

PLANNING AND ENVIRONMENT COMMITTEE

11 MAY 2011

ITEM 6

REPORT OF THE
ASSISTANT DIRECTOR OF PLANNING AND
DEVELOPMENT MANAGEMENT

BACKGROUND PAPERS – GENERAL STATEMENT

The background papers to the reports contained in the agenda items which follow comprise the application and relevant planning history files, which may be identified by their reference numbers, and other documents where they are specified as a background paper in individual reports. These files and documents may be inspected at:

Building 4, North London Business Park
Oakleigh Road South
New Southgate
London N11 1NP

Contact Officer: Mrs V Bell, 020 8359 4672

PLANNING AND ENVIRONMENT COMMITTEE

DATE: 11 May 2011

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LOCATION: Broadfields Primary School, Roseberry Drive, Edgware, Middx,
HA8 8JP
REFERENCE: H/01199/11
WARD(S): Edgware

Received: 23 March 2011
Accepted: 23 March 2011
Expiry: 18 May 2011

Final Revisions:

APPLICANT: LONDON BOROUGH OF BARNET

PROPOSAL: Erection of a 2 storey extension to facilitate expansion of the existing two form entry primary school to three form entry primary school. Provision of additional 7no parking spaces, new pedestrian footpath and associated landscaping.

RECOMMENDATION: Approve Subject to Conditions

1. The development hereby permitted shall be carried out in accordance with the following approved plans: 4139 -A -302, 4139 -A -303A, 4139 -A -304A, 4139 -A -305, 4139 -A -306A, 4139 -A -307A, 4139 -A -308, C443- D100A, C443-D101, C443-D900A, Materials schedule, Planning, Design and Access Statement.

Reason:

For the avoidance of doubt and in the interests of proper planning.

2. The materials to be used in the external surfaces of the building(s) shall match those used in the existing building(s) unless otherwise agreed in writing by the local planning authority.

Reason:

To safeguard the visual amenities of the building and the surrounding area.

3. Before this development is commenced, details of the levels of the building(s), road(s) and footpath(s) in relation to adjoining land and highway(s) and trees and any other changes proposed in the levels of the site shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with such details as approved.

Reason:

To ensure that the work is carried out at suitable levels in relation to the highway and adjoining land having regard to drainage, gradient of access and the amenities of adjoining occupiers and the health of any trees on the site.

4. This development must be begun within three years from the date of this permission.

Reason:

To comply with Section 51 of the Planning and Compulsory Purchase Act, 2004.

5. Before the development hereby permitted is occupied, parking spaces and cycle/scooter parking, shall be provided and marked out within the site in accordance

with drawing D100A and that area shall not thereafter be used for any purpose other than the parking and turning of vehicles.

Reason:

To ensure that parking and associated works are provided in accordance with the council's standards in the interests of pedestrian and highway safety and the free flow of traffic.

6. One month prior to first occupation of the new school building a revised School Travel Plan including the new form of entry shall be submitted to and approved in writing by the Local Planning Authority. The documents shall set out the school's transport policy to incorporate measures to reduce trips to school by the private car and encourage non car modes such as walking, cycling and public transport. Details of the start and finish times for pupils shall also be incorporated in order to minimise conflict on the local highways network. The scheme as submitted shall be approved in writing by the local planning authority and the use shall be carried out in accordance with the School Travel Plan as approved.

The School Travel Plan should include the appointment of a School Travel Plan Coordinator, measurable targets and a clear action plan for implementing any measures. The School Travel Plan should be reviewed annually in accordance with the targets set out in the Plan

Reason:

To encourage the use of sustainable forms of transport to the site in accordance with policies GSD and GNon Car of the London Borough of Barnet Adopted Unitary Development Plan 2006.

7. The development hereby permitted shall be carried out in full accordance with the details shown on the approved plans.

Reason:

To ensure the permission is implemented as approved.

8. The demolition and/or construction of the development hereby approved, shall be carried out in accordance with a method statement and construction management plan, which shall have been submitted to and approved in writing by the local planning authority 1 calendar month prior to commencement of development. Any demolition shall be carried out in complete accordance with the approved scheme.

Any details submitted in respect of the construction traffic management plan above shall control the hours, routes taken and security procedures for construction traffic to and from the site and the method statement shall provide for the provision of on-site wheel cleaning facilities during demolition, excavation, site preparation and construction stages of the development, recycling of materials, the provision of on-site car parking facilities for contractors during all stages of development (excavation, site preparation and construction) and the provision on site of a storage /delivery area for all plant, site huts, site facilities and materials and a community liaison contact.

Reason:

In the interests of residential amenity and highway safety.

9. Development shall not begin until a surface water drainage scheme for the site based on sustainable drainage principals and an amendment of the hydrological

and hydrogeological context of the development, has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

The scheme shall also include details of how the scheme shall be maintained and managed after completion.

Reason:

To prevent the increased risk of flooding, to improve and protect water quality, improve habitat and amenity and ensure future maintenance of the surface water drainage system

10. The use of the premises for the purposes hereby permitted shall only take place between the hours of 8.00am and 7.00pm on Saturdays and Sundays and between 7.30am and 9.00pm on all other days unless previously agreed in writing by the Local Planning Authority.

Reason: In the interests of the amenity of occupiers of neighbouring residential properties.

11 A scheme of hard and soft landscaping, including details of existing trees to be retained, shall be submitted to and agreed in writing by the Local Planning Authority before the development, hereby permitted, is commenced.

Reason:

To ensure a satisfactory appearance to the development.

12. All work comprised in the approved scheme of landscaping shall be carried out before the end of the first planting and seeding season following occupation of any part of the buildings or completion of the development, whichever is sooner, or commencement of the use.

Reason:

To ensure a satisfactory appearance to the development.

13 Any existing tree shown to be retained or trees or shrubs to be planted as part of the approved landscaping scheme which are removed, die, become severely damaged or diseased within five years of the completion of development shall be replaced with trees or shrubs of appropriate size and species in the next planting season.

Reason:

To ensure a satisfactory appearance to the development.

14 No site works or works on this development shall be commenced before temporary tree protection has been erected around existing tree(s) in accordance with details to be submitted and approved in writing by the Local Planning Authority. This protection shall remain in position until after the development works are completed and no material or soil shall be stored within these fenced areas.

Reason:

To safeguard the health of existing tree(s) which represent an important amenity feature.

15 No siteworks or works on this development shall be commenced before a method statement detailing precautions to minimise damage to trees adjacent to the proposed extension, the additional parking spaces and additional pedestrian access in accordance with Section 7 of British Standard BS5837: 2005 *Trees in relation to construction - Recommendations* is submitted to and approved in writing by the LPA and the development shall be carried out in accordance with such approval.

Reason:

To safeguard the health of existing trees which represent an important amenity feature.

16. No construction work resulting from the planning permission shall be carried out on the premises at any time on Sundays, Bank or Public Holidays, before 9.00 am or after 1.00 pm on Saturdays, or before 8.00 am or after 6.00pm on other days unless previously approved in writing by the Local Planning Authority.

Reason:

To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties.

17 The level of noise emitted from the extraction and ventilation equipment and plant rooms hereby approved shall be at least 5dB(A) below the background level, as measured from any point 1 metre outside the window of any room of a neighbouring residential property .

If the noise emitted has a distinguishable, discrete continuous note (whine, hiss, screech, hum) and/or distinct impulse (bangs, clicks, clatters, thumps), then it shall be at least 10dB(A) below the background level, as measured from any point 1 metre outside the window of any room of a neighbouring residential property.

Reason:

To ensure that the proposed development does not prejudice the amenities of occupiers of neighbouring properties.

18. No external lighting, floodlighting or other means of external illumination shall be affixed to the external elevations of the buildings, or placed/erected within the site other than those shown on the approved plans without the prior written consent of the local planning authority. Any external lighting, floodlighting or other means of external illumination shall be installed and thereafter retained in full accordance with the approved details.

Reason:

To enable the local planning authority to retain control over these matters in the interests of the amenities of the adjoining properties.

19. One month prior to the occupation of the building a Car Parking Management Plan (CPMP) shall be submitted to and approved in writing by the Local Planning Authority. The CPMP shall set out the school's transport policy to include the means of arrival and departure of school children, and details and means of transportation and car-pooling and the most efficient use of parking.

Reason:

To encourage the use of sustainable forms of transport to the site in accordance with

policies GSD and Gnoncar of the adopted UDP and to ensure that the parking is provided and managed in line with the council's standards in the interest of highway and pedestrian safety in accordance with Policies M11, M13 and M14 of the London Borough of Barnet's Adopted Unitary Development Plan 2006.

20. The non-residential development is required to meet the BREEAM standard of 'very good'. Before the development is first occupied the developer shall submit certification of the selected generic environmental standard.

Reason:

To ensure that the development is sustainable and complies with Strategic and Local Policies.

INFORMATIVE(S):

1. The documents accompanying this application are:-Transport Statement Plus Addendum, Flood Risk Assessment, BREEAM Pre-Assessment Report, External Daylight Factors, External Lighting, Renewables Energy Report, Phase II Geoenvironmental Assessment Report, Noise Survey, Outline Construction Method Statement, Tree Survey, Arboricultural Constraints Report, Root Investigation report, Protected Species Report, Statement of Community Involvement, Underground Services Information For New Extension, School Travel Plan Review

2. The reasons for this grant of planning permission or other planning related decision are as follows: -

i) The proposed development accords with strategic planning guidance and policies as set out in the consultation draft replacement London Plan 2009 and the Adopted Barnet Unitary Development Plan (2006).

In particular the following policies are relevant:

Adopted Barnet Unitary Development Plan (2006):

GSD, GBEEnv1, GBEEnv2, GBEEnv3, GBEEnv4, GCS1, GRoadNet, GParking, Env12, D1, D2, D3, D4, D5, D9, D10, D11, D12, D13, HC5, HC17, O1, O2, O3, M2, M3, M5, M11, M12, M13, M14, CS4, CS6

Supplementary Planning Document - Sustainable Design and Construction

Core Strategy (Publication Stage) 2010:

CS1, CS5, CS7, CS8, CS9, CS10, CS12

ii) The proposal is acceptable for the following reason(s): -The proposal is considered to be acceptable with regard to development plan policies subject to appropriate planning conditions. The proposed extension, whilst comprising inappropriate development in the green belt is considered, by virtue of very special circumstances, to be acceptable in principle. The development would not adversely affect the residential amenities of neighbouring occupiers and would not adversely affect highway conditions or pedestrian safety.

3. You are advised to engage a qualified acoustic consultant to advise on the scheme, including the specifications of any materials, construction, fittings and equipment necessary to achieve satisfactory internal noise levels in this location.

In addition to the noise control measures and details, the scheme needs to clearly set out the target noise levels for the habitable rooms, including for bedrooms at night, and the levels that the sound insulation scheme would achieve.

The details of acoustic consultants can be obtained from the following contacts: a) Institute of Acoustics and b) Association of Noise Consultants.

The assessment and report on the noise impacts of a development should use methods of measurement, calculation, prediction and assessment of noise levels and impacts that comply with the following standards, where appropriate: 1) Department of Environment: PPG 24 (1994) Planning Policy Guidance - Planning and noise; 2) BS 7445 (1991) Pts 1, 2 & 3 (ISO 1996 pts 1-3) - Description and measurement of environmental noise; 3) BS 4142:1997 - Method of rating industrial noise affecting mixed residential and industrial areas; 4) BS 8223: 1999 - Sound insulation and noise reduction for buildings: code of practice; 5) Department of transport: Calculation of road traffic noise (1988); 6) Department of transport: Calculation of railway noise (1995); 7) Department of transport : Railway Noise and insulation of dwellings.

4. If the development is carried out it will be necessary to provide a temporary access to the development site including any associated works to the public highway. Following completion of the development, the footway including any associated works on public highway, will be reinstated by the Highway Authority at the applicant's expense. You may obtain an estimate for this work from the Chief Highways Officer, Building 4, North London Business Park (NLBP), Oakleigh Road South, London N11 1NP.

5. The applicant has agreed to provide the new pedestrian access to the school. Details should be discussed with the Council's Traffic and Development team.

1. MATERIAL CONSIDERATIONS

National Planning Policy Guidance/ Statements:

PPS1 - Delivering Sustainable Development
PPG2 - Green Belt
PPG9 - Biodiversity and Geological Conservation
PPG13 - Transport
PPG24 - Planning and Noise
PPS25 - Development and Flood Risk

The Mayor's London Plan: Consultation draft replacement plan 2009:

3.19 (educational facilities), 5.1 (climate change mitigation), 5.3 (sustainable design and construction), 5.13 (sustainable drainage), 6.13 (parking), 6.3 (assessing transport capacity), 7.2 (inclusive environment), 7.4 (local character), 7.16 (green belt) and 7.19 (biodiversity and access to nature)

Relevant Unitary Development Plan Policies:

GSD, GBEEnv1, GBEEnv2, GBEEnv3, GBEEnv4, GRoadNet, GParking, GCS1, Env12, D1, D2, D3, D4, D5, D9, D10, D11, D12, D13, HC5, HC17, O1, O2, O3, M2, M3, M5, M11, M12, M13, M14, CS4, CS6
Supplementary Planning Document - Sustainable Design and Construction

Core Strategy (Publication Stage) 2010

The Planning and Compulsory Purchase Act 2004 reformed the development plan system replacing the Unitary Development Plan (UDP) with the Local Development Framework (LDF). The LDF will be made up of a suite of documents including the

Core Strategy and Development Management Policies Development Plan Documents (DPD). Until the LDF is complete, 183 policies within the adopted UDP remain. The replacement of these 183 policies is set out in both the Core Strategy and Development Management Policies DPD.

The Core Strategy will contribute to achieving the vision and objectives of Barnet's Sustainable Community Strategy and will help our partners and other organisations to deliver relevant parts of their programmes. It will cover the physical aspects of location and land use traditionally covered by planning. It also addresses other factors that make places attractive and distinctive as well as sustainable and successful.

The Council published its LDF Core Strategy Publication Stage document in September 2010. The document has been subject to three rounds of public consultation and is in general conformity with the London Plan: therefore weight can be given to it as a material consideration in the determination of planning applications.

Relevant Core Strategy Policies:

CS1, CS5, CS7, CS8, CS9, CS10, CS12

LBB 'Investment strategy to meet demand for primary school places' 2010

Relevant Planning History:

H/04494/08 - Demolition of existing junior school and erection of part single, part two storey replacement two form entry primary school, including playgrounds, access road, parking and multi use games area - Approved 05/02/2009

Application	Planning	Number:	H/00695/11
:			
Validated:	16/02/2011	Type:	APF
Status:	DEC	Date:	11/04/2011
Summary:	APC	Case Officer:	Deirdre Jackman

Description Erection of a temporary single storey pre-fabricated structure to be used as a classroom for 1 year, and relocation of 3no parking spaces.

Consultations and Views Expressed:

Neighbours Consulted:	156	Replies:	0
Neighbours Wishing To Speak			

Internal /Other Consultations:

- Environmental Health - No objection subject to a condition
- Sport England - No reply received
- Traffic & Development - No objection subject to conditions
- Thames Water Devt Control - No objection
- Veolia Water - No reply received

- Environment Agency - No objection subject to a condition
- English Heritage-Archaeology - No objection and no conditions required

Date of Site Notice: 31 March 2011

The application was advertised as a departure to the development plan.

2. PLANNING APPRAISAL

Site Description and Surroundings:

Broadfields School is a two form entry primary school, accommodating 420 pupils plus nursery class, located on the north side of Broadfields Avenue. The site is surrounded by residential properties to the south and east. The properties are two storey terraced and semi-detached properties. There are some bungalows to the south west of the school.

To the north and west of the site is a large area of open space that extends further north. This area is designated as Metropolitan Green Belt and part of the land forms the playing fields for the school. Directly adjacent to the eastern boundary of the site is a footpath (Clay Lane), this footpath is designated as a Site of Nature Conservation Importance.

Further to the west of the school is an area of land comprising 7.5 hectares of playing fields, formerly containing the Camden Sports Club.

Proposal:

The new school has recently been constructed as part of the Primary School Capital Investment Programme. The programme was designed to provide modern fit-for-purpose learning and teaching environments that meet the demands of the twenty first century curriculum. The development would enable the school to become three form entry from September 2012, raising pupil capacity from 420 to 630 pupils. The nursery provision will remain at 39 FTE. The Autistic Spectrum Condition Unit will accommodate an additional 7 pupils, taking the total to 21.

The Council has identified an increasing and unprecedented demand for primary school places in Barnet. Between 2004 and 2009 births in Barnet rose by 18% and these children have now started entering primary schools. As the trend has been sustained over a number of years, the conclusion has been reached that this is an increasing demand for places rather than a temporary exceptional increase in demand. There is not sufficient capacity in Barnet's existing schools to meet current and projected demand. One of the ways in which the Council is seeking to address this is through the expansion of a number of schools, one of which is Broadfields, to secure an additional 10 FE. The authority has a statutory duty to ensure there are sufficient primary school places within 2 miles safe walking distance from each child's home. The increase in places needs to be close to areas of demand. Projections show a sustained increase in demand in the Edgware area indicating an additional 3 - 5 FE (90-150 pupils) could be required in the Hale, Mill Hill and Edgware area over the next 7 years. All the schools within the Hale and Edgware wards have been considered for expansion capacity. Some would require additional land in order to be able to expand, some have expansion potential but have site constraints and others are already 3 FE. Broadfields School is considered to be the only option that has the potential to meet the council's requirements.

As a result, the proposal is to extend the existing building in the same form, to

provide two floors of additional teaching space to accommodate an additional form of entry. The extension would be approximately 40m long and 12m wide at ground floor level. Due to the changing levels of the site, the ground floor would be cut into the land so that it would have the appearance of a single storey building when seen from the south. Although the extension has been designed as a continuation of the linear form of the existing building, the extension itself does not curve like the existing building. This is to avoid any root damage to a large tree in the vicinity. An existing key stage 2 play area currently located abutting the building to the south would be re-located slightly further west to accommodate the new extension. No play area would be lost as a result of the extension. Part of the extension would project into the green belt.

Planning Considerations:

Policy CS4 of the adopted UDP advocates that proposals for educational facilities will be permitted where they are easily accessible by public transport, walking and cycling, would not have a demonstrably harmful impact on the character of the surrounding area and amenities of nearby residential properties and other uses, and are designed to be accessible by people with disabilities.

The educational use of this site is well established. The current school has a local catchment area and as a result according to the current school travel plan has high walk to school rates. A bus route runs directly in front of the school.

Due to the existing school the noise and disturbance generated by its activities form part of the character of the area. The current proposal, in line with the existing building, has been carefully designed to place noise generating activities on the far side of the building, away from residential properties.

The existing school has been designed to be totally accessible to all children, and this principle is extended to the proposed extension.

It is considered that the proposal accordingly complies with policy CS4 of the adopted UDP.

The main planning considerations are:

- Impact on the Green Belt
- Impact on the street scene
- Impact on the residential amenity of adjoining properties
- Highway safety and parking provision
- Sustainable design and construction
- Sports and playing pitch provision

Green Belt

Although the playing fields lie within the green belt the school itself does not. The proposed extension would however extend into the green belt. In accordance with national and local green belt policy, new development within the green belt is inappropriate unless it is for the purposes of agriculture, horticulture, woodland, nature conservation, wildlife use, essential facilities for outdoor sport and recreation, cemeteries or other uses which preserve openness and do not conflict with the purposes and objectives of its designation (UDP policy O2). Development which is not for these purposes should not be permitted except in very special circumstances

(UDP policy O1). Clearly the extension proposed to the school would not meet these criteria and as such it is necessary to show very special circumstances for the development to be acceptable in policy terms.

The development is considered to be inappropriate within the green belt. However it is considered that the demand for additional primary school places in the area and the lack of the capacity of other schools to expand can be considered to constitute very special circumstances.

The extension would form a continuation of the existing school building. Alternative locations for the extensions were considered but this form is the one that most closely meets the needs of the school. These options were discounted because they were nearer to residential properties, at a higher level, would be detached from the main building, would be too close to the Autistic Spectrum Condition Unit, involve development on the games court or would be on the 'public' side of the site. The location chosen was the most advantageous in teaching terms.

One of the key purposes of green belt is to prevent urban sprawl. Although this proposal would encroach into the green belt, it forms an extension to the existing building and does not significantly compromise the open nature of the site as a whole.

A key aspect of green belt policy is the maintenance of openness. Although the new building would extend beyond the existing built form, its harmful impact on the open character of the site is limited. It is no higher than the existing building and is built into the slope of the land. From public vantage points, the extension will be barely visible. It will be seen most clearly from Edgwarebury cemetery which is a considerable distance away. In that view it would be seen against the backdrop of the existing school. The other main views would be from the school grounds themselves. Views from the public bridleway are limited and mainly glimpsed through existing vegetation.

Although the development would reduce openness in this part of the very extensive school grounds, the combination of its design and the site characteristics mean that the impact is reduced as far as possible.

It is considered that the very special circumstances put forward in this particular case are sufficient to outweigh the harm caused to the green belt, by reason of harm to openness and conflict with its purposes and objectives and, as such, the proposal complies with policies O1 and O2 of the adopted UDP.

Impact on street scene and wider area

The site is surrounded on two sides by residential properties.

It is considered that the new building gives the school a presence in the street and enhances its siting within the community. The main school sits approximately 100m back from the Broadfields Avenue frontage and due to the curved design of the building, the extension itself would not be visible from Broadfields Avenue.

The extension would be barely visible from any public vantage point. Glimpses would be obtained from the bridleway Clay Lane which runs to the east and north-east of the site, but this path is well screened and any views would be glimpsed at a distance of at least 100m. Similarly the extension would be a minimum of 100m from the rear gardens of properties in Hartland Drive and due to the site levels would have little visual impact.

The proposals are therefore considered to comply with policies D1, D2 and D6 of the

adopted UDP.

Impact on the residential amenity of adjoining properties

The new school buildings were located in such a way as to maximise the distance from adjoining residential properties and designed to minimise the bulk and scale of the buildings. Similarly the new extension would be a minimum of 100m from the nearest properties and it is considered that the proposal would not result in any loss of sunlight or daylight to adjoining residential properties or to result in overlooking or loss of privacy.

The site has the potential to generate a noise nuisance to adjoining residents both from activities carried out within the site and from people entering/ exiting the site and dispersing into the surrounding area. Although the proposal would increase the number of children attending the school, the extension itself would not result in any increased play areas located between the school building and the residential properties in Hartland Drive. It is considered that, subject to appropriate conditions, the proposal would not result in a level of noise and disturbance to residents of adjoining properties that would cause significant harm to their residential amenities. The proposals are therefore considered to comply with policies Env12, D1, D2 and D5 of the adopted UDP.

Parking Provision and Highway Safety

The current school has 25 parking spaces for staff and visitors including 2 disabled parking spaces and 12 cycle parking spaces. The school has an existing Travel Plan.

7 additional parking spaces and 4 cycle parking spaces are proposed as part of the development.

The proposed plans show the additional pedestrian access point to the school from the adjacent bridleway.

A Transport Statement has been submitted by the applicant detailing the trip generation and traffic impact of the development on the surrounding highway network. Broadfields School draws pupils from very local catchment areas and a high proportion of pupils travel by non-car modes. Although the catchment area may increase with the additional form of entry, in conjunction with the School Travel Plan it is considered that the traffic impact can be accommodated on the existing highway network.

The development is considered to comply with policies M3, M11, M12, M13 and M14 of the adopted UDP.

Sustainable design and construction

The school was designed to maximise the natural benefits of the site and reduce energy consumption through numerous measures including solar shading, intelligent building and lighting controls, natural ventilation etc. The orientation of the teaching blocks to face north through west optimises day light from both aspects while being able to more easily control and limit solar gain. The use of natural day lighting across the buildings will reduce energy consumption within the building as well as delivering a high quality of light, making the spaces feel more uplifting.

The general form of the buildings allows for natural ventilation of the majority of the space which as well as resulting in energy savings will place less demand on plant and helps minimise the impact on the amenity of local residents.

The extension will be built in accordance with these principles.

Sports and Playing Pitch Provision

The new school building included replacement, extension and enhancement of the sports facilities at the school. The extension proposed would encroach onto open land within the grounds but this land is part of the grassed area between the playing pitches. As such there will be no loss of any playing pitches as a result of the development. The existing provision of pitches and MUGA is adequate for the increased number of pupils proposed.

3. COMMENTS ON GROUNDS OF OBJECTIONS

None received.

4. EQUALITIES AND DIVERSITY ISSUES

The proposals do not conflict with either Barnet Council's Equalities Policy or the commitments set out in our Equality Scheme and supports the council in meeting its statutory equality responsibilities.

5. CONCLUSION

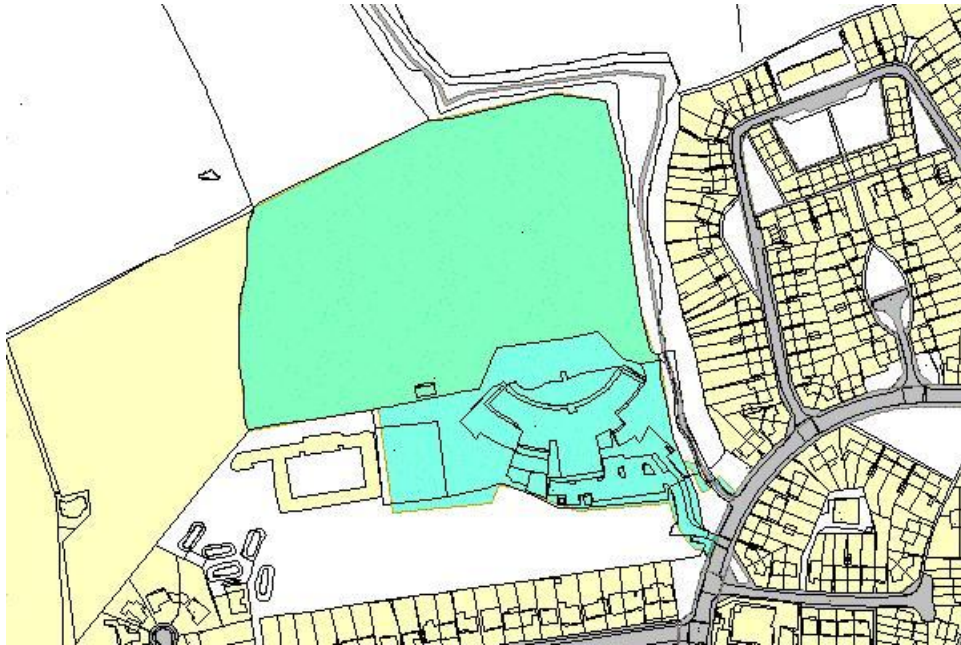
The proposed extension, whilst comprising inappropriate development in the green belt is considered, by virtue of very special circumstances, to be acceptable in principle. The development would not adversely affect the residential amenities of neighbouring occupiers . The proposal is accordingly recommended for APPROVAL.

SITE LOCATION PLAN:
Edgware, Middx, HA8 8JP

Broadfields Primary School, Roseberry Drive,

REFERENCE:

H/01199/11



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LOCATION: 80 Daws Lane, London, NW7 4SL

REFERENCE: H/01226/11

Received: 23 March 2011

Accepted: 23 March 2011

WARD(S): Mill Hill

Expiry: 18 May 2011

Final Revisions:

APPLICANT: C/O Etz Chaim Primary School

PROPOSAL: Temporary change of use of part of ground floor of building to Class D1 (Education) including new temporary wc units to rear.

RECOMMENDATION: Approve Subject to Conditions

1. The development hereby permitted shall be carried out in accordance with the following approved plans: Design and Access Statement; 281 GA(01)01 rev A; 281 GA(01)02 rev A.

Reason:

For the avoidance of doubt and in the interests of proper planning.

2. The use hereby permitted shall be for a limited period only, expiring on 31st July 2012 when the use shall be discontinued and the temporary toilet buildings removed from the site.

Reason:

To enable the Local Planning Authority to monitor the impact of the use in order to protect the amenities of the area.

3. The premises, as shown on the approved plans, shall be used for a primary school nursery and reception class only and for no other purpose (including any other purpose in Class D1 of the Schedule to the Town and Country Planning (Use Classes) Order, 1987, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order, with or without modification).

Reason:

To enable the Local Planning Authority to exercise control of the type of use within the category in order to safeguard the amenities of the area.

4. Before development hereby permitted is occupied, parking spaces, and cycle parking, shall be provided and marked out within the site in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority and that area shall not thereafter be used for any purpose other than the parking and turning of vehicles.

Reason:

To ensure that parking and associated works are provided in accordance with the council's standards in the interests of pedestrian and highway safety and the free flow of traffic.

5. Two months prior to first occupation of the educational use a School Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The documents shall set out the school's transport policy to incorporate measures to reduce trips to school by the private car and encourage non car modes such as walking, cycling and public transport. Details of the start and finish times for pupils shall also be incorporated in order to minimise conflict on the local highways network. The scheme as submitted shall be approved in writing by the local planning authority and the use shall be carried out in accordance with the School Travel Plan as approved.

The School Travel Plan should include the appointment of a School Travel Plan Coordinator, measurable targets and a clear action plan for implementing any measures. The School Travel Plan should be reviewed annually in accordance with the targets set out in the Plan.

Reason:

To encourage the use of sustainable forms of transport to the site in accordance with policies GSD and GNon Car of the London Borough of Barnet Adopted Unitary Development Plan 2006.

6. The total number of children attending the nursery and reception classes operated at the premises, hereby approved, shall not at any time exceed 60 in total.

Reason:

To ensure that the use does not prejudice the amenities of occupiers of adjoining residential properties.

7 The use shall only be operated between the hours of 8.00am and 8.00pm on weekdays, and at no time on Weekends, Bank or Public Holidays.

Reason:

To ensure that the use does not prejudice the amenities of occupiers of adjoining residential properties

INFORMATIVE(S):

1. The reasons for this grant of planning permission or other planning related decision are as follows: -

i) The proposed development accords with strategic planning guidance and policies as set out in the consultation draft replacement London Plan 2009 and the Adopted Barnet Unitary Development Plan (2006).

In particular the following policies are relevant:

Adopted Barnet Unitary Development Plan (2006): GSD, GBEnv1, GBEnv2, GBEnv3, GBEnv4, GRoadNet, GParking, GCS1, ENV12, D1, D2, D3, D4, D5, D9, D10, D11, O1, O2, O3, O7, O8, M11, M12, M13, M14, GCS1, CS1, CS4, CS5, CS6, GEMP4.

Core Strategy (Publication Stage) 2010:CS1, CS8, CS10, CS11, CS12.

ii) The proposal is acceptable for the following reason(s): -

The proposal is considered to be acceptable with regard to development plan policies subject to appropriate planning conditions. It would introduce valuable

education accommodation in the borough on a temporary basis, having an acceptable impact to the character and appearance of the site, wider locality and its greenbelt location. The proposal would have no appreciable impact to the amenities of neighbouring occupiers and would not be detrimental to local roads and the highway networks.

The proposal is therefore considered to be in accordance with relevant national planning policy guidance, the London Plan and the Adopted UDP.

2. The information supporting this application are:- Admissions Process Leaflet; Highway Statement.

1. MATERIAL CONSIDERATIONS

National Planning Policy Guidance/ Statements:

- Planning Policy Statement 1 (PPS1): Delivering Sustainable Development
- Planning Policy Guidance Note 2 (PPG2): Greenbelts
- Planning Policy Statement 4: (PPS 4) Planning for Sustainable Economic Growth
- Planning Policy Guidance Note 13 (PPG13): Transport
- Planning Policy Guidance Note 17 (PPG17): Planning for Open Space, Sport and Recreation
- Planning Policy Statement 24 (PPG 24): Planning and Noise
- Planning Policy Guidance Note 25 (PPG25): Development and Flood Risk

The Mayor's London Plan: Consultation draft replacement plan 2009:

3.19 (educational facilities), 5.1 (climate change mitigation), 5.3 (sustainable design and construction), 5.13 (sustainable drainage), 6.13 (parking), 6.3 (assessing transport capacity), 7.2 (inclusive environment), 7.4 (local character), 7.16 (green belt) and 7.19 (biodiversity and access to nature)

Relevant Unitary Development Plan Policies:

GSD, GBEnv1, GBEnv2, GBEnv3, GBEnv4, GRoadNet, GParking, GCS1, ENV12, D1, D2, D3, D4, D5, D9, D10, D11, O1, O2, O3, O7, O8, M11, M12, M13, M14, GCS1, CS1, CS4, CS5, CS6, GEMP4.

Relevant Supplementary Planning Guidance (SPG) and other corporate documents:

Mayor of London SPG: Sustainable Design and Construction (May 2006)
Barnet's Sustainable Construction and Design Supplementary Planning Document (SPD) (Approved May 2007)
Barnet's Three Strands Approach
A Sustainable Community Strategy for Barnet 2006-2016
London Borough of Barnet Corporate Plan 2007/08- 2010/11
Cabinet report 'Investment strategy to meet demand for primary school places' dated 6 September 2010

Core Strategy (Publication Stage) 2010

The Planning and Compulsory Purchase Act 2004 reformed the development plan system replacing the Unitary Development Plan (UDP) with the Local Development

Framework (LDF). The LDF will be made up of a suite of documents including the Core Strategy and Development Management Policies Development Plan Documents (DPD). Until the LDF is complete, 183 policies within the adopted UDP remain. The replacement of these 183 policies is set out in both the Core Strategy and Development Management Policies DPD.

The Core Strategy will contribute to achieving the vision and objectives of Barnet's Sustainable Community Strategy and will help our partners and other organisations to deliver relevant parts of their programmes. It will cover the physical aspects of location and land use traditionally covered by planning. It also addresses other factors that make places attractive and distinctive as well as sustainable and successful.

The Council published its LDF Core Strategy Publication Stage document in September 2010. The document has been subject to three rounds of public consultation and is in general conformity with the London Plan: therefore weight can be given to it as a material consideration in the determination of planning applications.

Of relevance section 15.6 of the Core Strategy states:

(15.6.5) We will continue to identify opportunities to improve the condition of secondary schools in Barnet and to provide sufficient school places, building on the success of the investment programme which has already delivered four new primary schools and one secondary school on time and on budget. The government's 'Free Schools' programme may also help to meet some additional demand for school places.

(15.6.6) Barnet has a uniquely diverse range of schools with high numbers of Church of England, Catholic and Jewish schools, as well as several single sex and selective secondary schools. Meeting parental choice for particular types of school remains a priority. We welcome approaches from schools within the independent sector that want to join the maintained sector, or from groups wishing to set up a 'Free School', where parental demand is proven and the school provides premises that conform with basic school requirements as set out in relevant guidance from the Department for Education (DfE).

Relevant Core Strategy Policies:

CS1, CS5, CS7, CS8, CS9, CS10, CS12.

Relevant Planning History:

W05631 – Additional use of first floor for the operation of a Wilson market one day per week – Refused - 7/12/77

W05631A – Change of use of part of premises to municipal purposes – Approved 8/5/85

W05631C – Change of use of part of ground floor from training centre to parking office and shop – Approved – 21/11/1994

Wyevale Garden Centre, Daws Lane, NW7.

H/01702/11 - Change of use from current A1 use (Garden Centre) to proposed D1 use (Education). Proposals involve the retention and conversion of the existing building, additional windows on front elevation and modifications to existing facades. Removal of the existing central glass roof and glazed conservatory on the eastern side, followed by single storey extension. Opening up rear of the site to form an open courtyard, play area and soft landscaping. New front boundary treatment, additional planting and security hut, provision of 17 car parking spaces. Submitted 26/4/2011 - still under consideration.

Consultations and Views Expressed:

Neighbours Consulted: 905 Replies: Approx 1600 letters of objection were received to the application. This number will be confirmed within the addendum to the report.

223 letters of support have been received to the application.

Neighbours Wishing To 18
Speak

The objections raised may be summarised as follows:

- Increase in car traffic and congestion
- Dangerous for pedestrians
- Contrary to the green belt
- Impact on the park and local users
- Poor access and egress
- Loss of garden centre
- Noise and disturbance
- Inappropriate use
- Development would prevent access for emergency services
- Already enough schools in the area
- Contravenes to London Plan policy
- Site not suitable for a school
- Another school is not needed
- Land and buildings are community use
- Buses already have problems driving through Daws Lane
- Site security
- What will the building be used for after?
- Problems with consultation for the application
- Proposal will set a precedent for the future garden centre scheme

Out of the approx 1600 objections the majority of these were issued as a standard letter raising the following concerns about the scheme -

1. Firstly, with a change in use for education, there will be an increase at peak times in the number of vehicles bringing parents, staff and deliveries. The proposed exit and entrance route to the car park is already overcrowded with vehicles. Daws Lane is the only access point to the primary artery East and West (the A41) for residents of this area of Mill Hill and the increase in traffic will be significant in an already congested road.

2. Secondly, the volume of traffic additional to that already present will make the area far more dangerous for pedestrians, many of whom will be young children. As the local facilities (shops, bus stop etc.) are on the opposite side of the road there is considerable danger to them. Any attempt to assist pedestrians to cross the road by means of crossing patrols or lights for example which the road lacks at present will only cause further congestion for traffic.
3. Thirdly, Mill Hill Park within which this building stands is, I understand it, within the Green Belt. The permission for a new building within the park (wc block) which although stated as temporary, we note will be constructed of brick.
4. Fourthly, the application claims that there will no changes to the fencing other than the gate. In view of the concerns about security stated by Etz Chaim we would question whether this site is really secure and would oppose any material change.
5. Finally children playing outside the building at breaks will alter the ambience in the park; if this use extends onto use of park equipment it may limit the availability of the play area to other children.

Mill Hill Preservation Society and The Residents Association object to the scheme and made the following comments to the application -

6. Building is part of Daws Farm that was donated to the people of Mill Hill for community use in 1924 via the then Hendon Borough.
 - The building was built during the war and should have been demolished after. However, green belt legislation came into effect and the buildings were therefore contained within newly designated Greenbelt land.
 - The increase in footprint is at odds with Greenbelt land.
 - Difficult to consider these issues without reference to the proposed new Etz Chaim School at the garden centre site and the effects this would have, eg loss of garden centre, traffic issues and conflicts with local park.
 - Size of outside play space will be reduced and there is no justification for the toilets.
 - The Council has the power, outside the planning process to refuse the school to open by not granting the lease which would not be subject to an appeal.
 - Urge the Council not to grant a lease to the building

Mill Hill Conservation Area Committee made the following comments to the application -

This application was for service building and toilet block of dimensions approximately 13.5m by 4.5m to be temporarily added in order to facilitate use of part of the building as a school. The Committee were concerned that this was an inappropriate use of Green Belt land and that a school here would generate extra traffic on an already very busy bus route. Given that the building was a temporary structure erected during the second war, there was an argument that if it was now redundant, it should be demolished and the land returned to the Green Belt.

The letters of support received maybe summarised as follows -

- School would be good for the area and community
- There is a desperate need for primary school places
- Great opportunity for local children who will walk to the school

- Building is currently rarely used
- Would provide a platform for the community
- There is an increased number of young families in the area
- School is essential for the Jewish community
- School would be on a direct bus route
- Most pupils will walk to the school as it will be local to them
- Considerable shortage of decent school places
- Many local parents now drive long distances for the school run. This would enable them to walk to a local school.
- It would be an enormous benefit to the local community.

Internal /Other Consultations:

- Traffic & Development - No objection subject to conditions. Comments on the proposal are summarised below
- Environmental Health - No objection subject to conditions

Date of Site Notice: 31 March 2011

2. PLANNING APPRAISAL

Site Description and Surroundings:

Application site relates to part of the ground floor of the building known as The Former Civil Defence Building, 80 Daws Lane, Mill Hill, NW7. The building is two storey with a flat roof and is located on the south side of Daws Lane.

The site is enveloped by Mill Hill Park to the south and the Daws Lane car park to the west. Directly opposite the site are residential properties within Daws Lane. The site in question is within identified Green belt land and is adjacent to an area of public open space.

The ground floor of the building is currently vacant following the relocation of the Drug and Alcohol project and the archive store. The first floor of the building is in use by the Sea Cadets and their occupation will not be affected by the proposals.

Proposal:

Proposal is to temporarily convert the use of part of the ground floor of the building to D1 (Education). The proposal also includes new temporary toilets to the rear of the building.

The proposals introduce one reception class and one nursery class to the ground floor, which in all equates to approx 250 sqm.

The proposed temporary toilet units would measure 2.8m in height, 11m in length and 3.2m in depth.

The nursery and reception class would hold a maximum of 60 children in total. At any one time there would be approx 6 adults on site.

Background

The submitted proposal seeks planning permission to temporarily convert the ground

floor of the eastern end of the existing building to be used as a temporary nursery and reception classes accommodation.

The purpose of creating this accommodation is to form temporary facilities for the Etz Chaim School (Mill Hill Jewish Free School) to occupy in advance of a main school site being developed. This follows on from the announcement made on 6th September 2010, by Michael Gove MP, Secretary of State for Education, that Mill Hill Jewish Primary School (now known as Etz Chaim) to be among the first 16 free schools nationally to be granted permission to progress their application to open a free school in September 2011. Free Schools are all-ability, state-funded schools, set up in response to parental demand. They are publicly-funded independent schools, free from local authority control.

The proposals would allow for this educational facility to be established in time for an opening in September 2011. An application for the permanent school use at the garden centre site to the west of the application property has been submitted and is currently being consulted upon under a separate planning application (ref H/01702/11).

Planning Considerations:

Of relevance the main issues in this case are considered to be -

- Need for a new school
- Principle of the use
- Green belt issues
- The impact on the amenities of the occupiers of neighbouring properties
- Highway implications

The relevant policy context is listed within appendix 1 of the report.

Need for School

The application submitted is for temporary educational use, in response to parental demand, to set up a new free school in the locality. The proposal allows for the first two reception and nursery classes to open in September 2011, with a permanent site being considered under a separate planning application.

There is an identified continuing demand for primary school places in the borough. This is set out in Barnet Cabinet meeting and report (dated 6 September 2010) 'Investment Strategy to meet demand for primary school places'. This report concludes that there is an unprecedented demand for primary school places in the borough and between 2004 and 2009 births rose by 18% in the borough. There is not sufficient capacity in Barnets primary schools to meet current and projected demand. The Local Authority has a statutory duty to ensure that there are sufficient primary school places within proximity to each child's home. As well as ensuring school places within the borough, school sites should be located within areas close to demand.

There are 10 voluntary aided Jewish schools in the borough. In 2011, applications for reception classes in these schools was 469, compared with the 411 permanent places that were available. An assessment into the expansion of these existing schools was undertaken. This assessment concluded that there was little capacity to

increase pupil numbers in these locations. The school proposers have investigated potential acquisitions of other sites in Mill Hill area. The proposal allows temporary accommodation for the school to open in September 2011, whilst a permanent site is considered.

The school have currently offered 28 places for the nursery class and 28 places for the reception class. At present all of these pupils are within an approx 2000m radius from the application site.

Principle of the use

The Unitary Development Plan contains planning policies that are very supportive of educational related uses and developments such as that proposed here in Daws Lane, providing that these are balanced against the impact of the scheme on neighbouring amenities and other planning issues such as traffic and noise impact. Policies CS1 and CS4 of the UDP welcome school and religious facilities in land use terms particularly in this case where they support a growing community and child population.

In principle the Unitary Development Plan supports the proposals.

The building currently has a vacant ground floor with the Sea Cadets occupying the first floor of the building. The ground floor area has accommodated a number of previous uses, more recently the Alcohol and Drug advice project and archive stores. The alcohol and drug project offered a community advisory service to help people suffering from addictions. Whilst this is a type of community service / use, mindful of the other operations within the building e.g archive store and Sea Cadets operation, it is considered that the site does not fall into a sole D1 use. With this in mind, planning permission is required for the temporary educational use.

Whilst the previous uses, when occupied, provided some employment, the proposed use would represent a similar level of job creation. The proposal would not represent any permanent loss of employment floorspace that would be contrary to planning policy seeking to retain such uses.

Greenbelt

The building falls within identified Greenbelt land. National Government advice on land within the Green Belt is provided through Planning Policy Guidance Note 2 (PPG2). Within that it states that there are five reasons for including land in the Green Belt. These are:

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

The previous uses in the building are not typically associated with appropriate Green belt functions. The proposed use of part of the ground floor would not result in any greater intensification causing harm to the Green belt than existing or previous uses. The educational use would be for a temporary period of time, to allow the applicants to source a permanent building for the school.

In order for existing functions within the building to remain uninterrupted, temporary toilet accommodation is proposed to the rear of the building, ensuring that means of escape are not impeded and the educational use can operate within an enclosed area. The toilet accommodation would be for a temporary period only and would be located to the rear of the site, without harming the openness of the area. The location of the new toilet block would be such that it would largely be screened by existing boundary treatment and would not be clearly noticeable from outside the site. Views across the park and in and around the site would remain undisturbed. Given the small size and temporary nature of the toilet block, it is considered not to be a disproportionate extension to the building.

Mindful of the above, the proposals would not have any appreciable impact on the character of the green belt land or be detrimental to openness. It is therefore considered that, as a re-use of an existing building, the proposal does not amount to inappropriate development

Residential Amenity

The application site is enveloped by Mill Hill Park to the south and east. Daws Lane car park and the garden centre lie to the west of the site. There are no neighbouring residential occupiers directly abutting the site which would be affected. The nearest residential occupiers are within properties opposite the site in Daws Lane some 30m from the front elevation of the application property. Noise outbreak would be kept to a minimum and largely be screened by the existing building when children are in classes. The area to the rear of the building would be used as play space, which is well set back from the road and behind the existing building. Mindful of this, the proposal to introduce a temporary educational use would not result in any appreciable increase in noise and disturbance that would harm the amenities of residential occupiers.

Highway Issues

The proposal involves converting part of the existing Ex-Civil Defence building for educational use to serve a maximum of 60 pupils, in two 30 pupil classes and approx 6 members of staff. In highway terms peak hours would be between 8.00am and 9.00am, then 15.00pm to 16.00pm. The Sea Cadets also occupy a separate part of the building/site and this use will continue, however, it operates at differing times to the school.

The parking standards set out in the London Borough of Barnet Adopted Unitary Development Plan 2006 refer to Annex 4 of The London Plan. Parking provision for a D1 use (Non-residential Institution) should be assessed on an individual basis and should take account of the nature of the institution.

There are two existing access points to the building and the school are proposing to utilise the access from Daws Lane for vehicular and pedestrian access. Pedestrians will use this existing access point, however, the access will be controlled by a security person who will be on site throughout the day. Vehicles will be allowed to enter the site before 8:15am then from this time, one half the gate will be closed and only pedestrians will be allowed to access the site. Vehicles would only be allowed to exit the site again after 3:30pm when pupils have left the premise. On-site parking is only provided for staff and the disabled.

There are four existing car parking spaces including a disabled space located to the front of the building.

Proposals for new schools are required to produce a School Travel Plan which should incorporate measures to reduce trips to the school by the private car and encourage non car modes such as walking cycling and public transport. A condition is attached to the permission requiring the applicants, two months prior to the occupation of the building to submit a School Travel Plan for approval. The School will then be required to update this School Travel Plan should they occupy another building or site.

The applicants have submitted a Highways Statement for the proposals along with a pupil intake plan for the proposed pupil intake in September 2011 for nursery and reception classes. This has been plotted and assessment made of the potential trips to the nursery/reception.

The analysis of the trip generation indicates that there will be approximately 10 vehicle trips in the AM peak of 8:00 – 9:00 and the PM peak of 15:00 – 16:00. Daws Lane has capacity to accommodate this number of trips and in addition, the site is located adjacent to Daws Lane car park. This area will be available for the drop off and collection of pupils.

It is recognised that there will be an impact on-street during school drop off and collection times. However, in conjunction with the School Travel Plan, it is considered that the traffic impact can be accommodated on the existing highway network.

The proposed temporary use, mindful of its size and numbers of children, is considered to be acceptable for a site in this location, would not have an appreciable impact on the local highway network and would not be detrimental to the free flow of traffic or highway safety.

There are conditions attached to the permission restricting the hours of use and maximum numbers of children attending the site.

Overall, the proposal would introduce temporary education accommodation within the borough. The proposal would be compliant with relevant planning policy and design guidance, having an acceptable impact on the character and appearance of the site and wider locality. The proposal would not have any significant affect on the visual and residential amenities currently enjoyed by neighbouring occupiers and would not be detrimental to the local highway network.

3. COMMENTS ON GROUNDS OF OBJECTIONS

The majority of the objections received have been carefully considered and form material considerations to the recommendations to the report.

Most of the issues raised in the standard letter have been addressed, however -

Issue 1 - This have been carefully considered and addressed within the above report

Issue 2 - This have been carefully considered and addressed within the above report

Issue 3 - The new temporary toilet units will be sited to the rear of the building will be constructed using modular panelled sides

Issue 4 - The applicants have had meetings with the Community Security Trust

(CST) who have advised them on security matters. The existing fencing and boundary treatment was considered to be adequate for this temporary use.

Issue 5 - Although the park is public open space, there are no proposals for use's within the park

It is noted that a number of the objections raised relate to proposals for the garden centre site. This is currently being considered under a separate application. Issues around agreements to lease's are not material planning considerations and are not governed under Town and Country Planning legislation.

4. EQUALITIES AND DIVERSITY ISSUES

The proposals do not conflict with either Barnet Council's Equalities Policy or the commitments set in our Equality Scheme and supports the council in meeting its statutory equality responsibilities. The proposal would introduce a temporary educational use to the borough whilst a permanent site for the proposed new free school is being considered. The proposals would be in line with wider corporate responsibilities and assist with local authority statutory obligations towards education provision.

5. CONCLUSION

The proposal is considered to accord to aforementioned national, regional and local planning policy, and would allow for temporary accommodation for a New Free School in the borough, while a permanent site is being considered. The proposals would re-use a vacant building on a temporary basis for education provision, have an acceptable impact on the greenbelt, wider character of the area and the amenities currently enjoyed by neighbouring occupiers.

The application is therefore recommended for **APPROVAL**.

SITE LOCATION PLAN: 80 Daws Lane, London, NW7 4SL

REFERENCE: H/01226/11



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Unitary Development Plan (2006) Policy Context

General Policy GBEnv1 aims to maintain and improve the character and quality of the environment.

Policies D1 and D2 aims to ensure compatibility with the established character and architectural identity of existing and adjoining properties and the general location in terms of scale, design and impact on neighbouring properties. Established local character and townscape quality can be harmed by insensitive development, which is out of scale with and unrelated to the locality.

Policy GParking states that the Council will apply parking standards to regulate parking in the borough to restrain the growth of car use and minimise the inconvenience caused by indiscriminate parking.

Policy GRoadNet – Road Network

The council will seek to ensure that roads within the borough are used appropriately according to their status in the defined road hierarchy.

Policy M11 ensures that the Council should take into account the safety of road users when considering development proposals

Policy M12 states that the Council will refuse developments to reduce accidents from conflicting traffic movements

Policy M13 – Safe Access to New Development

The council will expect developers to provide safe and suitable access for all road users (including pedestrians) to new developments. Where improvements or changes to the road network are directly related to the development and any planning permission, the council will seek to secure a planning obligation from the developer.

Policy ENV12 states that proposals to locate development that is likely to generate unacceptable noise levels close to noise sensitive developments will not normally be permitted. Proposals to locate noise sensitive development in areas with existing high levels of noise will not normally be permitted.

Policy O1 – Green Belt/Metropolitan Open Land

Except in very special circumstances, the council will refuse any development in the Green Belt or Metropolitan Open Land which is not compatible with their purposes and objectives, does not maintain their openness and would harm their visual amenity.

Policy O3 – Green Belt/Metropolitan Open Land – Extensions of Buildings

The council will only permit the limited extension of buildings within the Green Belt or Metropolitan Open Land where this would not result in a disproportionate addition over and above the size of the original building, an over-intensification of use, or harm the open character of the land and its purposes or objectives.

Policy O6 – Green Belt/Metropolitan Open Land – Re-use of Buildings

The council will permit the re-use of buildings within the Green Belt or Metropolitan Open Land provided that the following criteria are met:

- i. The proposed use does not have a materially greater impact than the existing use on the openness of the Green Belt or Metropolitan Open Land, and does not conflict with the purposes of including land in it;
- ii. The buildings are of permanent and substantial construction, and are capable of conversion without major or complete reconstruction; and
- iii. The form, bulk and general design of the buildings are in keeping with the locality. Where necessary the council will exercise strict controls over development for re-use.

Policy GCS1 states that the council will seek to ensure that an adequate supply of land and buildings are available for community, religious, educational, health and social care facilities in order to meet the needs of residents in the borough.

Policy CS1 – Community and Religious Facilities

Development proposals for community and religious facilities will be permitted where they:

- Are easily accessible by public transport, walking and cycling;
- If in a town centre location, would not be situated within the primary retail frontage;
- Would not have a demonstrably harmful impact on the character of the surrounding area and the amenities of nearby residential properties and other uses; and
- Are designed to be accessible to people with disabilities.

Policy CS4 – Educational Facilities

Proposals for the development of educational facilities will be permitted where they:

- Are easily accessible by public transport, walking and cycling;
- Would not have a demonstrably harmful impact on the character of the surrounding area and amenities of nearby residential properties and other uses; and
- Are designed to be accessible by people with disabilities.

Policy CS6 – New School Sites

The council will identify and safeguard sites for new schools and sites at existing schools for expansion, in order to meet identified needs for additional school places.