

LOCATION: Wren Academy, 41 Hilton Avenue, London, N12 9HB
REFERENCE: F/02808/14 **Received:** 23 May 2014
Accepted: 23 May 2014
WARD: Woodhouse **Expiry:** 22 August 2014

Final Revisions:

APPLICANT: Wren Academy

PROPOSAL: New part single/part two/part three storey extension to create new two form entry Primary School in the grounds of the current Secondary School. Associated works to existing buildings and grounds and new kitchen extension

Approve subject to referral to the Department of Communities and Local Government and Planning Casework (London)

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 **Highways Improvement (local to the site) £45,000.00**
A contribution towards local highway improvements within the vicinity of the development. Including provision of a pedestrian crossing on Woodhouse Road and amendments to the road lay out on roads in the vicinity of the development including proposals as indicated on Drawing No. 3191/002/T/001 Rev. P02
- 4 **Requirement to submit Travel Plan £0.00**
A full School Travel Plan meeting the criteria in the TfL booklet 'What a School travel plan should contain' should be submitted and agreed at least 3 months prior to occupation. The STP shall relate to all year groups on the whole school site and have a lifespan of at least 5 years. It will be reviewed annually and will be expected to achieve at least Bronze level STARS (Sustainable Travel; Active, Responsible, Safe) accreditation or equivalent for at least 5 years.
- 5 **Monitoring of the Agreement £7,000.00**

Contribution towards the Council's costs in monitoring the school travel plan and obligations of the agreement.

RECOMMENDATION II:

That upon completion of the agreement the Assistant Director of Development Management & Building Control approve the planning application reference: F/02808/14 under delegated powers subject to the following conditions: -

Plans:

- 1 The development hereby permitted shall be carried out in accordance with the following approved plans: T01, P02 rev B, T03 rev B, T04, T05 rev B, P06, P07, P08, T09 rev B, T11 rev B, T12 rev B, T13 rev B, T14 rev B, 004 P01, SE1180-303, SE1180-304, SE1180-305, SE1180-306, SE1180-307-P01, SE1180-308-P01, Transport Assessment 3191/002/R01/REV A, Draft Wren School Travel Plan 2014, Overshadowing Report 12th August 2014, Tree Impact Report 1-38-3372 3rd June 2014, Drainage and External Works Specification Report SE1180, Noise Impact Assessment Report 11458 NIA 01 Rev A, Planning Statement July 2014, Design Booklet, NBF Partnership, Proposed Primary School 3D Visuals, Energy Statement August 2014, Preliminary Ecological Appraisal May 2014, Site Survey North 22nd May 2014, Site Survey South 22nd May 2014.

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).

Time Limit:

- 2 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.

Pre- commencement conditions:

- 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 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.

- 4 Details of the materials to be used shall be submitted to and approved in writing by the local Planning Authority in two phases. Prior to the commencement of development details of Submission of the materials for the staff car park/MUGA/Drop off zones shall be submitted and approved prior to the commencement of development and details for the external surfaces of the building(s) and hard surfaced areas for the new school buildings shall be submitted for approval one month prior to the commencement of that phase. 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.

- 5 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 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.

- 6 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).

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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.

Prior to occupation:

- 8 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).

- 9 Before the building hereby permitted is occupied the proposed window(s) in the key stage 1 building south elevation facing 48 Hilton Avenue shall be glazed with obscure glass only and shall be permanently retained as such thereafter and shall be permanently fixed shut with only a fanlight opening.

Reason:

To safeguard the privacy and amenities of occupiers of adjoining residential properties in accordance with policy DM01 of the Adopted Barnet Development Management Policies DPD (2012).

- 10 Prior to the occupation of the new school buildings details of the proposed location and type of acoustic fencing to be used on the boundaries with the adjoining residential properties shall have been submitted to and approved in writing by the Local Planning Authority. the fencing shall be installed prior to the occupation of the new school buildings and thereafter permanently retained. Details of where the fencing is required shall have been pre-agreed with the Council's Environmental Health department.

Reason: To ensure that the amenities of neighbouring premises are protected from noise from the development in accordance with Policy DM04 of Development Management Policies (Adopted) September 2012.

Construction:

- 11 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).

Highways, Infrastructure, Parking and Servicing:

- 12 Before the development hereby permitted is occupied vehicular parking spaces shown on drawing No 2569/T02 shall be provided and that area shall not thereafter be used for any purpose other than the parking and turning of vehicles in connection with approved development.

Reason: To ensure that adequate and satisfactory provision is made for the parking of vehicles in the interests of pedestrian and highway safety and the free flow of traffic 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.

- 13 No deliveries shall be taken at or dispatched from the site on any Sunday, Bank or Public Holiday or before 7am or after 8pm on any other day.

Reason:

To prevent the use causing an undue disturbance to occupiers of adjoining residential properties at unsocial hours of the day.

- 14 Before the development hereby permitted is occupied, cycle parking shall be provided in accordance with London Plan cycle parking standards and that area shall not thereafter be used for any purpose other than for the parking of cycles associated with the development.

Reason: To ensure that adequate and satisfactory provision is made for cycle parking 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.

- 15 Before the development is occupied, details of the new access arrangement and the revised highway layout shall be submitted to the Planning Authority for approval and the approved works shall be implemented in accordance with the approved details.

Reason: In the interests 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.

- 16 Before the permitted development is occupied a full management strategy

for the drop off and pick up zone to manage the delivery and collection of pupils 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.

- 17 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 for not less than 20% of the approved parking spaces to be provided with electric 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

- 18 A full School Travel Plan meeting the criteria in the TfL booklet 'What a School travel plan should contain' should be submitted and agreed at least 3 months prior to occupation. The STP shall relate to all year groups on the whole school site and have a lifespan of at least 5 years. It will be reviewed annually and will be expected to achieve at least Bronze level STARS (Sustainable Travel; Active, Responsible, Safe) accreditation or equivalent for at least 5 years.

Reason: In the interests of pedestrian and highway safety and the free flow of traffic 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.

- 19 The Warnham Road access will only be used for servicing and delivery and not as an entrance for pupils.

Reason: In the interests of pedestrian and highway safety and the free flow of traffic 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.

Drainage:

- 20 Six months prior to the occupation of the primary school a drainage strategy for the playing fields shall have been submitted to and approved in writing by the Local Planning Authority. The drainage strategy shall be implemented within the first available planting season following the approval of the details. The drainage strategy shall include a section detailing the strategy for sports provision at the school while the drainage works and re seeding of the playing fields is occurring.

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.

Trees and Landscaping:

- 21 A scheme of hard and soft landscaping, including details of the retention of existing trees and the landscaping strip to the front of the site, shall be submitted to and agreed in writing by the Local Planning Authority. The details can be submitted in two phases information regarding the retention of the existing trees and the landscaping strip to the front of the site shall be submitted prior to the commencement of any development and the detailed landscaping scheme shall be submitted six months prior to the occupation of the new school.

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).

- 22 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.

- 23 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.

Noise, Odour and Air Quality:

- 24 One month before work is commenced on the new school buildings, 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.

- 25 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.

- 26 One month before development commences on the new school buildings, 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.

Sustainability:

- 27 The non-residential development is required to meet the following generic environmental standard (BREEAM) and at a level specified in the adopted Sustainable Design and Construction Supplementary Planning Document (2013). 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 in accordance with policy DM02 of the Adopted Barnet Development Management Policies DPD (2012), the adopted Sustainable Design and Construction Supplementary Planning Document (2013) and policies 5.2 and 5.3 of the London Plan (2011).

- 28 Six months prior to occupation further details of the proposed Solar Panels (PV) to be located on the roof of the proposed extension shall be submitted to and approved in writing by the Local Planning Authority. Details shall include the location; number and height of the proposed panels and details to demonstrate how they will achieve the CO2 savings and energy outputs detailed in the approved energy strategy.

Reason: To ensure that the development is sustainable and complies with Strategic and Local Policies in accordance with policy DM02 of the Adopted Barnet Development Management Policies DPD (2012), the adopted Sustainable Design and Construction Supplementary Planning Document (2013) and policies 5.2 and 5.3 of the London Plan (2011).

Other:

- 29 Use of the development shall not commence until a community use agreement prepared in consultation with Sport England has been submitted to and approved in writing by the Local Planning Authority, and a copy of the completed approved agreement has been provided to the Local Planning Authority.

The agreement shall apply to the use of both the MUGAs; playing fields and sports hall outside of school hours and during school holidays and shall include details of pricing policy; hours of use; access by non educational establishment users; management responsibilities and mechanisms for review and anything else which the Local Planning Authority in consultation with Sport England considers necessary in order to secure the effective community use of the facilities. The development shall not be used at any other time other than in strict compliance with the approved agreement.

Reason:

To secure well managed safe community access to the sports and education facilities, to ensure sufficient benefit to the development of sport and to accord with the requirements of the NPPF and Local Plan policy.

- 30 Notwithstanding the provisions of Part 32, Class A to schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking or re-enacting that order) no extensions to the school hereby permitted shall be erected without express planning permission first being obtained.

Reason:

To enable the local planning authority to retain control over these matters in the interests of controlling the intensity of use.

- 31 The use of the school buildings for the purposes hereby permitted shall only take place between the hours of 8.00am and 10.30pm on Saturdays and Sundays and between 7.30am and 10.30pm on all other days.

The use of the external sports facilities shall only take place between 8.00am and 6.00pm on Sundays and 8.00am and 9.00pm on all other days. On Saturdays and Sundays the facilities shall not be used for more than 5 hours in any one day.

Reason: In the interests of the amenity of occupiers of neighbouring residential properties in accordance with Policy DM04 of the adopted Local Plan.

- 32 Six months prior to occupation of the development a CCTV camera and equipment scheme detailing where CCTV cameras or equipment shall be affixed to the external elevations of the buildings, or placed/erected within the site shall be submitted to and approved in writing by the local planning authority. CCTV cameras shall be placed so as not to impact on the amenities of adjoining residential properties. Any CCTV cameras or equipment 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 adjoining properties.

- 33 The number of pupils based permanently at this primary school shall not exceed 420 and shall not include a nursery class.

Reason:

In the interest of highway safety as the current scheme was assessed on the impact of the site being a lower school and accommodating 450 pupils in year groups 7 and 9 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.

- 34 The school start/finish times for Wren Academy shall be staggered internally between the secondary and the primary school years for the academy.

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.

- 35 A minimum of 50% of pupil places at the new primary school shall be offered as community places ie based on distance of the applicants home address from the Academy.

Reason: In the interests 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.

- 36 Before the permitted development is occupied a full Delivery and Servicing Plan (DSP) 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.

- 38 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 without the prior written consent of the local planning authority pursuant to a planning application. 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 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.

- 38 A report detailing the proposed lux levels and lighting levels at the facade of the closest habitable room window of the nearest sensitive premises shall be submitted to and approved in writing by the Local Planning Authority and the lights installed shall comply with the agreed levels thereafter.

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.

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.

ii) In this case, formal pre-application advice was sought prior to submission of the application.

- 2 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.
- 3 Woodhouse Road is part of Traffic Sensitive Routes from 8.00am-9.30am and 4.30pm-6.30pm between Mondays to Friday.
- 4 For construction works affecting the public highways, the applicant must contact the council's on 0208 359 2000 to obtain any necessary Highways Licenses if required prior to commencing works.
- 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 such as pedestrian crossing 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 will involve introduction of on-street waiting restrictions. This will be subject to a statutory consultation period. The Council cannot prejudge the outcome of the consultation process.
- 8 The costs of any associated works to public highway, including reinstatement works, will be borne by the applicants and may require the Applicant to enter into a rechargeable agreement or a 278 Agreement under the Highways Act 1980.
- 9 The applicant is advised that an application under Section 184 of the Highways Act (1980) must be submitted for a new heavy duty vehicular access. The access design details, construction and location will be reviewed by the Development Team as part of the application. Any related costs for alterations to the public highway layout that may become necessary, due to the design of the onsite development, will be borne by the applicant.

To receive a copy of our Guidelines for Developers and an application form please contact: Development Regulatory Service, Traffic & Development Section – London Borough of Barnet, North London Business Park (NLBP)

Building 4, and Oakleigh Road South, London N11 1NP.

RECOMMENDATION III:

That if an agreement has not been completed by 21/12/2014, that unless otherwise agreed in writing, the Director of Development Management and Building Control should REFUSE the application F/02808/14 under delegated powers for the following reasons:

1. The development would require a section 106 agreement and no formal undertaking is given to the Council, as a result the proposed development would, by reason of the developer not meeting the costs for the installation of a new pedestrian crossing on Woodhouse Road and amendments to local road layout would be contrary to DM17 of the Local Plan Development Management Policies (Adopted) 2012; and contrary to Policies CS9 of the Local Plan Core Strategy (Adopted) 2012.
1. The development would require a section 106 agreement and no formal undertaking is given to the Council, as a result the proposed development would, by reason of the developer not meeting the costs of monitoring the travel plan be contrary to DM17 of the Local Plan Development Management Policies (Adopted) 2012; and contrary to Policies CS9 of the Local Plan Core Strategy (Adopted) 2012.

RECOMMENDATION IV:

That if after the referral of the application to Sport England they maintain their objection to the scheme then the application be brought back for further consideration by Members at the Finchley and Golders Green Area Planning Sub-Committee.

1. MATERIAL CONSIDERATIONS

National Planning Policy Framework:

The determination of planning applications is made mindful of Central Government advice and the Local Plan for the area. It is recognised that Local Planning Authorities must determine applications in accordance with the statutory Development Plan, unless material considerations indicate otherwise, and that the planning system does not exist to protect the private interests of one person against another.

National planning policies are set out in the National Planning Policy Framework (NPPF). This 65 page document was published on 27 March 2012 and it replaces 44 documents, including Planning Policy Guidance Notes, Planning Policy Statements and a range of other national planning guidance. The NPPF is a key part of reforms to make the planning system less complex and more accessible.

The London Plan is recognised in the NPPF as part of the development plan.

The NPPF states that the purpose of the planning system is to contribute to the

achievement of sustainable development. The document includes a 'presumption in favour of sustainable development'. This is taken to mean approving applications, such as this proposal, which are considered to accord with the development plan.

The Mayor's London Plan July 2011:

Policies 3.19, 5.2, 6.13, 7.1, 7.4

The London Development Plan is the overall strategic plan for London, and it sets out a fully integrated economic, environmental, transport and social framework for the development of the capital to 2031. It forms part of the development plan for Greater London.

The London Plan provides a unified framework for strategies that are designed to ensure that all Londoners benefit from sustainable improvements to their quality of life.

The Mayor for London has introduced a Community Infrastructure Levy. This applied from 1 April 2012 to most developments in London where the application is determined by the Local Planning Authority. The provision of educational floorspace is exempted from the requirements of CIL.

Barnet's Local Plan (Adopted) September 2012:

Barnet's Local Plan is made up of a suite of documents including the Core Strategy and Development Management Policies Development Plan Documents (DPD).

Relevant Core Strategy Policies: CS NPPF, CS1, CS5, CS7, CS8, CS10, CS11, CS13

The Development Management Policies document provides the borough wide planning policies that implement the Core Strategy.

Relevant Development Management Policies: DM01, DM02, DM03, DM04, DM15, DM16, DM17

Relevant Planning History:

Application:	Planning	Number:	C/06248/N/00
Validated:	16/06/2000	Type:	APF
Status:	DEC	Date:	15/08/2000
Summary:	APC	Case Officer:	
Description:	Retention of prefabricated classroom building.		

Application:	Planning	Number:	C/06248/T/08
Validated:	18/02/2008	Type:	APF
Status:	DEC	Date:	15/05/2008
Summary:	APC	Case Officer:	Jo Dowling
Description:	Construction of new buildings for the Wren Academy with associated landscaping works including MUGA and demolition of one existing building.		

Application:	Planning	Number:	F/00121/12
Validated:	10/01/2012	Type:	S73

Status: DEC **Date:** 06/03/2012
Summary: AP **Case Officer:** David Campbell
Description: Variation of condition 14 (Obscure Glazing) pursuant to planning permission F/03327/11 dated 14/11/11 for 'Erection of two storey Specialism Centre adjoining the existing sports hall.' Wording to be changed as follows; Before the building hereby permitted is occupied the proposed windows(s) at first floor level in the east elevation facing the rear gardens of the properties in Bramber Road shall be glazed with obscure glass only and shall be retained as such thereafter. The opening of all windows in the east elevation facing the rear gardens of the properties in Bramber Road shall, except where required to open fully in the event of fire, be limited to 150mm only and shall be retained as such thereafter.

Application: Planning **Number:** F/00833/09
Validated: 18/03/2009 **Type:** APF
Status: DEC **Date:** 13/05/2009
Summary: APC **Case Officer:** David Campbell
Description: Amendment to planning permission reference C/06248/T/08 dated 14/05/2008 for construction of new buildings for the Wren Academy with associated landscaping works including MUGA and demolition of one existing building (amendments comprising of alterations to fenestration to the east elevation of north block).

Application: Planning **Number:** F/01007/13
Validated: 26/03/2013 **Type:** APF
Status: DEC **Date:** 21/05/2013
Summary: APC **Case Officer:** Denisse Celi
Description: Erection of single storey remote catering servery building.

Application: Planning **Number:** F/01113/12
Validated: 23/03/2012 **Type:** APF
Status: DEC **Date:** 17/05/2012
Summary: APC **Case Officer:** David Campbell
Description: Provision of external enclosed canopy adjacent to existing dining hall.

Application: Planning **Number:** F/01445/08
Validated: 20/06/2008 **Type:** APF
Status: DEC **Date:** 26/08/2008
Summary: APC **Case Officer:** Claire Thorley
Description: External Lighting: Installation of additional external lighting as part of school refurbishment works.

Application: Planning **Number:** F/01596/08
Validated: 17/06/2008 **Type:** APF
Status: DEC **Date:** 12/08/2008
Summary: APC **Case Officer:** Claire Thorley
Description: Proposed installation of two Biomass Boilers within plant room with below ground woodchip fuel storage & Boiler flues. Installation of Acoustic Attenuators for kitchen extract vent at roof level. Installation of air handling unit plant, condenser units, gas meter, and EDF low voltage panel at ground level within their respective enclosures and entrance ramp.

Application: Planning **Number:** F/03327/11
Validated: 03/08/2011 **Type:** APF
Status: DEC **Date:** 15/11/2011
Summary: APC **Case Officer:** David Campbell
Description: Erection of two storey Specialism Centre adjoining the existing sports hall.

Site Address: Christ Church C of E School Hilton Avenue N12
Application Number: C06248A
Application Type: Full Application
Decision: Approve

Decision Date: 04/04/1979
Appeal Decision: No Appeal Decision Applies
Appeal Decision Date: No Appeal Decision Date exists
Proposal: **Erection of new teaching block and temporary classroom - details of levels and material to be used**

Site Address: Christ Church C.E. School Hilton Avenue N12
Application Number: C06248B
Application Type: Full Application
Decision: Approve with conditions
Decision Date: 13/06/1979
Appeal Decision: No Appeal Decision Applies
Appeal Decision Date: No Appeal Decision Date exists
Proposal: **Erection of removable classroom unit for a limited period pending completion of new buildings.**

Site Address: Christ Church C.of E. Secondary School Hilton Avenue N12
Application Number: C06248C
Application Type: Full Application
Decision: Approve
Decision Date: 05/11/1979
Appeal Decision: No Appeal Decision Applies
Appeal Decision Date: No Appeal Decision Date exists
Proposal: **erection of new teaching block and temporary classroom, formation of new access**

Site Address: Christ Church C.E. School Hilton Avenue N12
Application Number: C06248
Application Type: Full Application
Decision: Approve with conditions
Decision Date: 05/07/1978
Appeal Decision: No Appeal Decision Applies
Appeal Decision Date: No Appeal Decision Date exists
Proposal: **Erection of new teaching block, temporary classroom and formation of new access.**

Site Address: Wren Academy Hilton Avenue North Finchley London N12 9NR
Application Number: C06248R/07
Application Type: Full Application
Decision: Approve with conditions
Decision Date: 12/12/2007
Appeal Decision: No Appeal Decision Applies
Appeal Decision Date: No Appeal Decision Date exists
Proposal: **Refurbishment and external alterations to existing 2No. buildings following demolition of remaining buildings. Erection of new sub station enclosure and associated landscaping works.**

Consultations and Views Expressed:

Neighbours Consulted: 131 Replies: 10
Neighbours Wishing To Speak 1

The majority of the objections raised advised that whilst they supported the proposal of a new school at the site they had the following concerns:

2. Impact on traffic.
 - Current problems with on-street parking will be exacerbated.

- The Transport Assessment does not sufficiently consider the existing problems
- The area already suffers from traffic and parking problems because of Woodhouse College, The Wren and demand for parking from local residents this will make the situation worse.
- Concern about the impact of construction traffic using Hilton Avenue.
- Highway safety for pedestrians - especially school children. There are no traffic lighted crossings within 500m of the school.
- The proposed drop off zone will make pedestrian safety even worse with additional cars trying to enter/exit the site.
- Proposed car park is badly designed which means that parents are unlikely to use it and it results in the loss of playing fields
- The area is saturated with schools - Woodhouse College, the Compton, Summerside and the Wren. Two of these (Woodhouse College and the Compton) have recently been extended. As a result there are severe traffic problems in the area and this proposal will make the situation even worse.
- Noise disturbance from on-going operational deliveries and waste collections during unsociable hours.
- Loss of playing field.
- The site is not big enough to accommodate a primary school and as a result the proposal will be substandard in particular the external play space.
- There is a mobile phone mast within the grounds of the school which could impact on the health of children attending the school.
- The proposed playgrounds will be overshadowed by the existing/extended buildings which leads to a poor quality external environment for the pupils.
- The design risks overheating through the extensive use of rooflights.
- 50% of the school places should be for local children.
- The application does not detail whether the new school will be heated by the existing bio-mass boiler if it is there are concerns that this will increase the number of wood deliveries and particulate and nitrogen dioxide levels.
- Noise and dust from construction work.

Woodhouse College advised that whilst they were entirely neutral on the proposal and happy to see the Wren thrive they had a number of concerns regarding traffic. There are current problems with cars dropping off/picking up and traffic congestion around the start and end of the school day. This would be exacerbated by an expansion of the school and they are concerned about the safety of their students as well as those that attend the Wren. In addition as they have Year 13 students who drive and they are concerned that as a result of the proposals the opportunities for them to park nearby will be reduced.

Residents were reconsulted on amended plans. Two replies were received reiterating concerns regarding traffic, access and parking

Internal /Other Consultations:

- Traffic & Development - No objection subject to a number of conditions and S106 agreement. Comments contained within report.
- Environmental Health - No objection subject to a number of conditions
- Childrens Service - Support the application - comments contained within the

report

- Green Spaces (inc Allotments) - Object loss of light to adjoining allotments.
- Sport England - Object - loss of playing fields
- Environment Agency - No objection

Date of Site Notice: 26 June 2014

2. PLANNING APPRAISAL

Site Description and Surroundings:

The site is the former Christ Church, Church of England School which shut in 2005 and re-opened as The Wren Academy in 2008. The main school entrance and school buildings are located on the north eastern side of Hilton Avenue with the main school entrance being located at the end of Hilton Avenue. The site occupies the space between Hilton Avenue and Bramber Road. To the front of the school buildings are the playing fields which extend down to Woodhouse Road. The northern boundary of the site adjoins Woodhouse allotments. The existing site is approximately 3.7 hectares and levels drop approx 2.5m from south to north across the site.

In 2008 planning permission (our ref:C/06248/T/08) was granted for 'Construction of new buildings for the Wren Academy with associated landscaping works including MUGA and demolition of one existing building.' The school currently accommodates over 1,100 pupils from ages 11 (year 7) to 18 (year 13).

Woodhouse College a local sixth form college for around 1,000 students is located approximately 500m to the west of the site.

The area is predominantly residential, characterised by two storey low density family accommodation built in the 1930's.

The existing school buildings are located at the north end of the site with the playgrounds and playing fields in front. The current campus consists of original school buildings which date from the 1960's which have been extended and enhanced by the development approved in 2008. The buildings are institutional in appearance being mostly of concrete construction although the later additions are of brick, render and metal cladding. To the west of the main school buildings is the current staff and visitors car park.

To the rear of the main school buildings along the boundary with the adjoining allotments are a number of mature trees which are covered by a Tree Preservation Order (TPO).

The school has been calculated to have an indicative PTAL (Public Transport Accessibility Level) of 2, with 6 being the maximum score.

Proposal:

The application is for a new part single/part two/part three storey extension to create

new two from entry Primary School in the grounds of the current Secondary School. Associated works to existing buildings and grounds and new kitchen extension

The proposal will enable the creation of an 'all through' school ie pupils will be able to remain at the site from aged 4 (reception) through to 18 (year 13).

The current proposal would see the creation of a two form entry (two classes per year group) primary school (420 pupils from reception through to Year 6). No nursery class is proposed.

The Wren Academy is a Church of England school and places at the proposed primary school will be allocated on the same basis as those for the secondary school with 50% of the places being community places ie on proximity to the school and 50% being foundation places ie based on faith. The foundation places are further sub-divided with 60% of places being allocated to children attending Church of England churches and the remaining 40% allocated to those attending a church of another Christian denomination in fellowship with the Church of England.

The proposed new primary school would be located at the top of Hilton Avenue in the area currently used as the staff car park and entrance plaza. The proposed school consists of two distinct elements which serve the needs of the Key Stage 1 (KS1) - reception to year 2 and Key Stage 2 (KS2) - year 3-year 6.

KS1 would be located on the site of the current staff/visitors car park and would consist of an 'L' shaped 1.5 storey building that would be located adjacent to the boundaries with Woodhouse College playing fields to the western boundary and No. 48 Hilton Avenue to the southern boundary. The proposed new building would be set approx 1m off the boundary with No. 48 and between 0.5-2m with Woodhouse College. This building would be approx 2m high to the eaves adjacent to No.48 with a mono-pitch roof that would pitch back to a height of approx 6m. In order to minimise the impact the building will be set into the levels to reduce height adjacent to the adjoining boundaries. A similar height and design are proposed along the boundary with the Woodhouse College playing fields. The new building would be inward facing with the external or outer elevations being blank facades with a number of high level windows this contrasts with the internal or inner elevation which is predominantly glazing with an integral canopy with clearstory windows above. The inner elevation would look out onto the KS1 playground in an open courtyard arrangement. The proposed playground would provide 425sqm of play area. A single storey (3m high) flat roofed glazed corridor would link this element to the KS2 and Secondary school buildings. The proposals have been laid out in this way to ensure that the KS1 classrooms are housed furthest from the secondary accommodation so there will be limited contact between these children and the pupils of secondary age.

KS2 consists of a part single/part two/part three storey extension to the existing school buildings. The extension would also include the relocated school entrance. The extension would be constructed on the current entrance plaza and continue to wrap around the rear of the building. The extension on the entrance plaza would be part single/part two storey and would accommodate the shared spaces - dining hall, school offices etc leading through to the KS2 classrooms and playground which

would be located at the rear of the existing school buildings. The proposed extensions would be constructed of brick and render and have been designed to reflect the design of the current school buildings. The proposed extensions would vary in height between approx 3m for the single storey element to approx 13m for the three storey element at the rear of the building. The proposed rear extension would be set between 1.5-3m off the boundary with the adjoining allotments. 315sqm of playspace is proposed. There are three TPO's along this boundary. The proposal would result in the removal of the trees in two of these TPO's. The KS2 buildings are located here as they would be closer to the secondary school. This will allow pupils to get used to secondary age children and will best facilitate effective curriculum links between older primary children and secondary teachers.

In addition to these extensions two further single storey extensions are proposed to the existing kitchens to enable them to have the capacity to serve the extended school. The kitchens are located to the rear of Nos. 53-59 Bramber Road. The application consists of two elements both of which would be single story, option A would in-fill an area between the main school building and an existing low level storage building. The proposed extension would have a floorspace of 6sqm. Option B would extend rearward the existing single storey kitchen over an area currently occupied by a set of steps. The proposed extension would be 4m by 10m, a set of access steps and platform lift would be located adjacent to the northern elevation. The proposed extension would be 8m from the rear boundary of the Bramber Road properties. The extension would be separated from these properties by an existing access road. The nearest main rear elevation would be 36m from the proposed extension. There are a number of mature trees along the boundary of the site in this location.

The final element of the proposal is the re-provision of the staff car park and the creation of a parent drop off/pick up zone and games area; connecting internal footpaths and new vehicular and pedestrian accesses from Woodhouse Road and Hilton Avenue. This would result in the creation of an area of hardsurfacing approx 100m long by 32m wide located at the front of the site adjacent to the boundary with Woodhouse Road. The area would be set 6m off the eastern boundary with 105 Woodhouse Road; between 11-17m off the western (Hilton Avenue) boundary and 6m off the boundary with Woodhouse Road.

The proposed hard surfaced area would be roughly divided in two with the eastern side re-providing the expanded staff car park which would accommodate 50 spaces. Access (entry and exit) would be via a new vehicular access from Woodhouse Road which would be located 42m west of the eastern boundary. The western side would accommodate a parent drop off/pick up zone during the start and end of the school day and an additional games area during the school day and after hours. The school drop off zone would be accessed via Woodhouse Road (entry) and exited via a new vehicular entrance on Hilton Avenue which would be located approx 14m north of the junction. Pedestrian footpaths are proposed on the eastern and western boundaries of the site linking the car park/drop off zone with the school buildings.

Background:

The Wren Academy is a Church of England secondary school based in North

Finchley. The Wren Academy opened in 2008 with an in-take of Year 7 pupils and has built on this on a year by year basis until it has pupils in all year groups from Year 7 through to Year 13 (upper sixth). The school was built on the site of Christ Church, Church of England school which shut in 2005 after going in to special measures and having a declining school roll. Christ Church when fully operational had 750 pupils (years 7-11) as it had no sixth form. The creation of the Wren Academy at the site in 2008 resulted in an intensification of use of the site as the pupil roll has increased to 1150 pupils (an increase of 400 pupils).

The Wren Academy is an OFSTED 'outstanding' Church of England School. Church of England schools around the locality are oversubscribed and popular. The Council's lead Commissioner for Schools, Skills and learning has advised that there is a very pressing need for additional primary provision within this area in order to ensure that all children can be offered a school place. Developing this proposal to provide additional Church of England provision helps meet this need and increase parental choice within the locality. The application is supported by Barnet Council's Education and Skills service who have worked with the Wren to help secure a Department of Education grant allocation towards the cost of providing the proposed school to help meet the critical shortage of school places in London and elsewhere. The nearest Church of England Primary school is St John's Church of England Junior and Mixed Infant (JMI) School in Friern Barnet, N11 approx 1 mile away. This is also rated as 'outstanding' by OFSTED and is currently oversubscribed with 5 applicants for every place at the school. St Pauls Church of England JMI School also in Friern Barnet is 1.2miles from the Wren. This is OFSTED rated 'good' school and is also oversubscribed with the 3 applicants for every place at the school.

Whilst Local Authorities retain their statutory duty to ensure appropriate planning of school places the most recent Education Act states that when a new school is required, the LA should seek proposals for a Free School or Academy as its first step. There are two ways in which Local Authorities can therefore meet their statutory duty by expressing a need for a new school.

If a Local Authority needs a new school, and is able to supply the building and capital needed, they can run a competition to establish their preferred provider for that school. The LA will then notify the Secretary of State of their preferred provider, and if the Secretary of State agrees, that provider will then open the school this is what has happened at Mill Hill East with the delivery of Millbrook Park Primary school.

If a Local Authority is unable to provide a building, or the necessary capital funding, the Targeted Basic Need Programme provides additional support to LAs with the greatest pressure on places. These LAs will be able to bid for funding, from the DfE, to establish or extend an Academy or Free School. This is what is proposed with this application.

Planning Considerations:

- Principle of development
- Intensification of the use
- 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

Principle of development

The Government issued the 'Planning for schools development' policy statement in August 2011. In this statement the Government pledged its support for the development of schools it stated that the creation and development of state funded schools is strongly in the national interest and that planning-decision makers can and should support the objective, in a manner consistent with their statutory obligations.

The statement outlines the Government's belief that the planning system should operate in a positive manner to schools. The statement requires Local Authorities to apply a presumption in favour of development of state-funded schools. This is further reinforced by para 72 of the NPPF which states that the Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities. It tasks Local Planning Authorities to take a proactive, positive and collaborative approach to meeting this requirement and to development that will widen the choice in education. Specifically it states that Local Authorities should:

- give great weight to the need to create, expand or alter schools; and
- work with schools promoters to identify and resolve key planning issues before applications are submitted.

The Council has worked collaboratively with the Wren Academy to help with the funding of the scheme and have supported the applicant through the provision of pre-application advice in order to frontload the planning application process.

The NPPF outlines that suitable infrastructure and services are needed in order to support new and existing economic development and to promote strong, stable and productive economies. In addition both the London Plan and the Local Plan recognise that the provision of education facilities are required in order to accommodate growth in a sustainable manner.

The London Plan advocates that the Mayor is committed to ensuring equal life chances for all Londoner's. Meeting the needs and expanding opportunities for all Londoner's - and where appropriate addressing the barriers to meeting the needs of particular groups and communities (Policy 3.1). Furthermore Policy 3.18 states that the Mayor strongly supports the establishment of new schools and steps to enable local people and communities to do this. The London Plan highlights the need to safeguard sports facilities and that new sites need to be identified to meet additional demands and changes in provision for education.

Policy 3.18 of the London Plan states:

- Development proposals which enhance education and skills provision will be supported, including new build, expansion of existing facilities or changes of use to educational purposes.

- In particular, proposals for new schools should be given positive consideration and should only be refused where there are demonstrable negative local impacts which substantially outweigh the desirability of establishing a new school and which cannot be addressed through the appropriate use of planning conditions or obligations.
- Development proposals which maximise the extended or multiple use of educational facilities for community or recreational use should be encouraged

A key guiding principle of the adopted London Plan and the Boroughs corporate plan is to sustain the boroughs communities. Policy CS10 of the Local plan states that 'the council will work with our partners to ensure that community facilities including schools and community meeting places and facilities for younger and older people are provided for Barnet's communities'.

The proposals therefore would result in the provision of new education and sports facilities to cater for the needs of current and future populations which is consistent with adopted policy which seeks to ensure that an adequate supply of buildings are available for health facilities to meet the needs of the residents in the borough.

The current situation

As outlined in the proposal section the Wren Academy currently operates a secondary school (years 7 through to 13) for 1150 pupils. 110 staff are employed at the site.

The proposed situation

The proposal is to extend the school to provide an all through school to enable pupils to remain at the school from aged 4 through to 18. The school would grow on a year by year basis taking 7 years to reach full capacity.

The proposal, which forms the basis of this application, would see the phased development of the site to provide a new school building; enhanced playing fields (improved drainage to increase playability) and improved parking provision. On-site parking would be increased and a drop off/pick up zone for parents would be introduced. The existing School Travel Plan would be update to minimise the disruption caused by cars and to encourage more sustainable modes of transport.

Intensification of the use

Due to the way that the site has evolved the use of the site currently operates in an unrestricted manner. The physical constraints of the current buildings providing a limit on the number of people on site at any one time.

The current proposal would increase the current capacity of the site by 420 pupils and 40 additional staff.

Policy DM13 (Community and education uses) advocates that:

- New educational uses should be located where they are accessible by public

- transport, walking and cycling, preferably in town centres or local centres.
- New educational uses should ensure that there is no significant impact on the free flow of traffic and road safety.
 - New educational uses will be expected to protect the amenity of residential properties.

The educational use of this site is well established with the previous school having been established on the site for over 30 years and the current school for the last six years. It is therefore considered that the principle of a secondary school in this location is well established.

The current proposals would see the provision of a new primary school in close proximity to both North Finchley and Friern Barnet thus enhancing the option of walking and cycling by pupils to the site. If members are minded to approve the application then the existing School Travel Plan would need to be updated to maximise the opportunities for sustainable modes of travel as the school grows to full capacity.

Due to the existing school the noise and disturbance generated by its activities previously, form part of the character of the area. Moreover, there is a further educational site (Woodhouse College) in close proximity to the site. The current proposal would see the erection of new school buildings in such a way that they would be sited so as to minimise the areas between adjoining residential properties and the school playgrounds thus placing the noise generating activities further within the site. The 'localising' of pupils and the formalising of such activities as walking buses and marshalled dropping off and picking up through a School Travel Plan should ensure that traffic generation from the expansion should be minimised.

The proposal is therefore considered to comply with Policy DM13 of the adopted Local Plan and the intensification of this use within the site is considered when balanced against the educational needs for the Borough to be acceptable subject to the submission of an updated School Travel Plan and a number of conditions managing traffic and parking at the site.

Impact on the street scene

Chapter 7 of the London Plan sets out the strategic framework when considering the issue of design. Policy 7.1 advocates that Boroughs should seek to ensure development that:

- is designed so that the layout, tenure, and mix of uses interface with surrounding land and improve people's access to social and community infrastructure (including green spaces);
- enables people to live healthy, active lives; maximise the opportunity for community diversity, inclusion and cohesion; and should contribute to peoples sense of place safety and security. Places of work and leisure, streets, neighbourhoods, parks and open spaces should be designed to meet the needs of community at all stages of people's lives, and should meet the principles of lifetime neighbourhoods;and
- the design of new buildings and the spaces that they create should help reinforce

or enhance the character, legibility, permeability and accessibility of the neighbourhood

Policy 7.4 states that development proposals should have regard to the form, function and structure of an area. In areas of poor or ill-defined character development should build on the positive elements that can contribute to establishing an enhanced character for the future of the area. This is further reinforced by policy 7.6 which advocates that development should be of the highest architectural quality.

At a local level the policies within the Local Plan seek high quality design in all new development which is in keeping with the councils objectives of sustainable development and ensures community safety (policies CS1, DM01 and DM02).

The site is surrounded on two sides by residential properties. The current school buildings sit back off the Woodhouse Road frontage and due to the drop in levels and current boundary treatment offer little street presence.

The proposal would see the development of the current car park and extension of the existing school buildings to the side and rear. The design of the new buildings and extensions has been designed to reflect the existing buildings through the use of materials and architectural features. The most visible structure from the streetscene will be the KS1 linking corridor which is a lightweight glazed structure that will enable glimpsed views through the site. The design of the buildings are considered to reflect their use and respect the existing buildings within the school campus. The proposal is therefore considered to accord with policies CS NPPF, CS1 and DM1 of the adopted Local Plan.

The proposed car park/drop off-pick up zone/games area will be located immediately adjacent to the Woodhouse Road boundary. Whilst the hardsurfacing in itself is not considered to adversely impact upon the character and amenity of the streetscene when the school is operational this area will be parked with cars and the current view of playing fields will be lost. Levels sharply rise from the back edge of the footpath so that the playing field is elevated approximately 0.5m above the adjoining pavement. This boundary currently benefits from a strip of mature vegetation which helps soften views into the site. The proposed parking area has been set back from the front and side boundaries to enable the existing planting to be maintained and enhanced in order to help screen views of the parking area. The adjoining Woodhouse College has a similar hard surfaced area for parking to the front of the site. It is therefore considered that the proposed parking area would not be out of character in the streetscene and subject to a condition requiring the provision of a landscaping strip, retaining as much as possible of the existing vegetation, to the front and side boundaries the proposal would not adversely impact upon the appearance of the streetscene. The proposal is therefore considered to accord with policies CS NPPF, CS1 and DM1 of the adopted Local Plan.

Impact on the residential amenity of adjoining properties and Woodhouse Allotments

The issues of the intensification of the use and impact on the local road network will be considered separately. This section is therefore considering the impact of the

building and the sports pitches on residential amenity.

Visibility: The buildings have been designed in such a way as to utilise the drop in levels from front to rear of the site to minimise the bulk and scale of the buildings whilst providing sufficient accommodation for the applicants need. The buildings have been orientated on an east west axis with classroom windows facing north. The KS1 buildings would be the closest to the adjoining residential properties being set approx 1m off the boundary with No. 48. the proposed new KS1 building would run along the length of the boundary of this property. However, No.48 has single storey outbuilding and extensions immediately adjacent to the boundary with the Wren. These structures extend halfway down the rear garden area. Therefore, the main impact of the proposed new buildings will be on the less sensitive area at the rear of the garden. The building has been designed so as to minimise the bulk and mass of the building adjacent to the boundary by utilising the levels to drop the building down and using a pitched roof so that the majority of the mass of the new building is within the centre of the site. A number of high level windows are proposed and therefore the proposal is not considered to result in overlooking. It is therefore considered on balance that the proposed KS1 building would not adversely impact the residential amenity of No.48 Hilton Avenue.

Impact on Allotments: The proposed part single/part two/part three storey extension to the main building would be approx 21m from the nearest residential property. However, the proposed extension will wrap around the existing building and due to the orientation will result in a loss of light to the adjoining allotments. A sunlight and daylight study has been submitted in support of the application which demonstrates that the overshadowing results from the proposed Primary School extension at Wren Academy would not materially affect the use and enjoyment of the neighbouring Woodhouse Allotments when assessed in accordance with the guidelines given in London Borough of Barnet's Development Management Policies (DMP) and, more specifically, with the guidelines set-out in BRE report 'Site layout planning for daylight and sunlight: a guide to good practice' second edition (2011).

The proposed kitchen extensions have been located in such a way as to minimise their impact, the nearest extension would be located 36m from the nearest residential property. The extensions are located adjacent to the existing kitchens. The proposed extensions are therefore not considered to adversely impact upon the amenity of adjoining residential properties.

The proposal is therefore not considered to result in loss of sunlight or daylight to adjoining residential properties nor to result in overlooking or loss of privacy. The proposals are therefore considered to comply with policy DM01 of the adopted Local Plan.

Noise and Disturbance: 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.

The Council's Environmental Health section have advised that the new buildings should have appropriate sound insulating properties to prevent nuisance from internally generated noise. Conditions requiring this are recommended if Members

are minded to approve the application.

The main noise generating activities - the playgrounds have been located to the rear of the proposed buildings and extensions thereby creating a 'buffer' between the noise source and adjoining residential properties. The Council's Environmental Health section have advised that on balance they do not consider that the proposal would result in a noise nuisance to adjoining properties.

A number of residents have raised concerns that Bramber Road is being used for deliveries early in the morning and that the noise and disturbance of vehicles driving down the road and maneuvering within the site adversely affects their amenity. The current proposal would extend kitchen facilities and intensify the use and it is therefore considered that the current issues experienced by residents are likely to be exacerbated, if Members are minded to approve the application then a condition restricting the hours of servicing and delivery is recommended.

Given its location within a predominantly residential neighbourhood the current school buildings have an hours of use condition and it is considered reasonable to extend this to include the new school buildings.

It is therefore considered that subject to the imposition of these conditions that on balance the proposal would not result in a level of noise and disturbance to adjoining properties to such a level as to warrant a refusal.

Parking Provision and Highway safety

Site Assessment of the Existing Conditions:

Vehicular Access:

There are two existing vehicle access points. The main site entrance on Hilton Avenue provides vehicular access to the on-site staff car park via a key fob system or intercom connected to the main reception. A secondary vehicle access on Warnham Road, also controlled by intercom linked to the main reception, provides vehicle access into the delivery / servicing yard and the disabled parking facilities.

Pedestrian Access:

The main pedestrian access for pupils and staff is taken from Hilton Avenue with the main gates open during peak arrival and departure periods. The gates are closed throughout the School day with access being gained via an intercom linked to the main reception. The service/delivery entrance on Warnham Road is also currently being used as a pedestrian entrance for pupils.

Staff Car Park:

The existing staff car park with 26 parking spaces is located to the northwest boundary of the site accessed from Hilton Avenue at the end of the cul-de-sac. Access can be gained throughout the day by staff via a key fob, or intercom linked to the main reception.

A disabled parking space is located to the north east of the site and can be accessed via Warnham Road.

Cycle parking:

There are 10 covered Sheffield stands and six uncovered Sheffield stands providing capacity for a total of 32 cycles. These facilities can be used by both pupils and staff. Cycle parking is located adjacent to the main entrance.

Public Transport Accessibility (PTAL):

The PTAL Score for the site is calculated as 2 using Transport for London model and is considered as a low accessibility level.

The site is served by bus routes 134, 221 and 683. The bus stops are located on Woodhouse Road approximately 300m in either direction.

New Southgate national rail station and West Finchley London Underground Station are located approximately 1.1km and 2.1km respectively. However, these are outside a reasonable walk distance to the site.

Proposed Development:

The proposal is for the development of a 2FE Primary School with capacity for 420 Pupil places at the existing Academy site on Hilton Avenue. As a result the staff parking is to be relocated in a new car park proposed at the front of the site off Woodhouse Road with access is to be provided from Woodhouse Road. A drop-off and pick-up area is also proposed at the front of the site with access from Woodhouse Road and exit via Hilton Avenue.

Parking Provision:

The current proposal would provide 50 staff car parking spaces include 1 disabled parking space.

The existing disabled parking space with access from Warnham Road entrance area is being retained.

The parking provision is in accordance with the parking standards as set out in the London Plan.

Access arrangements:

Existing access from Hilton Avenue:

The existing vehicular access and the staff car park are to be relocated from Hilton Avenue to Woodhouse Road. However, the Hilton Avenue pedestrian access will remain open to visitors outside drop-off and pick-up times to ensure the parents use the drop-off and pick-up area designated off Woodhouse Road.

Existing access off Warnham Road:

The applicant has confirmed that the access on Warnham Road is for service vehicles and disabled vehicle access only. As with the existing main access on Hilton Avenue, the Warnham Road access will not be open for student pedestrian access during pick up and drop off periods (a condition is recommended that restricts the use of this access for servicing/delivery only and will require students to use the new access on Woodhouse Road). During the school day if access is required it will be taken from the main access on Hilton Avenue.

New access from Woodhouse Road:

A new two way access arrangement is proposed on Woodhouse Road for the staff car park. It will also allow access only to the proposed drop-off and pick-up area.

New egress only access on Hilton Avenue:

A new egress (exit) only is proposed from the proposed drop-off and pick-up area to avoid congestion and conflict on Woodhouse Road and ensure safety of the pedestrians. This exit will only be operational at the start and end of the school day for parents using the drop off/pick up area. At all other times the main access from Woodhouse Road will be used.

Dedicated drop-off and Pick-up Area:

A dedicated drop-off and pick-up area located at the southern boundary of the playing fields, off Woodhouse Road is also proposed.

The new access will allow two-way access for the staff car park but the vehicular access for the dedicated drop-off and pick-up periods will be via a one way operation which will allow entry from Woodhouse Road and exit from Hilton Avenue.

The new access onto Hilton Avenue will be set approximately 55 metres from Woodhouse Road junction with Hilton Avenue. This will assist in reducing congestion on Woodhouse Road during the drop-off and pick-up times and also will help to limit the impact on residents in Hilton Avenue.

The drop-off and pick-up area will be dual use and will be used as a hard play area for pupils during the school day.

The strategy behind the relocation of the car park and Drop off area at Woodhouse Road is:

- i. to enable all proposed school buildings to be located adjacent to the existing Academy buildings;
- ii. Reduce the amount of driving by parents/visitors/staff on Hilton Avenue through the staff car park and the drop off zone; and
- iii. New footpaths significantly reducing the footfall of students/parents on Hilton Avenue during school hours.

Management and Operation of the Drop-Off and Pick-Up Facility:

Although the details of the exact formation of the access and egress arrangement will be finalised by a condition additional information has been provided with the application to indicate how the facility will be managed.

During school drop off and pick up there will be an appropriate number of staff monitors (phased increase in line with the phased school intake) located at the facility to facilitate the drop off and pick up operation of the facility.

At full occupation there will be a minimum of three staff members (a senior member of teaching staff, a member of the site services team, and a member of teaching staff) on duty who will be supported by additional staff members who will be allocated on a rota system; this will include the Executive Principal and other members of the leadership team.

In addition to those facilitating the operation of the drop-off and pick-up facility, there will be two teaching assistants who will be responsible for facilitating the transition of students between the school and the drop-off and pick-up facility.

The above management and operation strategy will need to be formalised in the Travel Plan submission to ensure that the proposed solutions meet the Travel Plan requirements.

Pedestrian Access to the site:

Pedestrian access during the peak drop-off and pick-up periods will be via two pedestrian footpaths accessed from Woodhouse Road, one intended for the Primary School pupils and parents/guardians (Hilton Avenue side) with the other (Bramber Road side) intended for the existing Wren Academy secondary pupils.

The existing pedestrian access at the end of Hilton Avenue will be closed during the drop off and pick up times but will remain open during the main school day to enable visitor access to the main school office without having direct access to the playing fields.

It is intended that the existing access from Warnham Road will remain and serve as servicing and delivery access only.

Cycle Parking Provision:

There will be an additional 10 cycle stands, with capacity for 20 cycles provided as part of the proposed development. The existing 10 covered cycle stands and six uncovered stands will be relocated as part of the proposed development. In total there will be 36 cycle stands providing facilities for 72 cycles on the site. These will be available for use by both pupils and staff.

In addition to cycle parking an area is being provided for scooter parking for primary pupils for approximately 30 scooters within the designated scooter parking area.

The applicant has stated in the Transport Assessment that demand for cycle parking will be reviewed as part of the School Travel Plan process and additional facilities will be provided when demand arises.

The cycle parking provision is considered to be in accordance with the parking standards as set out in the London Plan.

Parking Surveys:

The applicants consultants carried out parking surveys on roads in the vicinity of the development to access the on-street parking availability during the drop off and pick up times for the Academy. The surveys were carried out on Thursday 28th November and Tuesday 3rd December 2013.

The survey results indicated that on-street parking between 40% and 48% of the available on-street parking is available during the morning and afternoon peak.

This level of availability is considered acceptable as the school is providing drop-off and pick up parking area within the site which will compensate for the demand for parent parking from this proposal for the duration of drop-off and pick up.

Personal Injury Accident analysis:

The consultants obtained personal injury data from Transport for London for 5 year period ending in July 2013 for an area comprising 400m surrounding the site.

The personal injury accidents were analysed in order to identify accident hotspots and any local accident trends which might affect the safety of children attending Wren Academy.

129 personal injury accidents were recorded during this period of which 1 was a fatal accident, 15 serious accidents and 113 were slight accidents.

No accidents were recorded on the Zebra Crossing by the school in Woodhouse Road or close to rear access of the Academy in Warnham Road. 1 slight accident was recorded in Hilton Avenue as a result of a 13 year old pedestrian falling ill and stumbling into the side of a passing car. Therefore, no accident trends or patterns were observed in the vicinity of the school which are likely to be exacerbated by the proposal of new school in the area.

Junction Assessments:

Criteria used for assessing junctions are as follows:

The performance of the signalised junctions was assessed using Degree of Saturation (DoS) and maximum queue lengths. The DoS threshold figure of 90% would indicate that the relevant arm is nearing theoretical capacity and the queuing on the arm would start to rise at this point.

Junction assessment using ARCADY and PICADY modelling which measure a Ratio of Flow to Capacity (RFC). A RFC with a threshold value of 0.85 would indicate that the arm is approaching theoretical capacity and that the spare capacity is minimal.

The following junctions on local highway network were reviewed to assess the impact of the existing base conditions.

Woodhouse Road (A1003)/ Colney Hatch Lane (B550)/ Friern Barnet Road (A1003)/Friern Barnet Lane (B550) signalised junction:

The junction was assessed using the LinSig software and TfL's signal data during the traffic flow surveys in December 2013 during the AM Peak hour (0800 – 0900) and school PM Peak hour (1500 – 1600) the result showed that the junction is operating within capacity for both the AM and PM Peak.

Woodhouse Road (A1003)/ Summers Lane/ Woodleigh Avenue roundabout:

The junction was assessed using the ARCADY software using data recorded during the traffic flow surveys in December 2013 for the AM Peak hour (0800 – 0900) and school PM Peak hour (1500 – 1600) the result showed that the junction is operating with significant spare capacity for both the AM and PM Peak.

Woodhouse Road (A1003)/ Kingsway (A598)/ High Road (A1000) signalised junction:

The junction was assessed using the LinSig software and TfL's signal data during the traffic flow surveys in December 2013 during the AM Peak hour (0800 – 0900) and school PM Peak hour (1500 – 1600) the result showed that in the AM peak, Woodhouse Road is the only arm to operate above the 90% DoS figure, while in the PM peak all arms have sufficient spare capacity.

Hilton Avenue/ Woodhouse Road (A1003) priority junction:

The junction was assessed using the PICADY software using data recorded during the traffic flow surveys in December 2013 for the AM Peak hour (0800 – 0900) and school PM Peak hour (1500 – 1600) the result showed that the junction is operating with significant spare capacity for both the AM and PM Peak.

The existing junctions discussed above were further assessed for opening year 2015 and for future year 2021 assessment during the AM and PM peaks as follows:

Woodhouse Road (A1003)/ Colney Hatch Lane (B550)/ Friern Barnet Road (A1003)/Friern Barnet Lane (B550) signalised junction:

AM peak:

- In 2015 during the AM Peak the above junction the Woodhouse Road approach would exceed the 90% DoS value in one lane and the addition of development traffic in 2015 would only result in negligible impact on the junction as a whole.

- The result of the assessment for both the base 2021 and with development assessment indicate that Friern Barnet Lane, Colney Hatch Lane and Woodhouse Road would all exceed the 90% DoS threshold figure with Woodhouse Road operating in excess of capacity.
- The TA recognises that the queue lengths indicated between the 2021 base and with development is nominal with the exception of Woodhouse Road which exceeds maximum capacity of 100% DoS.
- The TA states that once the junction models exceed 100% DoS they become unstable and as such the results are no longer reliable and are not considered to be accurate.

PM peak:

- The results shows that in 2021 base assessment, Friern Barnet Lane and Woodhouse Road would exceed 90% DoS threshold value with Woodhouse Road operating at capacity.
- The difference in DoS and queue lengths indicated between the 2021 base and with development traffic is nominal with the exception of Woodhouse Road which exceeds the maximum capacity of 100% DoS.
- As noted with the AM peak once the junction models exceed 100% DoS they become unstable and as such the results are no longer reliable and are not considered to be accurate.

Woodhouse Road (A1003)/ Summers Lane/ Woodleigh Avenue roundabout:

- The assessment of this junction with the development traffic in 2021 indicated that there would be a marginal impact to the functioning of the junction with the junction arms continuing to operate with sufficient spare capacity during the AM and PM peak operation.

Woodhouse Road (A1003)/ Kingsway (A598)/ High Road (A1000) signalised junction:

AM peak:

- In 2015 during the AM Peak the above junction the Woodhouse Road and Kingsway approaches continue to operate at marginally above the 90% DoS.
- The assessment shows that in 2021 during the AM Peak the Woodhouse Road and Kingsway approaches would operate above the capacity and would result in additional queuing as a result of the junction being saturated.
- The TA recognises that the queue lengths increase from 15 to 34 vehicles on Woodhouse Road and 18 to 40 vehicles on Kingsway with the addition of development traffic. The TA states that once the junction models exceed 100% DoS they become unstable and as such the results are no longer reliable and are not considered to be accurate.

PM peak:

- The assessment shows that in 2021 during the PM Peak the Woodhouse Road and Kingsway approaches would all operate within capacity, however all approaches would function close to 90% DoS threshold value.
- The addition of the development traffic would lead to Woodhouse Road and

Kingsway operating in excess of 90% DoS possibly resulting in increased queuing on Kingsway and Woodhouse Road.

Hilton Avenue/ Woodhouse Road (A1003) priority junction:

- The assessment of this junction with the development traffic in 2021 indicated that there would be a marginal impact to the functioning of the junction with the junction arms continuing to operate with high level of spare capacity during the AM and PM peak operation.

Measures Proposed to Mitigate the likely Impact on junctions:

- The analysis of the junction assessments carried out in the Transport Assessment indicated that the two modelled signalised junctions would exceed capacity in the 2021 future assessment year irrespective of the proposed development traffic in place. Therefore mitigating measures to optimise the junction operations were modelled at these junctions.
- However, any proposals to mitigate impact on signalised junction would require consultation with Transport for London (TfL) and the mitigation measures will have to be approved by them as all signals within London are managed by TfL.

Trip Assessment:

Existing Trip Generation:

The existing trip generation by pupils indicate that 78.1% of the trips are by non-car modes with 26.6% travel on foot or cycle and 51.5% travel by public transport. Only 18% of the trips are by car.

Predicted Trip Generation:

The predicted trip generation for the Primary school pupils expected to travel by car is 26%. This is likely to result in 109 vehicle trips associated with the proposed Primary School. 66% of pupils are predicted to travel by sustainable modes of transport (walking, cycling and public transport).

The predicted trip generation for the proposed 40 staff members is likely to be 32 staff travelling by car and the remaining travelling by sustainable modes of transport.

Mitigating Measures to reduce impact on public Highway:

The school has proposed mitigation strategy to manage the impact of the proposed development as follows.

Provision of Drop-off and Pick-up Area within the site:

The proposal is to provide new footpaths and drop-off and pick-up area for pupils within the site. This is to ensure that the impact on surrounding roads as a result of

parents parking can be minimised. The proposal is to allow access from Woodhouse Road and exit only from Hilton Avenue. This would assist in reducing detrimental impact on roads in the vicinity of the site.

The drop off- and pick area will be closed off during other times as the area will be used for sports activities. The pedestrian entrance from Hilton Avenue will be kept closed during the drop off and pickup times but will stay open at other times for visitor access.

The school has provided the following additional information explaining the operation of drop-off and pick up facility and extra-curricular activities and child car club.

Management and Operation of the Drop-Off and Pick-Up Facility:

- During its operation there will be an appropriate number of staff monitors (phased increase in line with the phased school intake) located at the facility to facilitate the operation of the facility.
- At full occupation there will be a minimum of three staff members (a senior member of staff, a member of the site services team, and a member of staff) on duty who will be supported by additional staff members who will be allocated on a rota system; this will include the Executive Principal and other members of the leadership team.
- The school monitors will also restrict vehicles from entering or queuing to enter the facility once it is full to ensure that congestion does not occur on Woodhouse Road affecting the free flow of traffic.
- The facility will operate between 08:00 – 08:45 and 15:00 – 15:45.

The school has also provided additional information on the Extra-Curricular Activities and Child Car Club as follows:

A child car club will operate from 07:30 before the start of the main school day, and until 18:00 after the end of the main school day. At full capacity it is expected there will be approximately 60 children attending. Provision for this service will be phased in line with the phased school intake.

There will be an academic catch up club before school from 08:00. It is expected that, at full capacity there will be approximately 30 students in attendance.

There will be after school clubs for sporting and artistic activities. The finish times of these will vary depending on the activity but would typically be between 16:00 – 17:00. There are anticipated to be approximately 50 students attending these sessions.

As a result in total there will be approx 90 students arriving before the morning peak hour, and approx 110 pupils leaving outside the afternoon peak hour. This is reduction of 21.5% of total students in the morning peak hour and 26.1% of students in the afternoon peak hour.

Parking Provision:

Current on site parking provision for staff is 26 spaces in the car park adjacent to the main school entrance in Hilton Avenue. The new car park will provide 50 car parking spaces for staff (an increase of 24 spaces) are being provided to cater for both the primary and secondary staff.

Vehicular Access for Staff:

The staff car park is to be relocated off Woodhouse Road and the two way access to the staff car park would be from Woodhouse Road.

Delivery/Service Access:

Delivery and service access to the site is to be retained from Warnham Road as per the current arrangement but would not allow access for drop off and pick up.

Proposed Revised Road Layout:

The applicant has submitted as part of the planning application Drawing No. 3191/002/T001 Rev.P02 showing alterations to existing road layout in the vicinity of the site in Woodhouse Road. However, details of any offsite work may need to be carried out under S184 of the Highways Act or under a S278 Agreement.

Proposed school operation:

It is proposed that the primary school will operate a different starting time and finish times to the secondary provision to improve the spread of vehicular trips associated with drop-offs and pick –up over longer period. If Members are minded to approve the application further details of this arrangement will be dealt with by a condition.

It is also proposed that breakfast clubs, before school activities and after school clubs and activities for primary pupils will further assist in spreading the peak traffic and reducing the impact on the parking demand.

School Travel Plan:

A School Travel Plan was submitted with the planning application. The School Travel Plan Co-ordinator has provided detailed comments in response to the information submitted with the planning application on Travel Plan which will need to be taken into account by the applicant when submitting the School Travel Plan.

In addition Members are requested to attach a condition requiring a full School Travel Plan meeting the criteria in the TfL booklet 'What a School travel plan should contain' to be submitted and agreed at least 3 months prior to occupation of the proposed primary school. The STP shall relate to all year groups on the whole school site and have a lifespan of at least 5 years. It will be reviewed annually and will be expected to achieve at least Bronze level STARS (Sustainable Travel; Active, Responsible, Safe) accreditation or equivalent for at least 5 years.

In addition a contribution towards monitoring funding is recommended.

Proposed Pedestrian Crossing Facility and amendments to public highway in the vicinity of the development:

In addition to the mitigating measures provided by the school a new formal crossing would be required in the close proximity of the proposed new access on Woodhouse Road to ensure that pedestrian access is improved and facilitated.

The applicant has proposed alterations to road markings, introduction of School Keep Clear markings and possible amendments to waiting restrictions on roads in the vicinity of the development.

S106 Contributions:

If members are minded to approve the application then the following Section 106 contributions are recommended:

- £30,000 of contributions towards the provision of a pedestrian crossing on Woodhouse Road.
- £15,000 to provide amendments to the road lay out on roads in the vicinity of the development including proposals as indicated on Drawing No. 3191/002/T/001 Rev. P02 submitted by the applicant as part of the planning process and is subject to review and approval by the Highway Authority.
- A full School Travel Plan meeting the criteria in the TfL booklet 'What a School travel plan should contain' should be submitted and agreed at least 3 months prior to occupation. The STP shall relate to all year groups on the whole school site and have a lifespan of at least 5 years. It will be reviewed annually and will be expected to achieve at least Bronze level STARS (Sustainable Travel; Active, Responsible, Safe) accreditation or equivalent for at least 5 years.
- £5,000 Travel Plan monitoring fee is to be secured.

The development is therefore considered to comply with the requirements of the London Plan, Policy DM17 of the adopted Local Plan and can be recommended for approval on highways grounds, subject to the conditions and contributions outlined above.

Sustainable design and construction

The NPPF underpins the Government's approach to the planning system through sustainable development, mixed use and design. The NPPF promotes and encourages the use of renewable energy. The concept of sustainable design is further built upon at a strategic level with the policies contained within the London Plan and the Mayors Energy strategy. At a local level there are a number of policies within the adopted Local Plan which seek to ensure that development and growth within the borough is sustainable which has been further enhanced by the Supplementary Planning Document (SPD) on Sustainable Design and Construction which sets out essential and preferred environmental design standards against which planning applications will be considered.

An Energy Strategy accompanied the application taking into consideration these national, regional and local sustainability policies and guidelines.

The proposed development is therefore considered to have taken into account sustainable design, construction and development issues whilst balancing the requirements of social, economic and environmental factors. The current proposals have been 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 and south 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 result in a reduction in 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 school currently has a biomass boiler which provides hot water and heating to the entire school. The boilers are matched with high efficiency gas boilers that can provide additional heat when rapid high demand is experienced or in the vent of a failure of the biomass system. However, due to the distance of the new buildings from the existing boilers and the additional capacity required it is considered impractical to expand this facility due to the limitations on space for additional storage and expansion of the facility. It is therefore proposed that solar (PV) panels will be located on the roof of the three storey extension to provide energy and will enable a 35% CO₂ saving for the proposed new elements.

The proposed measures would give a total contribution from renewable energy sources of approximately 35% which is in conformity with the Mayor of London's policy. Furthermore, it is considered that the proposal would contribute significantly to sustainable development in Barnet by localising and enhancing access to education and sports facilities thereby reducing the need for residents to travel.

The proposal is therefore considered to be in accordance with national guidance; the Mayors Energy Strategy and Policies 5.2 and 5.3 of the London Plan; policies DM02 and DM04 of the adopted Local Plan and the guidance contained within the Boroughs SPD on Sustainable Design and Construction. It is recommended that these sustainability measures to be secured by planning condition.

Sports and Playing Pitch Provision

The NPPF advocates that local authorities should give careful consideration to any planning applications involving development on playing fields. This is further built upon at a strategic level with Policy 7.18 of the London Plan. At a local level Policies CS7 and DM15 of the adopted Local Plan which seek to protect playing fields in accordance with government policy. The current application is for the construction of

a new primary school on the existing staff car park. As a result the application also includes a proposal to relocate and extend the staff car park which due to the physical limitations of the site would be reprovided at the front of the site on an area of land that currently forms part of the school playing fields. The current playing fields are approximately 1.97 hectares in size.

The proposal will result in the reduction of the quantum of existing grass playing fields through the footprint of the car park/drop off-pick up area/MUGA and the new access paths. The playing fields consist of approximately 1.97 hectare whilst the proposed development compromises a footprint of 1,270sqm which would leave approx 1.8 hectares of playing field i.e. approx 10% reduction in provision.

However, to address this loss the proposals include the creation of a second Multi Use Games Area (MUGA) which will provide facilities for five aside football; netball; hockey; basketball and tennis. At the beginning and end of the school day the MUGA will be used as the drop off/pick up zone for pupils at the primary school. In addition the proposal will result in the upgrading of the remaining playing field through enhanced drainage enabling it to be used for the following activities football;cricket; athletics (including both field and track); training quads and cricket nets. The proposed drainage improvements should enable the field to be used throughout the year. This accords with London Plan Policy 3.19 which encourages proposals which will enhance the provision of sports and recreation facilities.

The original consent for the Wren Academy included a condition (no. 38) that required the submission of a community use scheme for the use of the buildings, playing fields and Multi Use Games Areas in order to secure community access to the sports and education facilities provided at the site by the wider community. A similar condition is recommended again.

The NPPF (para 72) emphasis the importance of ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities. However, this needs to be balanced against para 74 which states that existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:

- an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or
- the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
- the development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss.

Para 12.5.1 of the Core Strategy advocates that the borough is relatively well provided for in terms of distribution of playing pitches with 277 pitches covering almost 160 hectares. This equates to 0.51 hectares of playing pitches per 1,000 residents and almost the entire borough is within 1.2km of a playing pitch. However, it goes on to acknowledge that despite good geographical coverage there is demand for additional provision because of issues related to quality of the existing pitches (mainly due to poor drainage).

At a more local level in 2009 as part of the proposals to redevelop Finchley Memorial

Hospital on Bow Lane playing fields an audit of open spaces within a 2km radius of that site was undertaken. The Wren Academy is approx 650m from Finchley Memorial Hospital and therefore it is considered that the findings of that audit provide a starting point from which to assess the playing field provision within the area. At the time of the audit 47 sites within the study catchment provided opportunities for active recreation. Since the audit a number of these facilities have been enhanced eg the Bow Lane playing fields at the hospital site have come back in to use; floodlighting has been approved for the Power League facility at the Compton School, a new all weather pitch is currently under construction at the Archer Academy etc. This exceeds the 0.51 hectares of playing pitches per 1,000 residents identified in the Core Strategy.

The current playing fields are poorly drained and often unusable due to water logging which manifests itself by the formation of large pools of standing water at times of heavy rain. The proposals will rectify these drainage issues enabling the pitches to be used throughout the year. In addition as outlined above the proposal will result in the creation of a second MUGA at the school and as a result while the proposal would result in a reduction in the quantum of provision on-site the quality and playability of provision will be enhanced. A condition requiring community access so that the benefits of the new provision are also experienced by the wider local community is also recommended. Finally, when this 'loss' is considered in the context of the wider local provision and the need to provide sufficient choice of school places the application is considered to comply with the requirements of the NPPF, Policies CS7 and DM15 of the adopted Local Plan.

Sport England have formally objected to the application as the development would result in the loss of playing field land contrary to para 74 of the NPPF. They have advised that should the council be minded to grant planning permission then in accordance with the Town and Country Planning (Consultation) (England) Direction 2009 and the National Planning Policy Guidance the application has to be referred to the Department for Communities and Local Government and Planning Casework (London) for consideration as outlined in Recommendation I.

Other Issues

Finally, a number of trees at the site have the benefit of a Tree Preservation Order (TPO). As a result of the current proposal the trees protected by a group TPO on the rear boundary of the site with the allotments would be removed in order to enable the development. This group consists of a number of poplar trees that have been the subject of previous tree works. Policy DM01(k) advocates that trees should be safeguarded. When protected trees are felled the Council will require replanting with suitable size and species of tree where appropriate. The loss of these trees is in this instance considered acceptable given the need for the school building and the fact that the trees have already been the subject of previous tree works, including the removal of a number of them which has diminished the group value. Replacement planting is proposed as part of the indicative landscaping scheme albeit that they would be located on the Woodhouse Road frontage.

Other trees including those along the boundary with the Bramber Road properties would be retained. With the exception of 1 tree none of these trees have the benefit

of a TPO. It is considered that through a number of conditions regarding protective fencing etc these trees could be successfully retained.

The Three Strands Approach (PEG)

In 2005 the Council developed the Three Strands Strategy (PEG) to protect all that is excellent about Barnet whilst enabling the Council to respond to the needs of the community. The Three Strands approach is based around the three strands of protection, enhancement and growth. The application site falls within the remit of all three strands. For the reasons outlined above the proposal is not considered to adversely impact upon the character and appearance of the surrounding residential (strand one [protection]); the proposal would result in the provision of a high quality, well designed educational establishment (strand two[enhancement]) and provide expanded facilities (strand three [growth]). The proposal is therefore considered to accord with the Three Strands Approach and the priorities of the corporate plan.

The Corporate Plan

Barnet Council's vision and strategy is to create and deliver successful suburbs for a world class city. The provision of access to quality education is a key component of this strategy. To this end the Corporate Plan highlights as a key priorities to create better life chances for children and young people across the borough and to promote family and community well being and encourage engaged, cohesive and safe communities. The proposal provides Barnet with a significant opportunity to help deliver improved educational and sports facilities for residents, contribute to the boroughs social, economic and environmental well-being and deliver sustainable development and a public sector exemplar building of quality.

3. COMMENTS ON GROUNDS OF OBJECTIONS

The majority of these have been considered in the appraisal section however the following specific responses can be made:

- As outlined in the parking provision and highway section of the above report the proposal is considered satisfactory on highways grounds and would not adversely impact on parking and traffic flows within the area to such a level as to warrant a refusal.
- If Members are minded to approve the application a section 106 agreement is recommended to provide a new pedestrian crossing point on Woodhouse Road.
- A condition is recommended to limit the hours that deliveries and servicing can occur at the site.
- As outlined in the loss of playing field section whilst it is acknowledged that the proposal would result in an approx 20% loss of playing fields, sports provision at the school will be enhanced and this when considered with the community benefits delivered by the provision of the additional school places is considered to outweigh the harm caused by the loss.
- The proposal has been considered by the DfE as part of the bid for funding. The DfE is satisfied that the proposed new buildings can accommodate a two form entry primary school and on this basis funding has been approved for the scheme.
- There impact of the mobile phone mast on the health of children attending the

school will be the same as currently experienced by pupils.

- The proposed playgrounds will be overshadowed by the existing/extended buildings which leads to a poor quality external environment for the pupils.
- The building and extensions have been orientated so that the main classroom windows face north thereby maximising natural light but minimising solar gain.
- 50% of the school places will be for local children.
- The new school will not be heated by the existing bio-mass boiler.
- A condition requiring the submission of a construction management plan is recommended to minimise the impact of construction on adjoining residential properties.

4. EQUALITIES AND DIVERSITY ISSUES

The Equality Act 2010 (the Act) came into force in April 2011. The general duty on public bodies is set out in Section 149 of the Act. The duty requires the Council to have due regard to the need to eliminate discrimination and promote equality in relation to those with protected characteristics such as race, disability, and gender including gender reassignment, religion or belief, sex, pregnancy or maternity and foster good relations between different groups when discharging its functions.

The council have considered the above act but do not believe that the application would have a significant impact on any of the groups as noted in the Act.

5. CONCLUSION

The development proposes the erection of a new primary school that would specialise in providing high quality educational facilities to meet an identified national and borough need. Whilst it is acknowledged that the development would result in the loss of playing fields it is considered given the re-provision of enhanced sporting facilities and the overriding community benefits in providing the new school the proposal would be in accordance with current national, strategic and local policy.

Furthermore, the proposal is considered to accord with other relevant planning policies and guidance at national, strategic and local levels. In particular:

- It would deliver the objectives of sustainable development through the use of good design and renewable energies and could contribute significantly to the objectives of sustainable development in Barnet;
- Delivers new and accessible facilities that can be used by the wider community;
- Minimises the visual impact of the proposal on adjoining land by the careful use of design and landscaping;
- Enhances the quality of sport and playing pitch provision at the site; and
- Can be accessed in a way as to minimise disruption to the local road network.

The proposal will enable the Council to control how the site is used in order to minimise the impact on the amenity of adjoining residents. Details of how the site is to be managed and measures to be provided to minimise the potential disruption from activities at the site will be required to be submitted and reviewed on a regular

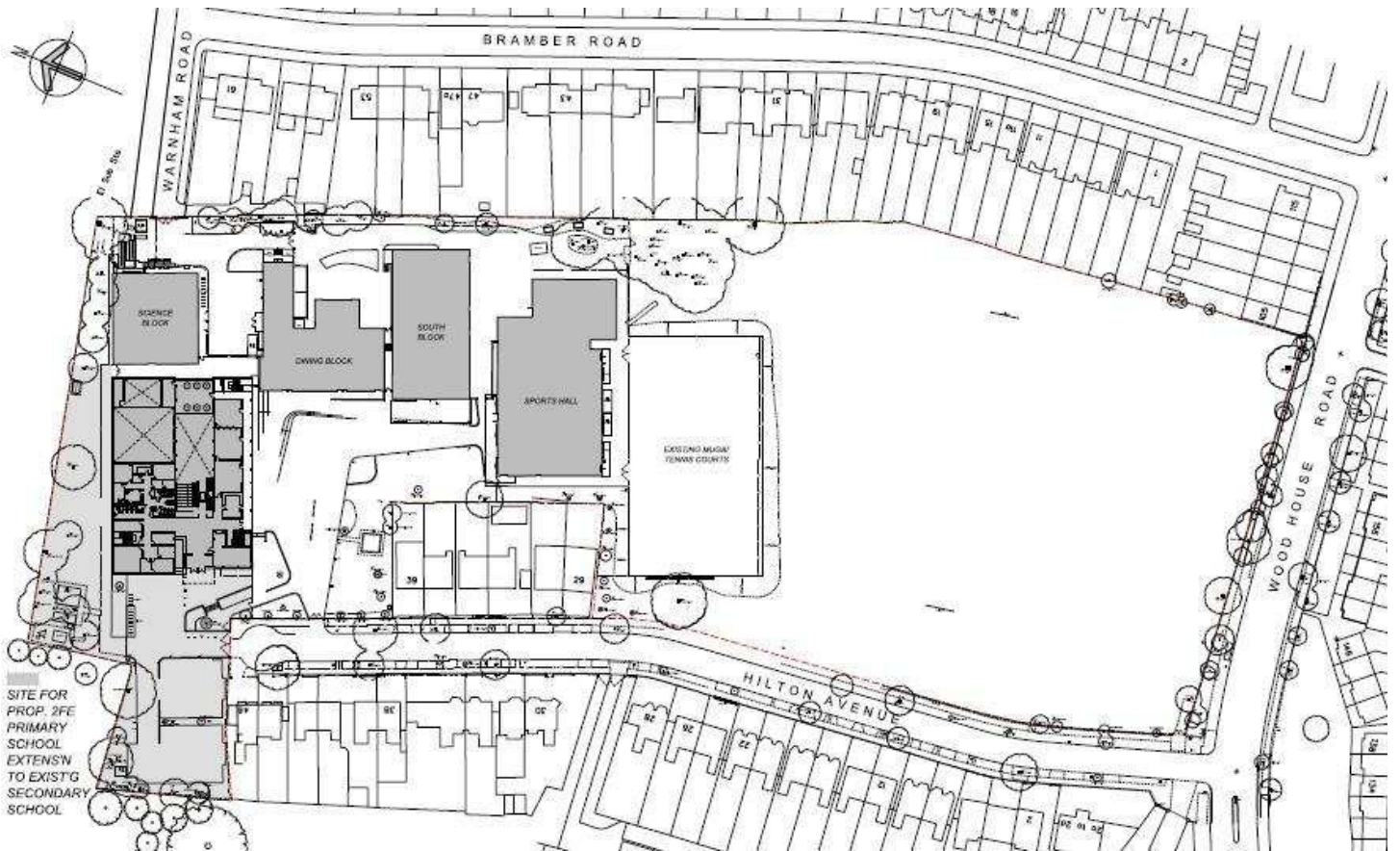
basis.

The proposal is therefore considered to be in line with current national and strategic legislation and subsequently the policies contained within the adopted Local Plan.

Accordingly, subject to the signing of a Section 106, Approval is recommended.

**SITE LOCATION PLAN:
9HB**

Wren Academy, 41 Hilton Avenue, London, N12



REFERENCE:

F/02808/14

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