

LOCATION: Child Guidance Centre, East Road, Edgware, Middx, HA8 0AJ
REFERENCE: H/02051/14 **Received:** 11 April 2014
WARD: Burnt Oak **Accepted:** 14 May 2014
Expiry: 13 August 2014

Final Revisions:

APPLICANT: Noam Educational Trust
PROPOSAL: Demolition of existing building and erection of new two-storey primary school with associated parking and landscaping.

Approve Subject to S106

Subject to a Section 106 Agreement

RECOMMENDATION I:

That the applicant and any other person having a requisite interest be invited to enter by way of an agreement into a planning obligation under Section 106 of the Town and Country Planning Act 1990 and any other legislation which is considered necessary for the purposes seeking to secure the following:

- 1 Paying the council's legal and professional costs of preparing the Agreement and any other enabling agreements;
- 2 All obligations listed below to become enforceable in accordance with a timetable to be agreed in writing with the Local Planning Authority;
- 3 **Requirement to submit Travel Plan** **£5,000**
Requirement to submit a Travel Plan for approval by the Council prior to first occupation of the development and the obligation to provide a £5,000 contribution towards the Council's costs of monitoring the implementation of a Travel Plan.
- 4 **Highways Improvement (local to the site)** **£15,000**
A £15,000 contribution towards local highway improvements within the vicinity of the development involving the provision of Zig-Zag lines on the front of the site on East Road
- 5 **Pupil numbers** **£0.00**
No more than 247 children shall be on the school roll at anytime.

RECOMMENDATION II:

That upon completion of the agreement the Assistant Director of Development

Management & Building Control approve the planning application reference: H/02051/14 under delegated powers subject to the following conditions: -

- 1 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.

- 2 The development hereby permitted shall be carried out in accordance with the following approved plans: 4353/100, Flood risk assessment, existing site layout showing flood plain contour, design and access statement, PL002, PL003, PL004, PL005, PL006, PL007, PL008, PL009, PL010, PL011, PL012, PL013, PL014, PL015, PL016, PL20 – noise assessment, PL021 – Foul Water & Utilities Assessment, PL022 – Energy & Sustainability Report, PL023 – Ground Contamination Risk Assessment Report, PL023 - ventilation & extraction statement, PL024 – Planning Statement

Reason:

For the avoidance of doubt and in the interests of proper planning and so as to ensure that the development is carried out fully in accordance with the plans as assessed in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012) and CS NPPF and CS1 of the Adopted Barnet Core Strategy DPD (2012).

- 3 Before the development hereby permitted commences, details of the materials to be used for the external surfaces of the building(s) and hard surfaced areas 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 safeguard the character and visual amenities of the site and wider area and to ensure that the building is constructed in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012), CS NPPF and CS1 of the Adopted Barnet Core Strategy DPD (2012) and 1.1, 7.4, 7.5 and 7.6 of the London Plan 2011.

- 4 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 8.00 am or after 1.00 pm on Saturdays, or before 8.00 am or after 6.00pm on other days.

Reason:

To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties in accordance with policy DM04 of the Adopted Barnet Development Management Policies DPD

(2012).

- 5 Before development hereby permitted is occupied, parking spaces and turning spaces shown on plan number PL004 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. Thereafter, the parking spaces shall be used only as agreed and not be used for any purpose other than the parking and turning of vehicles in connection with approved development.

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 in accordance with policies DM17 of the Adopted Barnet Development Management Policies DPD (2012) and 6.1, 6.2 and 6.3 of the London Plan 2011.

- 6 The approved development shall make provision for cycle parking in accordance with London Plan cycle parking standards and cycle and associated showering facilities in accordance with a scheme that shall be submitted to and approved by the Local Planning Authority. Such spaces shall be permanently retained thereafter.

Reason: In the interests of promoting cycling as a mode of transport in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

- 7 Before the development hereby permitted commences, details of enclosures and screened facilities for the storage of recycling containers and wheeled refuse bins or other refuse storage containers where applicable, together with a satisfactory point of collection shall be submitted to and approved in writing by the Local Planning Authority and shall be provided at the site in accordance with the approved details before the development is occupied.

Reason:

To ensure a satisfactory appearance for the development and satisfactory accessibility; and to protect the amenities of the area in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012) and CS14 of the Adopted Barnet Core Strategy DPD (2012).

- 8 Development shall not begin until drainage works have been carried out in accordance with details to be submitted to and approved in writing by the Local Planning Authority.

Reason:

To ensure that the foul and/or surface water discharge from the site shall not be prejudicial to the existing sewerage system and the amenities of the

area to comply with Policies 5.13 and 5.14 of the London Plan 2011.

- 9 No development shall take place until a 'Demolition & Construction Method Statement' has been submitted to, and approved in writing by, the Local Planning Authority. The Statement shall provide for: access to the site; the parking of vehicles for site operatives and visitors; hours of construction, including deliveries, loading and unloading of plant and materials; the storage of plant and materials used in the construction of the development; the erection of any means of temporary enclosure or security hoarding and measures to prevent mud and debris being carried on to the public highway and ways to minimise pollution. Throughout the construction period the detailed measures contained within the approved Statement shall be strictly adhered to.

Reason:

In the interests of highway safety and good air quality in accordance with Policy DM17 and DM04 of the Adopted Barnet Development Management Policies DPD (2012) and policy 5.21 of the London Plan (2011).

- 10 Before the development hereby permitted is brought into use or occupied the site shall be enclosed except at the permitted points of access in accordance with details previously submitted to and approved in writing by the Local Planning Authority.

Reason:

To ensure that the proposed development does not prejudice the appearance of the locality and/or the amenities of occupiers of adjoining residential properties and to confine access to the permitted points in the interest of the flow of traffic and conditions of general safety on the adjoining highway in accordance with policies DM01, DM03, DM17 of the Adopted Barnet Development Management Policies DPD (2012), CS NPPF and CS1 of the Adopted Barnet Core Strategy DPD (2012).

- 11 Before the permitted development is occupied a full Construction Logistic Plan (CLP) shall be submitted to and agreed by the Local Planning Authority.

Reason: In the interest of highway safety in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

- 12 Before development commences, an air quality assessment report, written in accordance with the relevant current guidance, for the existing site and proposed development shall be submitted to and approved by the Local Planning Authority. It should also have regard to the air quality predictions and monitoring results from the Stage Four of the Authority's Review and Assessment, the London Air Quality Network and London Atmospheric

Emissions Inventory.

A scheme for air pollution mitigation measures based on the findings of the report shall be submitted to and approved by the Local Planning Authority prior to development. The approved mitigation scheme shall be implemented in its entirety before any of the (units are occupied / the use commences).

Reason:

To ensure that the amenities of occupiers are protected from the poor air quality in the vicinity in accordance with policy DM04 of the Adopted Barnet Development Management Policies DPD (2012) and policy 5.3 of the London Plan 2011.

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Part 1

Before development commences other than for investigative work:

- a. A desktop study shall be carried out which shall include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no risk of harm, development shall not commence until approved in writing by the Local Planning Authority.
- b. If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. This shall be submitted to, and approved in writing by, the Local Planning Authority prior to that investigation being carried out on site. The investigation must be comprehensive enough to enable:-
 - a risk assessment to be undertaken,
 - refinement of the Conceptual Model, and
 - the development of a Method Statement detailing the remediation requirements.

The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority.

- c. If the risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements, using the information obtained from the site investigation, and also detailing any post remedial monitoring shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.

Part 2

Where remediation of contamination on the site is required completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied.

Reason:

To ensure the development can be implemented and occupied with adequate regard for environmental and public safety in accordance with policies DM04 of the Adopted Barnet Development Management Policies DPD (2012), CS NPPF of the Adopted Barnet Core Strategy DPD (2012) and 5.21 of the London Plan 2011.

- 14 Before the development hereby permitted commences on site, details of all extraction and ventilation equipment shall be submitted to and approved by the Local Planning Authority and implemented in accordance with agreed details before the use is commenced.

Reason:

To ensure that the proposed development does not prejudice the enjoyment or amenities of occupiers of adjoining residential properties in accordance with policies DM04 of the Adopted Barnet Development Management Policies DPD (2012) and 7.15 of the London Plan 2011.

- 15 A noise assessment, by an approved acoustic consultant, shall be carried out that assesses the likely impacts of noise on the development. This report and any measure to be implemented by the developer to address its findings shall be submitted in writing for the approval of the Local Planning Authority before the development commences. The approved measures shall be implemented in their entirety before (the use commences).

Reason:

To ensure that the amenities of occupiers are not prejudiced by rail and/or road traffic and/or mixed use noise in the immediate surroundings in accordance with policies DM04 of the Adopted Barnet Development Management Policies DPD (2012) and 7.15 of the London Plan 2011.

- 16 Before development commences, a report should be carried out by a competent acoustic consultant and submitted to the Local Planning Authority for approval, that assesses the likely noise impacts from the development of the ventilation/extraction plant. The report shall also clearly outline mitigation measures for the development to reduce these noise impacts to acceptable levels.

It should include all calculations and baseline data, and be set out so that the Local Planning Authority can fully audit the report and critically analyse the contents and recommendations. The approved measures shall be implemented in their entirety before (any of the units are occupied / the use commences).

Reason:

To ensure that the amenities of neighbouring premises are protected from noise from the development in accordance with policies DM04 of the Adopted Barnet Development Management Policies DPD (2012) and 7.15 of the London Plan 2011.

- 17 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 in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012) and 7.21 of the London Plan 2011 and CS5 and CS7 of the Adopted Barnet Core Strategy DPD (2012).

- 18 No siteworks or works on this development shall be commenced before a dimensioned tree protection plan in accordance with Section 5.5 and a method statement detailing precautions to minimise damage to trees in accordance with Section 6.1 of British Standard BS5837: 2012 Trees in relation to design, demolition and construction - Recommendations are submitted to and approved in writing by the Local Planning Authority 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 in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012), CS5 and CS7 of the Adopted Barnet Core Strategy DPD (2012) and 7.21 of the London Plan 2011.

- 19 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 in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012) and CS5 and CS7 of the Adopted Barnet Core Strategy DPD (2012) and 7.21 of the London Plan 2011.

- 20 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 in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012) and CS5 and CS7 of the Adopted Barnet Core Strategy DPD (2012) and 7.21 of the London Plan 2011.

- 21 Provisions shall be made within the site to ensure that all vehicles associated with the construction of the development hereby approved are properly washed and cleaned to prevent the passage of mud and dirt onto the adjoining highway.

Reason:

To ensure that the development does not cause danger and inconvenience to users of the adjoining pavement and highway.

- 22 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 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 development is carried out at suitable levels in relation to the highway and adjoining land having regard to drainage, gradient of access, the safety and amenities of users of the site, the amenities of the area and the health of any trees or vegetation in accordance with policies DM01 and DM04 of the Adopted Barnet Development Management Policies DPD (2012), CS NPPF, CS1, CS5 and CS7 of the Adopted Barnet Core Strategy DPD (2012) and 7.4, 7.5, 7.6 and 7.21 of the London Plan 2011.

- 23 The level of noise emitted from the plant 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 in accordance with policies DM04 of the Adopted Barnet Development Management Policies DPD (2012) and 7.15 of the London Plan 2011.

- 24 Before the development hereby permitted is occupied full details of the electric vehicle charging points to be installed in the development shall have

been submitted to the Local Planning Authority and approved in writing. These details shall include provision of 20% active and 20% passive parking spaces for the Electrical Vehicle Charging facilities. The development shall be implemented in full accordance with the approved details prior to first occupation and thereafter be maintained as such.

Reason: To ensure that the development makes adequate provision for electric vehicle charging points to encourage the use of electric vehicles in accordance with policy 6.13 of the London Plan.

- 25 The school start/finish times at Noam Primary School shall be staggered internally between the years / classes.

Reason: In the interest of highway safety in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

- 26 No development shall take place until a bat survey has been carried out and if necessary full details of a protected species contingency plan has been submitted to and approved in writing by the Local Planning Authority. The plan shall include
- (i) details of surveys to be undertaken prior to and during demolition and construction of the development to determine the possible presence of bats and
 - (ii) details of appropriate mitigation measures and contingency plans (including a lighting plan) should such species be found to be present. The surveys, mitigation and contingency measures shall be implemented in accordance with the approved plan and maintained in accordance with the approved details thereafter.

Reason:

To ensure the development does not harm any protected species which may be present on the site in accordance with policy DM16 of the Adopted Barnet Development Management Policies DPD (2012).

- 27 The Noam Primary School hereby approved, shall be used for no more than 247 pupils per calendar year.

Reason: In order to ensure that there is no adverse impact on the highway in accordance with Development Management policy DM17.

INFORMATIVE(S):

- 1 i) In accordance with paragraphs 186 and 187 of the NPPF, the Council takes a positive and proactive approach to development proposals, focused on solutions. The Local Planning Authority has produced planning policies and written guidance to guide applicants when submitting applications. These are all available on the Council's website. A pre-application advice service is also offered. The Local Planning Authority has negotiated with the applicant / agent where necessary during the application process to ensure that the proposed development is in accordance with the Council's relevant policies and guidance.
- 2 A Planning Obligation under Section 106 of the Town & Country Planning Act 1990 (as amended) relates to this permission.
- 3 If the development is carried out it will be necessary for any existing redundant vehicular crossover(s) to be reinstated to footway level by the Highway Authority at the applicant's expense. You may obtain an estimate for this work from the Development and Regulatory Service, Building 4, North London Business Park (NLBP), Oakleigh Road South, London N11 1NP.
- 4 Any highway approval as part of the planning process for the alteration to the existing crossovers or new crossovers will be subject to detailed survey by the Crossover Team in Development and Regulatory Services as part of the application for crossover under Highways Act 1980. Removal or relocation of any existing street furniture or alteration to road markings or Controlled Parking Bays would be subject to public consultations and would be done at the applicant's expense, under a rechargeable works agreement, by the Council's term contractor for Highway Works.

In the case where a highway tree is present in the vicinity of the proposed access road or a crossover for the development the final approval would be subject to the detailed assessment carried out by the Highways Crossover Team as part of the crossover application. The outcome of this assessment cannot be prejudged. Information on application for a crossover could be obtained from London Borough of Barnet, Crossover Team, Development and Regulatory Services, NLBP, Building 4, 2nd Floor, Oakleigh Road South, London N11 1NP.
- 5 Any details submitted in respect of the Demolition and Construction Management Plan above shall control the hours, routes taken, means of access and security procedures for construction traffic to and from the site and the methods 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 and precautions to minimise damage to trees on or adjacent to the site.

- 6 The applicant is advised that any works on public highway required to facilitate the development will need to be included in the Council's agreed works programme and would be subject to priorities and the available resources therefore the time scales cannot be guaranteed.
- 7 The applicant is advised that the proposed development may involve alterations to the existing on-street waiting and loading restrictions. Alterations to on-street waiting and loading restrictions will be subject to a statutory consultation period. The Council cannot prejudge the outcome of the consultation process.
- 8 The Air Quality Stage 4 Review and Assessment for the London Borough of Barnet has highlighted that this area currently experiences or is likely to experience exceedances of Government set health-based air quality standards. A list of possible options for mitigating poor air quality is as follows: 1) Use of passive or active air conditioning; 2) Use of acoustic ventilators; 3) Altering lay out – habitable rooms away from source of poor air quality; 4) Non residential usage of lower floors; 5) Altering footprint – setting further away from source of poor air quality.

For developments that require an Air Quality report; the report should have regard to the air quality predictions and monitoring results from the Stage Four of the Authority's Review and Assessment available from the LPA web site and the London Air Quality Network. The report should be written in accordance with the following guidance: 1) NSCA Guidance: Development Control: Planning for Air Quality and the Planning Policy Statement 23: Planning and Pollution Control; 2) Environment Act 1995 Air Quality Regulations, Planning Policy Statement 23: Planning and Pollution Control, Annex 1: Pollution Control, Air and Water Quality; 3) Local Air Quality Management Technical Guidance LAQM.TG(03); 4) London Councils Air Quality and Planning Guidance, revised version January 2007.

- 9 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 council's supplementary planning document on Sustainable Design and Construction requires that dwellings are designed and built to insulate against external noise so that the internal noise level in rooms does not exceed 30dB(A) expressed as an Leq between the hours of 11.00pm and 7.00am, nor 35dB(A) expressed as an Leq between the hours of 7.00am and 11.00pm (Guidelines for Community Noise, WHO). This needs to be considered in the context of room ventilation requirements

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) BS 7445 (1991) Pts 1, 2 & 3 (ISO 1996 pts 1-3) - Description and & measurement of environmental noise; 2) BS 4142:1997 - Method of rating industrial noise affecting mixed residential and industrial areas; 3) BS 8223: 1999 - Sound insulation and noise reduction for buildings: code of practice; 4) Department of transport: Calculation of road traffic noise (1988); 5) Department of transport: Calculation of railway noise (1995); 6) Department of transport : Railway Noise and insulation of dwellings.

RECOMMENDATION III:

That if an agreement has not been completed by 17/10/2014, that unless otherwise agreed in writing, the Assistant Director of Development Management and Building Control should REFUSE the application under delegated powers for the following reasons:

The development does not include a formal undertaking to meet the costs of highway works, the restriction on pupil numbers or the monitoring of a Travel Plan. Without the legal agreement it would be difficult for the Local Planning Authority to assess the school's measures to promote the use of sustainable modes of transport or ensure that there is not an adverse impact on the highway through pedestrian movement. In the absence of such an undertaking the proposal is contrary to Local Plan Policy CS9 and Development Management policy DM17.

1. MATERIAL CONSIDERATIONS

The National Planning Policy Framework 2012 _

The Mayor's London Plan: July 2011 _

Relevant Core Strategy (2012) Policies:

CS NPPF - National Planning Policy Framework - Presumption in Favour of Sustainable Development

CS5 - Protecting and Enhancing Barnet's character to create high quality places

CS6 - Promoting Barnet's Town Centres

CS8 - Promoting a strong and prosperous Barnet

CS9 - Providing safe, effective and efficient travel

CS11 - Improving health and well-being in Barnet

CS12 - Making Barnet a safer place

CS13 - Ensuring the efficient use of natural resources
CS14 - Dealing with our waste
CS15 - Delivering the Core Strategy

Relevant Development Management (2012) Policies:

DM01 Protecting Barnet's character and amenity
DM02 Development standards
DM03 Accessibility and inclusive design
DM04 Environmental considerations for development
DM11 Development principles for Barnet's town centres
DM12 Maintaining our local centres and parades
DM13 Community and education uses
DM14 New and existing employment space
DM17 Travel impact and parking standards

Supplementary Planning Documents and Guidance .

Sustainable Design and Construction (2013)
Residential Design Guidance (2013)
Planning Obligations (2013)

Mayor's CIL

The Mayor of London is empowered to charge a Community Infrastructure Levy (CIL). The Levy is intended to raise £300 million towards the delivery of Crossrail. The Mayoral CIL will take effect on developments that are granted planning permission on or after 1 April 2012 setting a rate of £36.04 per sqm on all 'chargeable development' in Barnet.

Barnet CIL

Barnet's Community Infrastructure Levy was approved at Full Council on 16 April 2013. Adoption of the Barnet CIL Charging Schedule is the 1st May 2013. All planning applications decided on or after that date will be subject to the charge at a rate of £135 per sqm on all 'chargeable development' in Barnet.

Relevant Planning History: .

Site Address: Land adjoining Child Guidance Centre, Estate North Road Burnt Oak Edgware

Application Number: W01857U

Application Type: Full Application

Decision: Approve

Decision Date: 28/03/1984

Appeal Decision: No Appeal Decision Applies

Appeal Decision Date: No Appeal Decision Date exists

Proposal: Use as a ball games area and erection of a 15ft. surrounding chain link fence.

Consultations and Views Expressed:

Neighbours Consulted: 181

Replies: 7

Neighbours Wishing To Speak: 0

Date of site notice: 22 May 2014

Summary of responses:

- It is difficult to access the site from the north road entrance and the proposal when combined with the new housing in the area will increase traffic movements
- The area is not suitable for building a new school, it will present problems in the form of noise, traffic and parking
- Concern that the resultant vehicular movements may be detrimental to surrounding traffic
- Object to the proposed development if it isn't available to multi cultural children
- Support the proposal as the site will be developed/reused

Internal /Other Consultations:

Environmental Health officer – no objection to the proposal subject to conditions

Environment agency – no objection to the proposal subject to bat surveys being carried out. With regard to flood risk they have stated that level for level compensation has been provided for flood storage, providing a net gain in storage of 327m³ for the Silk Stream. Some of the flood storage is to be provided in the undercroft area, though the impact has been shown to be small. You may wish to consider imposing a condition or details within a management plan to prevent the use of the undercroft area from becoming blocked.

Highways department – no objection to the proposal subject to conditions and contributions being provided towards the monitoring of the school travel plan and the establishment of zigzag lines on the front of the site.

Transport for London – no objection to the proposed development subject to conditions.

Council trees department – no objection to the proposed development subject to conditions

Environmental Health - no objection to the proposed development subject to conditions

2. PLANNING APPRAISAL

Site Description and Surroundings: _

The site of approximately 0.43 hectares is accessed off East Road which is in a residential area of mixed higher and lower density housing. The site gently slopes downwards from East Road on the west side towards the Silk Stream on the east

side.

The application site is located in floodzone 2 and 3A.

Proposal

The development comprises the re-development of the currently vacant site of the former Child Guidance Centre. The proposal is for a new one form entry primary school that will cater for pupils between the ages of 4 and 11 years along with a nursery unit for younger children.

The School will be a one form entry primary school with 30 pupils in each class. There will also be a nursery unit with 60 pupils. The accommodation comprises 2,300m². The building accommodation comprises areas for general teaching, storage, activity, dining and assembly, administration and staff facilities and sanitary facilities.

The building would measure a maximum of approximately 11.5 metres tall, 60 metres wide and 45.5 metres deep.

Planning Considerations:

The main considerations are:

- The principle of the proposed development
- The impact on the character and appearance of the property and surrounding area
- The impact on the amenity of neighbouring residents
- The impact of the proposal on highway safety and whether there would be a sufficient parking allocation
- Flood risk
- Sustainability
- Section 106 Contributions
- Other material planning considerations

The principle of the proposed development

The application proposes the erection of a one form entry primary school. Policy DM13: Community and education uses states that *“New community or educational uses should be located where they are accessible by public transport, walking and cycling, preferably in town centres or local centres. New community or educational uses should ensure that there is no significant impact on the free flow of traffic and road safety. New community or educational uses will be expected to protect the amenity of residential properties”*. The site currently contains a building that was formerly used as a child guidance centre. The principle of demolishing the existing building and using the site for educational purposes is therefore considered acceptable subject to the considerations below.

The impact on the character and appearance of the property and surrounding area

The 2012 National Planning Policy Framework states that *“the Government attaches great importance to the design of the built environment. Good design is a key aspect*

of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people". In addition to the NPPF, Policy CS5 of the Core Strategy states that the Council "will ensure that development in Barnet respects local context and distinctive local character creating places and buildings of high quality design". In addition to this, Policy DM01 of the Council's Development Management Policies 2012 states that "development proposals should preserve or enhance local character and respect the appearance, scale, mass, height and pattern of surrounding buildings, spaces and streets... development (should) demonstrate a good understanding of the local characteristics of an area. Proposals which are out of keeping with the character of an area will be refused".

The proposal would result in the demolition of the existing building on the site and the erection of a larger purpose built, two storey building for educational use with associated play space and car parking. The existing site contours have been acknowledged by stepping the school levels from the highest point bordering East Road to the lowest point at the eastern corner. In this instance the proposed scale, siting and design of the proposed building would not impact adversely on the character and appearance of the property and surrounding area.

The impact on the amenity of neighbouring residents

Policy DM01 of the Development Management Policies 2012 states that all development should represent high quality design and should be designed to allow for adequate daylight, sunlight, privacy and outlook for adjoining occupiers.

The application site is located in proximity to residential properties and adjacent to new residential development on the adjacent site at Merrivale. The proposal would feature play deck areas at first floor level, however, these would look onto the rear of the site, well away from adjoining neighbouring properties. In this instance, the proposed siting and scale of the development would not impact adversely on the amenity of neighbouring properties.

The impact on highway safety and whether there would be a sufficient parking allocation

The site would be accessed via East Road. The proposed primary school site will provide capacity for up to 240 pupils and 40 staff. The proposal would provide 20 car parking spaces. These would serve staff and would include the provision of 2 visitor parking spaces, 2 electric car charging points (active) with 2 additional points for possible future installation (passive), Service access road that provides an entry and exit one way vehicular route. The applicant's statement also indicates that there would be cycle parking for 20 bicycles and scooter storage area for 20 scooters but as these are not indicated on the submitted plans, this could be conditioned in the event of approval.

The applicant's transport statement has stated that the "the school will have a new 5.5m wide access junction with 6m radii and 2m adjacent footways. A minimum 6m road aisle is provided adjacent to the main car park. As part of the proposal a car drop off/collection facility will be formed alongside the car park and the service road that will loop around the extremity of the site. This facility will be provided with an adjacent footway area and will be used by the school to minimise on road parking in

the area during the drop off in the AM and collection during the PM. The service loop road on the eastern side of the site will be closed during the school day to become part of the secured school site only being accessible during school drop-off and collection times. Access to this area will be managed by the school. The applicant has stated that the total drop-off/collection length around the outside of the school site can comfortably cater for 17 No People Carrier /Multi Passenger Vehicles which are typically larger than the average car. Larger delivery vehicles are expected to serve the site from East Road. Deliveries are expected to be restricted between 09:30 to 14:00 to avoid the beginning and end of the school day. The location of the refuse depository is adjacent to the East Road frontage and refuse vehicles will collect from the kerbside using the turning head at the southern end of East Road to turn around which they currently use. Refuse vehicles will not need to enter the site”.

The applicant has submitted a traffic assessment and draft school travel plan. The council’s highways department has stated that there is no objection to the proposed school as it will not impact adversely on highway safety, subject to a £5,000 contribution towards the monitoring of an approved travel plan and £15,000 towards providing zigzag lines across the front of the site.

The applicant's supporting documentation indicate that the site would be used as a one form entry school with a nursery. There would be 30 children per class per primary year, resulting in a total of seven classes for the children aged between 4 and 11. In addition to this there would be 30 children in the proposed nursery. This would result in a total of 240 children at the school. In this instance it is considered necessary that a legal agreement be provided to restrict student numbers to a maximum of 247 children at the school. Subject to the provision of the legal agreement, the proposal is not considered to impact adversely on the adjoining highway.

Flood Risk

The application site is located in flood zone 2 and 3A with the silk stream directly to the rear of the site. The applicant has submitted supporting information to assess the potential for flood risk and demonstrate mitigation measures. The Environment Agency has been consulted and following discussions with the applicant, the response received from the Environment Agency has stated that there is no objection to the proposal. As such, based on the information submitted there is no objection to the proposal on the grounds of flood risk.

Sustainability

The applicant has submitted an Energy and Sustainability Report which indicates that the application site is currently certified at a standard of BREEAM Very Good. The building will utilize photo voltaic panels on its roof. In the event of approval a condition should be attached requiring the building to achieve BREEAM 'very good' standard.

Section 106 Contributions .

The applicant has agreed to provide the following contributions through a legal

agreement:

- £15,000 towards zigzag lines on the front of the site
- £5,000 towards the monitoring of the Travel Plan

Other material planning considerations

There are trees on the site but these are not subject to Tree Preservation Orders. The council's trees department have been consulted and the response received has stated that there is no objection to the proposal on the grounds of trees. However, in the event of approval, conditions should be attached requiring a landscaping plan to be agreed prior to the commencement of development.

The applicant has submitted an ecology assessment which identifies the need for bat surveys on the site prior to the commencement of any development. This should be attached as a condition in the event of approval.

3. COMMENTS ON GROUNDS OF OBJECTIONS

The concerns raised have been addressed in the considerations above.

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.

5. CONCLUSION

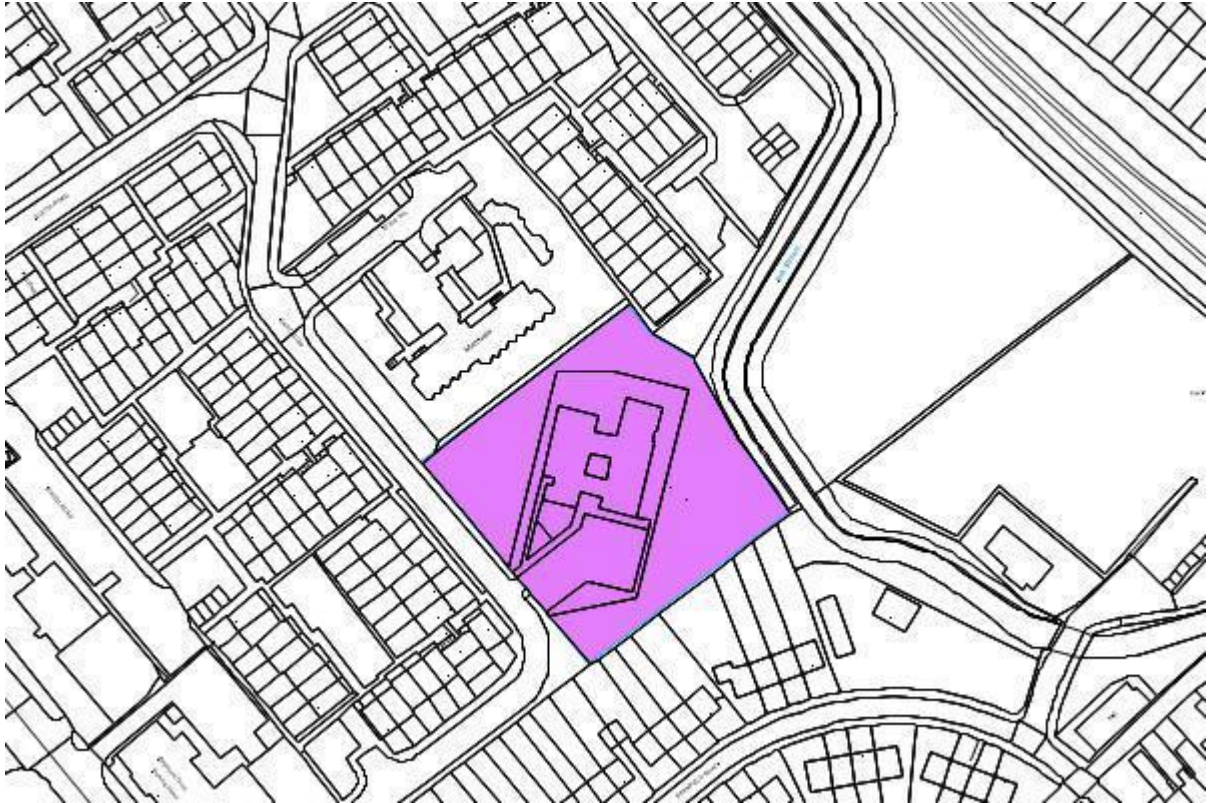
The application is recommended for Approval subject to conditions and the submission of a completed Section 106 legal agreement.

SITE LOCATION PLAN:
Middx, HA8 0AJ

Child Guidance Centre, East Road, Edgware,

REFERENCE:

H/02051/14



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