the site away from the main entrance, which will be retained mainly for pedestrians. The relocation of the vehicle access point will remove the need for vehicles to circumvent the playground and school buildings in order to reach the car park with the exception of access to the retained disabled and head teacher's parking space to the front of the school building; therefore improving site safety by drastically reducing the probability of conflict between cars and pedestrians. Furthermore, all large deliveries and servicing movements are currently undertaken on-street. The new gate will allow access for delivery vehicles, refuse collection and a London Fire Brigade pumping appliance, removing the need for on-street servicing and allowing safe access to the school for emergency vehicles.

It is envisioned by the School that it will close the existing vehicular access and only use the proposed new permanent access thereafter.

Please see the submitted drawings from Prime Meridian and the Transport Note prepared by Caneparo Associates for further details.

Planning Policy Considerations

Metropolitan Open Land

The site is located in 'Fairseat' Metropolitan Open Land (MOL) as designated private open space. The designation as MOL affords the site the same considerations as a Green Belt designation. Section 13 of the National Planning Policy Framework (NPPF) is therefore engaged. Policy 7.17 of the London Plan is informed by the NPPF.

The National Planning Policy Framework (NPPF) states at paragraph 134 the purposes of the green belt as:

- to check the unrestricted sprawl of large built-up areas;
- to prevent neighbouring towns merging into one another;
- to assist in safeguarding the countryside from encroachment;
- to preserve the setting and special character of historic towns; and
- to assist in urban regeneration, by encouraging the recycling of derelict and other urban land

The scheme does not propose the construction of any new buildings on site and simply allows for an improved internal layout with designated parking areas and a bin store. The proposal for a

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permanent access point on to Highgate Hill will not infringe upon any of the principles and would therefore maintain the purposes of the MOL in accordance with the NPPF and Policy 7.17.

Community Use

Policy C2 (Community Facilities) states that the Council will work to ensure that community facilities are developed and modernised. The council will support the investment plans of educational, health, scientific and research bodies to expand and enhance their operations.

The proposals would allow for a more efficient and effective use of the school site, by rationalising the access arrangements and improving safety both on and off site. The proposal therefore supports an active community use and is considered to be in accordance with Policy C2.

Design and Heritage

Policy D1 (Design) states that the Council will seek to secure development that respects local context and character, comprises details and materials that are of high quality and compliments local character. Policy D2 (Heritage) requires that development within conservation areas must preserve or enhance the character or appearance of the area.

The permanent access point will feature a timber gate which will match that of the existing construction gate in position and will be painted black to match the existing Channing School gate to the west. It is considered the design of the gate therefore integrates well with the established character of the area and is in accordance with policies D1 and D2.

Transport

Policy T1 (Prioritising walking, cycling and public transport) states that the Council will promote sustainable transport in the borough. The Council will seek improvements to the pedestrian environment, ensuring that developments are easy and safe to walk through and include the provision of high quality safe road crossings. Policy T3 (Transport infrastructure) notes the Council will seek improvements to transport infrastructure in the borough.

The proposal would allow all servicing and refuse collection vehicles to use the new access point so that collection may be undertaken off-street, as opposed to the current on-street arrangement. This would reduce the impact of the school on the surrounding highway network, particularly during collection times.

The proposals would require the loss of three on-street 'Pay & Display' only bays to allow for a 5.5m access with a 25m visibility splay. A Parking Beat Survey was carried out in September 2018 which demonstrates that existing observed parking demand can still be accommodated elsewhere on Highgate Hill if the three pay and display bays are removed.

In addition, the improved access point will largely separate pedestrian and vehicular access routes and would allow access to the site for a fire tender and other emergency vehicles, further improving the safety on site. It is considered the proposal represents an improvement on the current situation and is in accordance with Policy T1 and T3.

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Please see the submitted Transport Note (including a Stage 1 Road Safety Audit) from Caneparo Associates for further details.

Summary

This application seeks full planning permission for the retention of an existing temporary access point and reconfiguration of the existing car park layout. The permanent access will allow a safer, more suitable access point and drastically reduce the requirement for vehicles to pass through the pedestrianised area of the site to reach the car parking area. The new gates will open inwards to the site and therefore will not obstruct the public highway.

The gates have been designed sympathetically to the Highgate Conservation Area and integrate well with the character of the surrounding area.

We trust that the application along with the submitted information is sufficient for the Council to validate the application and we look forward to a swift and positive outcome. Should you require any further information or would like to arrange a site visit, please do not hesitate to contact the undersigned.

Yours sincerely

Mark Rattue

For and on behalf of
Rolfe Judd Planning Limited