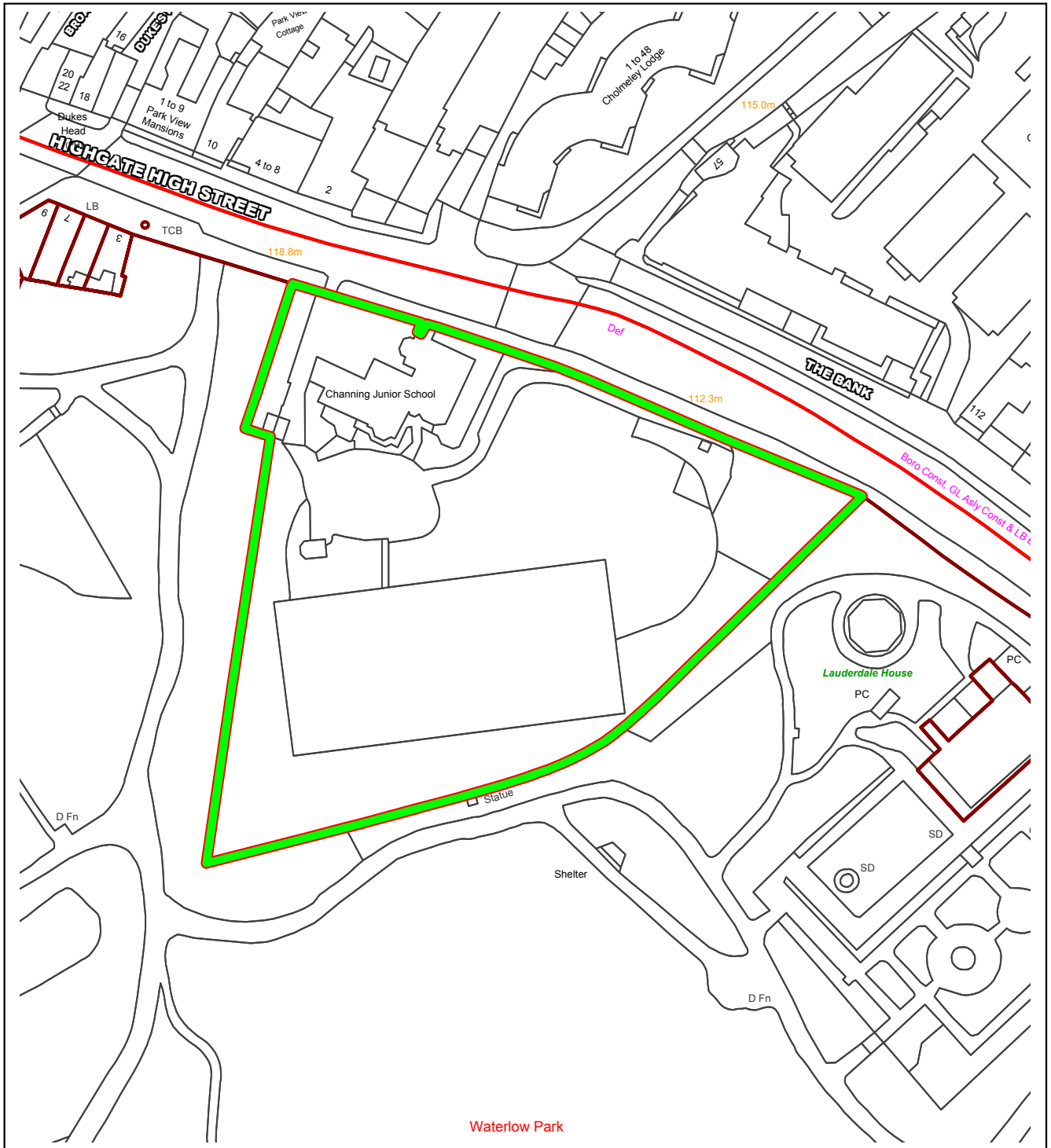


# Channing Junior School - 2019/5756/P



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## Site photos and drawings



1. Aerial view of Channing Junior School looking south west. The existing car park is in the foreground.



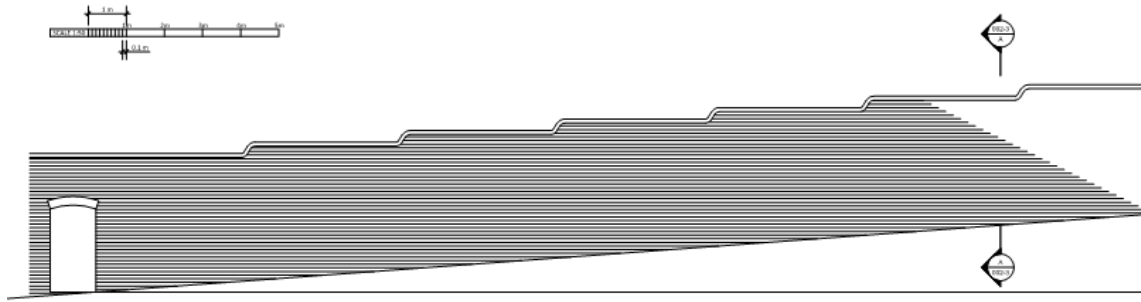
1. Boundary wall prior to creation of construction vehicle access



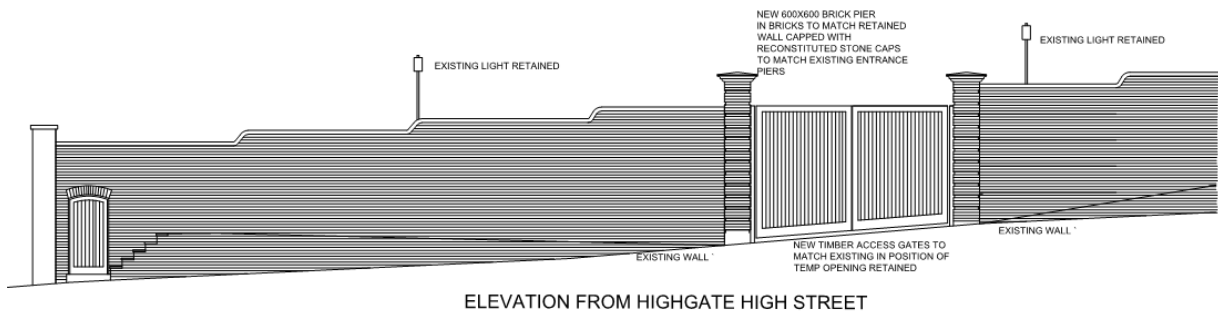
2. View of existing car park looking towards Highgate High Street (prior to demolition of part of wall to allow construction vehicle access being formed on Highgate High Street).



3. Existing entrance, for vehicles and school users, immediately adjacent to pedestrian crossing on Highgate High Street.



4. Existing street elevation of wall



5. Proposed street elevation of wall with gate



6. CGI of proposed brick piers and gates

|  |   |                                      |            |
|--|---|--------------------------------------|------------|
| <b>Delegated Report<br/>(Members Briefing)</b>   | <b>Analysis sheet</b>   | <b>Expiry Date:</b>                  | 14/02/2020 |
|  | N/A   | <b>Consultation<br/>Expiry Date:</b> | 28/02/2020 |
| <b>Officer</b>   |   | <b>Application Number(s)</b>         |            |
| David Peres Da Costa   |   | 2019/5756/P                          |            |
| <b>Application Address</b>   |   | <b>Drawing Numbers</b>               |            |
| Channing Junior School<br>1 Highgate High Street<br>London<br>N6 5JR   |   | Refer to Draft Decision Notice       |            |
| <b>Proposal(s)</b>   |   |                                      |            |
| Alterations to boundary wall on Highgate Hill in connection with creation of new vehicular access, installation of gates and reconfiguration of existing car park (including bin enclosure). |   |                                      |            |
| <b>Recommendation(s):</b>  | Grant conditional planning permission subject to s106 legal agreement |                                      |            |
| <b>Application Type:</b>   | Full planning permission  |                                      |            |

|                                    |   |    |                  |    |                   |    |
|------------------------------------|---|----|------------------|----|-------------------|----|
| Conditions or Reasons for Refusal: | Refer to Draft Decision Notice  |    |                  |    |                   |    |
| Informatives:                      |   |    |                  |    |                   |    |
| <b>Consultations</b>               |   |    |                  |    |                   |    |
| Adjoining Occupiers:               | No. notified  | 00 | No. of responses | 03 | No. of objections | 03 |
| Summary of consultation responses: | <p>A site notice was displayed from 04/02/20 to 28/02/20 and the application was advertised in the local paper on 09/01/20 (expiring 02/02/20).</p> <p>Three objections were received from the occupiers of 106, 108 and 110 Highgate Hill. The following issues were raised:</p> <p>Loss of the wall</p> <ul style="list-style-type: none"> <li>• This is an old wall which is significant in the iconic engraving of Highgate Hill and The Bank made in 1820-30</li> <li>• The destruction of a historic feature of Highgate, the aesthetic break of a beautiful grand wall</li> <li>• The change in the wall severely compromises the character of the Conservation Area</li> <li>• The continuous historic wall is a major feature of Highgate Village.</li> <li>• These walls give the village a ‘country’ feel and are enjoyed especially by pedestrians climbing up to the village.</li> <li>• The wall itself is very attractive – its height, unbroken length, colour and the ‘stepped’ top are particularly pleasing but the current temporary breach in the wall ruins the look and feel of this unique feature.</li> <li>• The extra access will not be necessary once the building works are complete.</li> <li>• Concern that temporary breach in wall is to be made permanent and that undertaking previously made will not be honoured.</li> </ul> <p><i>Officer’s comment: The boundary wall is likely to date from after the construction of the tramway. It is acknowledged that the works to the wall would cause some harm to the character and appearance of the conservation area but this needs to be weighed against the public benefits of the proposal in accordance with Paragraph 196 of the NPPF.</i></p> <p>Design of gate</p> <ul style="list-style-type: none"> <li>• The proposed permanent gate is ugly and unrealistically shown in the application drawing. The fact that the land is rising isn’t taken into account in the design of the gate or the piers so the drawing on which the application is based clearly cannot be trusted.</li> </ul> <p><i>Officer’s comment: The proposed brick piers and timber gates would integrate well with the established character of the school and are considered to be appropriately designed. The drawing of the gates is considered to be accurate and shows the land rising to the west.</i></p> <p>Loss of car parking bays</p> <ul style="list-style-type: none"> <li>• The design will eliminate around five public car parking spaces to allow for 6 vehicles associated with the school.</li> </ul> |    |                  |    |                   |    |

- There is not enough parking in Highgate as it is and there are no 'alternative parking places'

*Officer's comment: The development would result in the loss of 3 on-street parking spaces. The transport benefits of the development are considered to outweigh the loss of 3 on-street parking bays.*

#### Transport impacts

- Currently vehicle movements onto the site through the temporary breach cause disruption to traffic on the hill as well danger to pedestrians. This will not lessen – in fact it will increase if the temporary breach becomes permanent. Increase in traffic turning into Channing will result in pollution. Vehicles crossing over a main residential path creates a problem with safety.

*Officer's comment: The reduction in car parking and the proposed on-site servicing would reduce the impact the school has on the surrounding highway network.*

#### Other

- The rubbish, which will presumably decrease as policies of 'reduce, reuse, recycle, are put in place, can continue to be collected from the Upper Entrance.
- The school could more productively use this area to plant trees, or use for rewilding thus ameliorating some of the effects of the trees and planting that have been removed from the site, improving the air quality near the site, and enhancing the visual amenity of this busy road.

*Officer's comment: The area of land referred to above is an existing car park. The reconfigured car park would be 121sqm larger and would provide an area for a bin store and a service area for delivery and waste collection thus allowing all servicing to be undertaken on site.*

## Highgate CAAC – object

We presume there is a Listed Building Application for the proposed works but have been unable to locate it.

The site of the proposed car park and bin store lies in open space contiguous with some of the most important open spaces in Highgate and beyond. The retention and continuity of green space is important for many reasons and rightly covered by planning policies. We object to forming a car park on this significant green space.

The purported 'clash' between vehicles and children will have been known at the time of the planning application for Fairseat to which this relates. Presumably a risk assessment on such an important aspect of that proposal was done at that stage and risks suitably eliminated.

In obtaining permission for a temporary entrance a promise was made to carefully retain the bricks (has this been done?) and rebuild the wall on completion of construction. This promise still stands and this application seeks to remove it. These are the issues:

1. A car park becomes brownfield land which could lead to future building which would be unacceptable.
2. There is no Transport Statement to justify the need for a car park for staff. Where are the minibuses parked at the moment? Would there be more traffic movements in/out onto Highgate Hill than there are at the moment?
3. The proposal removes 4 parking spaces from the public road diminishing the economic viability of Highgate Village in favour of a unidentified need.
4. The continuous high wall was a significant and important visual element in the street scene on Highgate Hill delineating the edge of the open spaces beyond and in balance with The Bank on the opposite side. These elements form part of the historic streetscape of Highgate and must be retained.
5. Open space can rarely if ever be retrieved and using it for development runs counter to policy.

*Officer's comment: The application site is not listed. The site of the proposed car park and bin store is currently an area of hardstanding which provides car parking spaces for 18-25 cars.*

- 1. The area of the proposed reconfigured car park is currently used for car parking. Any future development proposals would need to be assessed against the Development Plan and the protection given to Metropolitan Open Land.*
- 2. A transport note was submitted with the application. The development would result in a significant reduction in the number of car parking spaces and therefore would result in less traffic movements to / from the public highway.*
- 3. The development would result in the loss of 3 on-street parking spaces. The transport benefits of the development are considered to outweigh the loss of 3 on-street parking bays.*
- 4. It is acknowledged that the works to the wall would cause some harm to the character and appearance of the conservation area but this*

CAAC/Local groups\*  
comments:  
\*Please Specify



*needs to be weighed against the public benefits of the proposal in accordance with Paragraph 196 of the NPPF.*

- 5. The open space is currently an area of hard standing used as a car park. The proposal would moderately increase this area to allow for on-site servicing.*

### **Highgate Neighbourhood Forum – object**

I am lodging an objection on behalf of the Highgate Neighbourhood Forum which repeats our concerns about the demolition of part of this historic wall which we expressed in our comments on the original application 2017/7080/P. The temporary demolition of the wall was only mentioned in the construction management plan which stated that 'a temporary construction vehicle access point is formed by partially demolishing an existing wall and suspending 12 metres of pay and display bay.'

This was a grossly inadequate reference to the breaching of a wall that is perhaps 200 years old and a fundamental component of iconic views of Highgate Hill. The school had twice previously had applications refused for a permanent entry at this point for reasons which remain valid. They have repeatedly stated that this was a temporary measure. The wall should be restored to its previous state, as previously agreed by the school using the original materials and finishes and decorative details in accordance with the Neighbourhood Plan Policy DH2.

This states that 'Development proposals including alterations to existing buildings should preserve or enhance the character or appearance of Highgate's conservation areas and respect the setting of its listed buildings and other heritage assets.'

We note that the application makes no reference to the historic nature of this wall and the impact which a gate will have on its famously long and previously unbroken sweep up Highgate Hill which is a key feature of this part of the conservation area.

*Officer's comment: The boundary wall is likely to date from after the construction of the tramway. It is acknowledged that the works to the wall would cause some harm to the character and appearance of the conservation area but this needs to be weighed against the public benefits of the proposal in accordance with Paragraph 196 of the NPPF. The previous applications were refused on design and transport grounds. This application has been reviewed by Transport officers and previous transport concerns have been overcome. The proposed new vehicular entrance would not encourage increased commuter car parking as the number of car parking spaces is being significantly reduced. The proposed new access would result in a drop in the traffic movements associated with the site as car parking is being reduced. The transport benefits of the development are considered to outweigh the loss of 3 on-street parking bays.*

LB Haringey – **No objection**

## Site Description

The site is a 3 storey school building with additional accommodation at roof level set within extensive landscaped grounds with a large area for tennis courts and other sports (with an asphalt surface).

The site is located on 'Fairseat' Metropolitan Open Land and is designated private open space. The designation states that 'Fairseat' Metropolitan Open Land is 'Private Open Space' within Waterlow Park designated as a Garden of Special Historic Interest by English Heritage, Metropolitan Open Land, and as a borough Site of Nature Conservation Importance by English Nature. The whole of the school site to the south of Highgate High Street is designated as 'Metropolitan Open Land'.

The site also falls within the area covered by the Highgate Neighbourhood Plan and within the Highgate Village Conservation Area. The borough boundary is to the north of the application site and runs down the middle of Highgate High Street and Highgate Hill. The London Borough of Haringey is to the north.

## Relevant History

**2018/4925/P:** Erection of single storey rear extension to south elevation to provide school hall (with play area above) and kitchen facilities. Granted Subject to a Section 106 Legal Agreement 09/04/2019

**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 Subject to a Section 106 Legal Agreement 10/10/2018

**2015/5806/P:** Variation of condition 3 (temporary period) of planning permission dated 18.6.13 ref 2013/1889/P (for erection of temporary building for use as a sports hall and changing facilities to school as a temporary replacement for the sports hall at Channing School, Highgate Hill for a period of 3 years) to allow retention of structure for a further temporary period of 2 years until 1st July 2018. Granted 15/12/2015

**2013/1889/P:** Erection of temporary building for use as a sports hall and changing facilities to school (Class D1) as a temporary replacement for the sports hall at Channing School, Highgate Hill for a period of 3 years. Granted 18/06/2013

**2013/1918/P:** Erection of a single storey front extension with green roof to create a new entrance lobby and office, replacement of existing ground floor door with window to front elevation, and relocation of existing railings and gates within yard, all in connection with school (Class D1). Granted 17/06/2013

**2004/2265/P:** Alterations to boundary wall in connection with the installation of a vehicular service entrance, gates and railings. Refused 09/09/2004 Appeal dismissed 12/04/2005

## Reasons for refusal

- 1 The proposed new access, by reason of the loss of part of the existing boundary wall combined with the resulting views created into the car park behind it, would be detrimental to the street scene and the character and appearance of the Highgate Conservation Area contrary to policy EN31 (Character and appearance of Conservation Areas) of the London Borough of Camden Unitary Development Plan 2000.
- 2 The proposed new access, by reason of frequent and conflicting traffic movements

introduced into this busy section of Highgate Hill and loss of a continuous footway, would be detrimental to traffic safety and the pedestrian environment contrary to policies TR19 (Road Safety) and TR21 (Pedestrians) of the London Borough of Camden Unitary Development Plan 2000.

- 3 The proposed new vehicular entrance would result in the loss of at least 3 to 4 pay and display car parking spaces along Highgate Hill which would increase pressure on the remaining parking capacity within the Controlled Parking Zone contrary to policies TR4 (Cumulative Impact of Proposals) and TR11 (On-street parking controls) of the London Borough of Camden Unitary Development Plan 2000.
- 4 The proposed new vehicular entrance would encourage increased commuter car parking within the existing school grounds and lead to an overdependence on the use of private cars contrary to policies TR2 (Unsustainable development), TR3 (Travel Plans) and TR12 (Private non-residential parking) of the London Borough of Camden Unitary Development Plan 2000.

**2003/1846/P:** Alterations to boundary wall in connection with the installation of a service entrance. Refused 06/11/2003

**P9601105:** The erection of an extension to enlarge the main entrance of the school. Granted 07/06/1996

### **Relevant policies**

#### **NPPF 2019**

#### **The London Plan March 2016, consolidated with alterations since 2011**

Intend to Publish London Plan 2019

#### **Camden Local Plan 2017**

Policy A1 Managing the impact of development

Policy C2 Community facilities

Policy D1 Design

Policy D2 Heritage

Policy A2 Open space

Policy A3 Biodiversity

Policy T1 Prioritising walking, cycling and public transport

Policy T2 Parking and car-free development

#### **Highgate Neighbourhood Plan**

Policy OS1: Highgate's Major Open Spaces

Policy OS2: Protection of Trees and Mature Vegetation

Policy OS4: Biodiversity and Highgate's Green Grid

Policy DH1: Demolition in Highgate's Conservation Areas

Policy DH2: Development Proposals in Highgate's Conservation Areas

Policy DH9: The Environmental Health of Existing and Future Residents

Policy TR1: Promoting Sustainable Movement

Policy TR3: Minimising the Impact of Traffic Arising from New Development

Policy TR4: Reducing the Negative Impact of Parking in Highgate

Policy TR5: Dropped Kerbs and Cross-overs

#### **Highgate Village Conservation Area statement**

## Camden Planning Guidance

CPG1 Design (July 2015, updated March 2018)

CPG Amenity (March 2018)

CPG7 Transport (September 2011)

## Assessment

### 1. Proposal

- 1.1. The application seeks to alter the boundary wall to create a new vehicular access to Highgate Hill (Highgate High Street). The proposal includes the installation of gates and the reconfiguration of the existing car park. The existing car park has an area of approximately 488sqm. The reconfigured car park would be 121sqm larger and would have an area of approximately 610sqm. The reconfigured car park would provide an area for a timber bin store (measuring 5m by 5m) and a service area for delivery and waste collection.
- 1.2. The existing car park had 18 delineated car parking spaces. However it is understood that staff would double park in this area which brought the capacity of the overall site up to approximately 25 spaces. Minibuses were also accommodated within the existing car park. The proposed car park would provide space for 5 minibus, 3 car, and 3 motorcycle parking bays. The proposal would include electric vehicle charging points.
- 1.3. Background
- 1.4. Planning permission was granted 09/04/2019 for an extension to the school to provide a hall (planning ref: 2018/4925/P). Planning permission was also granted 10/10/2018 for an extension to the east under an existing terrace and the creation of a sports changing room facility at subterranean level (planning ref: 2017/7080/P). As part of the latter application, a construction management plan was approved which provided for a temporary construction vehicle access point being formed on Highgate High Street by partially demolishing the existing wall and suspending approx. 12 metres (2 bays) of pay and display parking. The boundary wall was to have been rebuilt following the completion of the approved development.

### 2. Assessment

- 2.1. The principal considerations material to the determination of this application are:
  - Design and impact on conservation area
  - Impact on MOL and biodiversity
  - Trees
  - Transport
  - Amenity
- 2.2. **Design**
- 2.3. The application relates to a high brick wall in front of an imposing Victorian mansion set within generous gardens, adapted for educational use in 1925 and deemed to make a positive contribution to the Highgate Conservation Area. This conservation area has a distinct close-knit village character, crowning one of the twin hills to the North of London.
- 2.4. Fairseat House, as the site was previously known, experienced significant demolition in the early 1900s when the tramway was implemented on Highgate High Street. The boundary wall is therefore likely to date from after the construction of the tramway. The extent of the

demolition is shown on the plan below.



Extent of Fairseat Demolition early 1900s

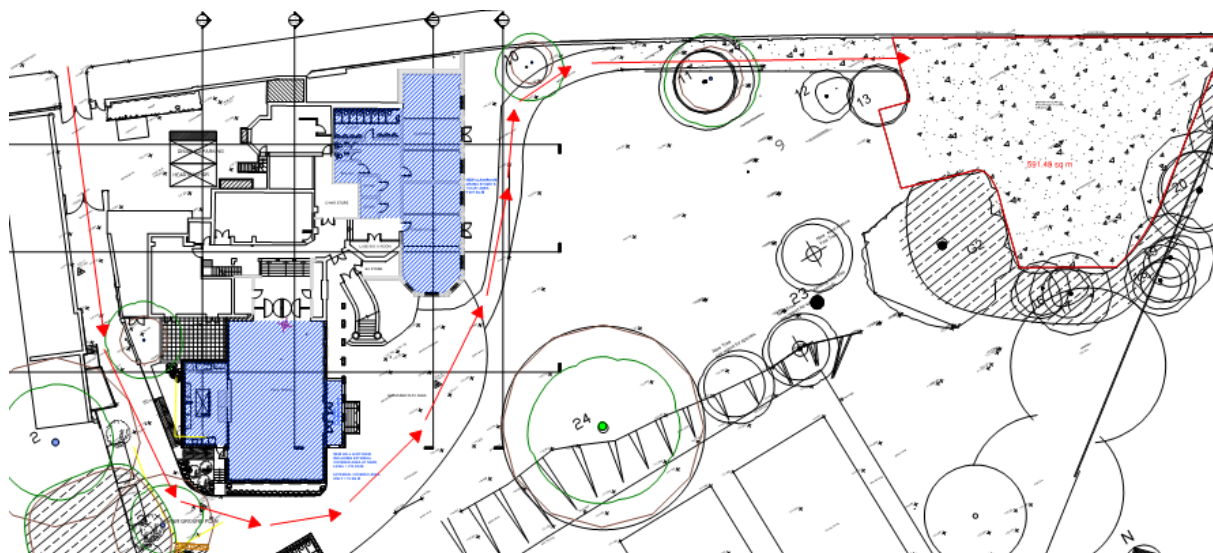
- 2.5. Nevertheless, the continuous, high boundary wall is an important part of the historic streetscape and creating a permanent opening would reduce the impact of its imposing, sweeping character which defines this part of the conservation area. The works to the wall would therefore cause some harm to the character and appearance of the conservation area. The proposed timber access gates would match the height of the existing wall to the east and would be lower than the wall to the west, thereby continuing the pattern of the wall stepping up in height as the wall climbs the hill. The timber gates would be painted black and would be framed by two brick piers. The design of the brickwork piers would match the brick piers flanking the existing access further to the west. The bricks for the piers would match those of the existing wall and this would be secured by condition. The proposed opening would be 4.95m wide. It is noted that the width of the proposed opening would be less than the temporary construction access which is 5.6m wide. The proposed brick piers and timber gates would integrate well with the established character of the school and are considered to be appropriately designed.
- 2.6. Section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires that special attention shall be paid to the desirability of preserving or enhancing the character or appearance of a Conservation Area when considering applications relating to land or buildings within that Area.
- 2.7. The effect of this section of the 1990 Act is that there is a statutory presumption in favour of the preservation of the character and appearance of Conservation Areas. Considerable importance and weight should be attached to their preservation. A proposal which would cause harm should only be permitted where there are strong countervailing planning considerations which are sufficiently powerful to outweigh the presumption. The NPPF provides guidance on the weight that should be accorded to such harm and in what circumstances such harm might be justified (paras 193-202). Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including.
- 2.8. The creation of access gates in the wall would result in less than substantial harm to the conservation area. The public benefits of the proposal would include increased safety for pedestrians and school users as the existing vehicle entrance, which is located close to a signalised pedestrian crossing, would be closed to vehicles. It would also eliminate the on-site conflict between pedestrians and vehicles and would result in a significant reduction of car parking on site. The reduction in car parking and the proposed on-site servicing would reduce the impact the school has on the surrounding highway network. The public benefits are considered to outweigh the harm identified in this instance.
- 2.9. **Impact on Metropolitan Open Land and biodiversity**
- 2.10. The application seeks to reconfigure the existing car park. The reconfigured car park would

be 121sqm larger and would have an area of approximately 610sqm. The reconfigured car park would provide an area for a timber bin store enclosure measuring 5m by 5m.

- 2.11. Metropolitan Open Land is open space of London wide significance that provides a break in the built up area and receives the same presumption against development as green belt land. 'Highgate Cemetery/WaterlowPark/Fairseat' is one of the four main areas of Metropolitan Open Land in Camden, which are of great importance to the borough and its character.
- 2.12. Policy 7.17 of the London Plan states that "the strongest protection should be given to London's Metropolitan Open Land and inappropriate development refused, except in very special circumstances, giving the same level of protection as in the Green Belt. Essential ancillary facilities for appropriate uses will only be acceptable where they maintain the openness of MOL".
- 2.13. The proposal does not involve the construction of any new buildings and the reconfiguration of the car park would maintain the openness of the MOL. On account of the disposition of the reconfigured car park on the site and the tree and understorey belt around it, the reconfigured car park with bin enclosure would not be visible, in any significant way from public viewpoints.
- 2.14. **Trees**
- 2.15. The development involves the removal of part of G2, a group of small trees made up of various species and T15, an Irish yew tree. These small trees are of low visibility from the public realm and are not considered to significantly contribute to the character and appearance of this part of the conservation area. Part of G2 would be retained. The loss of T15 (Irish yew tree) can be mitigated through replacement planting. The replacement tree should be planted to the immediate west of the proposed electric car parking spaces. Details of the replacement tree would be secured by condition. The surrounding trees that are to be retained will need to be protected from damage through development, details of which can be secured via condition. Details of the surfacing, which should be permeable where appropriate, would also be secured by condition.
- 2.16. **Transport**
- 2.17. The proposal includes amendments to the existing boundary treatment adjacent to Highgate Hill, and amendments to the southeast hardstanding area to formalise the provision of vehicle parking. This would result in a loss of 3 on-street parking spaces ('Pay & Display' bays). A safety audit has been submitted to support the proposed relocation of the vehicle entrance.
- 2.18. The existing access to the car park is on Highgate High Street. The access is narrow, constrained, adjacent to a pedestrian crossing and shared with pupils entering the main school entrance gate on Highgate Hill, on foot. Vehicles using the car park are required to enter from Highgate High Street, drive around the school itself and cross the playground to enter the car park, south-east of the access.
- 2.19. Relocation of Vehicle Entrance and Car Parking
- 2.20. The existing vehicle entrance is located close to a signalised pedestrian crossing. With the proposed entrance relocated further away from the currently shared main entrance, it would be safer for pedestrians and school users. The conflict between school users and vehicles would also be reduced on-site, as vehicles would not need to circumvent the school

buildings. In addition, on-site parking spaces at the hardstanding area would be reduced from 18 vehicle spaces to 5 minibus, 3 car, and 3 motorcycle parking spaces (excluding the disabled parking bay and head teacher parking space). The reduction in overall spaces would encourage more sustainable forms of travel to the site. Electric Vehicle Charging Points (EVCP) for the 3 car spaces are welcomed. EVCPs would also need to be installed for minibuses as we require all operational parking to have infrastructure for electric or other Ultra-Low Emission vehicles.

- 2.21. One of the reasons for relocating the vehicle entrance is to eliminate the on-site conflict between pedestrians and vehicles. The current route for vehicle access to the car park is shown below.



- 2.22. The proposal was revised to relocate the disabled parking bay and head teacher parking space. The two spaces have been relocated so that vehicles would not need to circumnavigate the school buildings. The disabled bay would be relocated adjacent to the east extension and the head teacher space would be relocated within the reconfigured car park.
- 2.23. The proposal indicates that the existing entrance would be closed to vehicles, which is welcomed and a condition would be added to secure this in order to maintain the public benefit of the proposals. The existing crossover would need to be removed and this would be secured by legal agreement.
- 2.24. Cycle and Scooter Parking
- 2.25. The plans indicate 9 cycle spaces would be provided, which is welcomed. Cycle parking should be safe, secure, accessible, and fully protected from the weather. These 9 cycle parking spaces would need to be relocated to the existing cycle store by the main entrance to avoid conflict with vehicles. Also, a weatherproof structure or cover would be needed for these cycle spaces. In addition to cycle spaces, a covered scooter rack to provide for at least 20 scooters for school children would be recommended. This would be secured by condition.
- 2.26. Highways Contribution
- 2.27. In accordance with Policy A1, the Council would seek to secure a highways contribution of £13,572 for repairs to the public highway directly adjacent to the proposed and existing vehicle entrance. This would be secured as a section 106 planning obligation. The

highways contribution would cover the removal of the crossover at the existing vehicle entrance and the replacement of the temporary crossover with a permanent crossover at the proposed vehicle entrance (which was previously the temporary construction entrance). In addition, the Council would seek to secure a Traffic Management Order and associated costs of £2,847.64.

#### 2.28. Servicing

2.29. Currently, all large deliveries and servicing movements (such as refuse collection) are undertaken on-street, adjacent to the existing entrance. The proposed reconfiguration of the car park would provide an on-site service area for delivery and waste collection vehicles to manoeuvre and park. The improved car park and access would enable all servicing and refuse collection to be undertaken off-street, thus reducing the impact the school has on the surrounding highway network and offering separation of vehicles from pupils, who would not be permitted to use the proposed vehicle access.

2.30. The improved access would also allow safe access for emergency vehicles.

#### 2.31. Transport Summary

2.32. Losing on-street parking is a major concern, however as seen above, the benefits of the proposal outweighs the loss of 3 on-street parking spaces.

2.33. The following section 106 planning obligations and conditions would be required if planning permission is granted:

- Highways contribution of £13,572
- Traffic Management Order and associated costs of £2,847.64
- Condition securing the provision of 8 Electric Vehicle Charging Points (EVCP), 3 for car spaces and 5 for minibus spaces
- Condition securing the provision of 9 cycle parking spaces and at least 20 scooter parking spaces

#### 2.34. **Amenity**

2.35. There are no nearby neighbouring properties that would be affected by the reconfigured car park and bin enclosure. As such, the proposed works are not considered to result in a loss of natural light, outlook, privacy or disturbances from operational noise or light spill to any dwellings. The reduction in car parking on site would reduce transport movements and so reduce transport conflict with pedestrians on Highgate Hill / Highgate High Street. The transport impacts have been assessed above. The provision of on-site servicing facilities would avoid congestion and protect amenity in accordance with Policy A1.

#### 2.36. **Conclusion**

2.37. The creation of access gates in the existing wall would result in less than substantial harm to the conservation area and the loss of on-street parking spaces. However, the public benefits of the proposal would include increased safety for pedestrians and school users, the elimination of on-site conflict between pedestrians and vehicles and a significant reduction of car parking on site. The reduction in car parking and the proposed on-site servicing would reduce the impact the school has on the surrounding highway network. In this instance, the significant public benefits outweigh the harm to the conservation area and



the loss of on-street parking spaces.

2.38. Grant planning permission subject to s106 legal agreement

#### **DISCLAIMER**

**The decision to refer an application to Planning Committee lies with the Director of Regeneration and Planning. Following the Members Briefing panel on Monday 20th July 2020, nominated members will advise whether they consider this application should be reported to the Planning Committee. For further information, please go to [www.camden.gov.uk](http://www.camden.gov.uk) and search for 'Members Briefing'.**

Application ref: 2019/5756/P  
Contact:  
Tel: 020 7974  
Date: 16 July 2020

**Development Management**  
Regeneration and Planning  
London Borough of Camden  
Town Hall  
Judd Street  
London  
WC1H 9JE

Phone: 020 7974 4444

[planning@camden.gov.uk](mailto:planning@camden.gov.uk)  
[www.camden.gov.uk/planning](http://www.camden.gov.uk/planning)

Rolfe Judd Planning  
Old Church Court  
Claylands Road  
Oval  
London  
SW8 1NZ

Dear Sir/Madam

**DRAFT**  
**FOR INFORMATION ONLY - THIS IS NOT A FORMAL DECISION**  
Town and Country Planning Act 1990 (as amended)

**DECISION SUBJECT TO A SECTION 106 LEGAL AGREEMENT**

Address:

**Channing Junior School**  
**1 Highgate High Street**  
**London**  
**N6 5JR**

Proposal:

**DECISION**  
Alterations to boundary wall on Highgate Hill in connection with creation of new vehicular access, installation of gates and reconfiguration of existing car park (including bin enclosure).

Drawing Nos: 343.47/: PL01 A; PL02 B; PL03 A; PL05 B; PL04 A; 343.36/: PLA06; PLA01; 343.12/002 A

Channing Junior School Car Park Access Proposals prepared by Caneparo Associates dated November 2019 (not including appendix A); Planning Statement prepared by Rolfe Judd dated 14th November 2019; Stage 1 Road Safety Audit Response prepared by Caneparo Associates dated February 2020; CA1272 012: 1 of 6 F; 2 of 6 F; 3 of 6 F; 4 of 6 E; 5 of 6 F; 6 of 6 F

The Council has considered your application and decided to grant permission subject to the conditions and informatives (if applicable) listed below **AND** subject to the successful conclusion of a Section 106 Legal Agreement.

The matter has been referred to the Council's Legal Department and you will be contacted shortly. If you wish to discuss the matter please contact **Aidan Brookes** in the Legal Department on **020 7 974 1947**.

Once the Legal Agreement has been concluded, the formal decision letter will be sent to you.

Condition(s) and Reason(s):

- 1 The development hereby permitted must be begun not later than the end of three years from the date of this permission.

Reason: In order to comply with the provisions of Section 91 of the Town and Country Planning Act 1990 (as amended).

- 2 All new external work shall be carried out in materials that resemble, as closely as possible, in colour and texture those of the existing building, unless otherwise specified in the approved application.

Reason: To safeguard the appearance of the premises and the character of the immediate area in accordance with the requirements of policy D1 and D2 of the London Borough of Camden Local Plan 2017.

- 3 The development hereby permitted shall be carried out in accordance with the following approved plans:

343.47/: PL01 A; PL02 B; PL03 A; PL05 B; PL04 A; 343.36/: PLA06; PLA01; 343.12/002 A

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Reason: For the avoidance of doubt and in the interest of proper planning.

- 4 Before the relevant part of the work is begun, detailed drawings, or samples of materials as appropriate, in respect of the following, shall be submitted to and approved in writing by the local planning authority:

a) Details including elevation and sections at 1:10 of gates and brick piers

b) Manufacturer's specification details of all facing materials including bricks (to be submitted to the Local Planning Authority) and samples of those materials (to be provided on site).

The relevant part of the works shall be carried out in accordance with the details thus approved and all approved samples shall be retained on site during the course of the works.

Reason: To safeguard the appearance of the premises and the character of the immediate area in accordance with the requirements of policy D1 and D2 of the London Borough of Camden Local Plan 2017.

- 5 Before the brickwork is commenced, a sample panel of the facing brickwork demonstrating the proposed colour, texture, face-bond and pointing shall be provided on site and approved in writing by the local planning authority. The development shall be carried out in accordance with the approval given. The approved panel shall be retained on site until the work has been completed.

Reason: To safeguard the appearance of the premises and the character of the immediate area in accordance with the requirements of policy D1 and D2 of the London Borough of Camden Local Plan 2017.

- 6 Before the development commences, details of secure and covered cycle storage area for 9 cycles shall be submitted to and approved by the local planning authority. The approved facility shall thereafter be provided in its entirety prior to the first use of the car park and permanently retained thereafter.

Reason: To ensure the development provides adequate cycle parking facilities in accordance with the requirements of policy T1 of the London Borough of Camden Local Plan 2017.

- 7 Electric Vehicle Charging Points

Eight electric vehicle charging points (3 for car spaces and 5 for minibus spaces) shall be provided prior to the first use of the reconfigured car park and retained as such thereafter. The charging points shall be maintained in accordance with the manufacturer's recommendations.

Reason: To ensure the development provides adequate electric charging points in accordance with the requirements of Policy 6.13 of the London Plan 2016.

- 8 No development shall take place until full details of hard and soft landscaping and means of enclosure of all un-built, open areas have been submitted to and approved by the local planning authority in writing. Such details shall include details of at least 1 replacement tree and any proposed earthworks including grading, mounding and other changes in ground levels. The details shall also set out how Sustainable Drainage Systems will be implemented. The relevant part of the works shall not be carried out otherwise than in accordance with the details thus approved.

Reason: To ensure that the development achieves a high quality of landscaping which contributes to the visual amenity and character of the area in accordance with the requirements of policies A2, A3, CC3, D1 and D2 of the London Borough of Camden Local Plan 2017.

- 9 All hard and soft landscaping works shall be carried out in accordance with the approved landscape details by not later than the end of the planting season following completion of the development. Any trees or areas of planting (including trees existing at the outset of the development other than those indicated to be removed) which, within a period of 5 years from the completion of the development, die, are removed or become seriously damaged or diseased, shall be replaced as soon as is reasonably possible and, in any case, by not later than the end of the following planting season, with others of similar size and species, unless the local planning authority gives written consent to any variation.

Reason: To ensure that the landscaping is carried out within a reasonable period and to maintain a high quality of visual amenity in the scheme in accordance with the requirements of policies A2, A3, D1 and D2 of the London Borough of Camden Local Plan 2017.

- 10 Prior to the commencement of any works on site, details demonstrating how trees to be retained shall be protected during construction work shall be submitted to and approved by the local planning authority in writing. Such details shall follow guidelines and standards set out in BS5837:2012 "Trees in Relation to Construction". All trees on the site, or parts of trees growing from adjoining sites, unless shown on the permitted drawings as being removed, shall be retained and protected from damage in accordance with the approved protection details.

Reason: To ensure that the development will not have an adverse effect on existing trees and in order to maintain the character and amenity of the area in accordance with the requirements of policies A2 and A3 of the London Borough of Camden Local Plan 2017.

- 11 The gates hereby approved shall be painted black and maintained as such thereafter.

Reason: To safeguard the appearance of the premises and the character of the immediate area in accordance with the requirements of policy D1 and D2 of the London Borough of Camden Local Plan 2017.

12. Prior to first use of the new carpark, the existing vehicle entrance gates shall be closed and remain closed thereafter, excepting for access by emergency vehicles.

Reason: To safeguard pedestrian and highway safety in accordance with the requirements of Policy A1 and T1 of the London Borough of Camden Local Plan 2017.

Informative(s):

- 1 Your proposals may be subject to control under the Building Regulations and/or the London Buildings Acts that cover aspects including fire and emergency escape, access and facilities for people with disabilities and sound insulation between dwellings. You are advised to consult the Council's Building Control Service, Camden Town Hall, Judd St, Kings Cross, London NW1 2QS (tel: 020-7974 6941).
- 2 This approval does not authorise the use of the public highway. Any requirement to use the public highway, such as for hoardings, temporary road closures and suspension of parking bays, will be subject to approval of relevant licence from the Council's Streetworks Authorisations & Compliance Team London Borough of Camden 5 Pancras Square c/o Town Hall, Judd Street London WC1H 9JE (Tel. No 020 7974 4444) . Licences and authorisations need to be sought in advance of proposed works. Where development is subject to a Construction Management Plan (through a requirement in a S106 agreement), no licence or authorisation will be granted until the Construction Management Plan is approved by the Council.

- 3 All works should be conducted in accordance with the Camden Minimum Requirements - a copy is available on the Council's website at <https://beta.camden.gov.uk/documents/20142/1269042/Camden+Minimum+Requirements+%281%29.pdf/bb2cd0a2-88b1-aa6d-61f9-525ca0f71319> or contact the Council's Noise and Licensing Enforcement Team, 5 Pancras Square c/o Town Hall, Judd Street London WC1H 9JE (Tel. No. 020 7974 4444)

Noise from demolition and construction works is subject to control under the Control of Pollution Act 1974. You must carry out any building works that can be heard at the boundary of the site only between 08.00 and 18.00 hours Monday to Friday and 08.00 to 13.00 on Saturday and not at all on Sundays and Public Holidays. You must secure the approval of the Council's Noise and Licensing Enforcement Team prior to undertaking such activities outside these hours.

- 4 Your attention is drawn to the fact that there is a separate legal agreement with the Council which relates to the development for which this permission is granted. Information/drawings relating to the discharge of matters covered by the Heads of Terms of the legal agreement should be marked for the attention of the Planning Obligations Officer, Sites Team, Camden Town Hall, Argyle Street, WC1H 8EQ.

In dealing with the application, the Council has sought to work with the applicant in a positive and proactive way in accordance with paragraphs 186 and 187 of the National Planning Policy Framework.

Yours faithfully

Supporting Communities Directorate