

**LOCATION:** Underhill Stadium And Hockey Club, Barnet Lane, Barnet, EN5 2DN

**REFERENCE:** 16/5948/FUL Received: 12/09/2016

**WARD:** Underhill Expiry: 15/12/2016

**APPLICANT:** Bowmer and Kirkland / Education Funding Authority

**PROPOSAL:** Demolition of the former Underhill Stadium and associated structures and the redevelopment of the site to provide a part two, part three storey building for nursery, primary and secondary school, sixth form and sports hall; the provision of internal and external sports facilities including Sports Hall, MUGA, restoration of former sports pitches and the provision of car and cycle parking along with associated landscaping works

## **EXECUTIVE SUMMARY**

The proposal constitutes EIA (Environmental Impact Assessment) development and is supported by an ES (Environmental Statement) to consider the impacts of the scheme, having regard to the surrounding context and cumulative effects of development in the area.

The application seeks permission for the comprehensive redevelopment of the site to provide a new all through school, accommodating up to 1680 pupils at primary, secondary and sixth form level. It is acknowledged that the development represents 'inappropriate development' on green belt land and as such is only justified if very special circumstances exist.

Recent appeal decisions from the planning inspectorate have accepted the need for school places can be a very special circumstance which could justify inappropriate development on green belt land. In this case, officers consider that there is a clear and demonstrable need for both primary and secondary school places. The Council's Education Department have been unequivocal in outlining this need and it is clear that the need for secondary school places is especially pertinent given that it results from an exceptional increase in primary school intake and thus those additional children that will need the secondary school places are already in the school system.

The special circumstances are reinforced by the lack of alternative sites that are available to facilitate development that could meet the identified need. The sequential assessment carried out in support of the application is considered to be robust and clearly demonstrates that all other sites of an appropriate size are unavailable, unsuitable or unviable with regards to providing an all-through, primary or secondary school that would meet the identified need.

Given that the development is on previously developed land, the development would not have an unacceptably detrimental impact on the openness of the green belt. The scale and height of the development steps down to integrate with the surrounding development and in this regard it is considered that it would not be visually incongruous within its context.

Subject to conditions, the development would not have an unacceptable impact on the amenity of the surrounding residential occupiers in terms of daylight, sunlight, overshadowing, privacy, outlook or noise.

One of the primary concerns arising from the consultation exercise was the potential for the development to have a detrimental impact on surrounding highway conditions in terms of traffic congestion, traffic safety and parking. In order to mitigate the impact of the development on the surrounding highways, the junctions of the A1000/Underhill and Underhill/Barnet Lane would be remodelled to ease traffic flow. Traffic modelling and forecasting demonstrate that the levels of congestion at each of these junctions would be within an acceptable range with regards to industry standard assessment criteria. The methodology for the modelling has been agreed with both TFL and Barnet Transport officers and is considered to be appropriate. A Grampian Condition is attached which would link the junction works to the development.

A parking survey was submitted as part of the Transport Assessment which assessed the projected impact of the development with regards to parking stress on the surrounding streets. Based on the projected modal split, the parking survey demonstrates that there is adequate existing capacity to accommodate any overspill parking not accommodated for within the on-site car park. Nevertheless, the applicant is committed to enter into a School Travel Plan as part of the S106 which would commit them to meeting car use targets. Should these targets not be met then a further parking review would be triggered which may necessitate a CPZ review which would mitigate any additional impact which may arise.

The application is accompanied by an Environmental Statement which has assessed topics as agreed with officers prior to the submission of the application. The ES has been fully assessed and demonstrates that the impacts of the development would not be significantly adverse and where adverse impacts have been identified, mitigation is secured.

## **RECOMMENDATION**

### **Recommendation 1: Subject to the following conditions**

- 1) This development must be commenced within three years from the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act, 2004.

- 2) The development hereby permitted shall be carried out in accordance with the following approved plans and documents unless otherwise agreed in writing by the Local Planning Authority:

EFAAP-PE-01-000-1200;  
EFAAP-PE-01-01-DR-A-1201;  
EFAAP-PE-01-02-DR-A-1202;  
EFAAP-PE-02-00-DR-A-1200;  
EFAAP-PE-02-01-DR-A-1201;  
EFAAP-PE-02-02-DR-A-1203;  
EFAPP-PE-XX-ZZ-DR-A-9010;  
EFAPP-PE-XX-ZZZ-DR-A-9100;  
EFAAP-PE-XX-ZZ-DR-A-9200;  
EFAAP-PE-XX-ZZ-DR-A-9201;  
EFAAP-PE-XX-ZZ-DR-A-9300;  
North East View of Secondary School  
North West View of Sports Hall  
South East View of Primary School  
View of Secondary School Entrance  
EFAAP-ALA-00-ZZ-P-L-0001 PL1;  
EFAAP-ALA-00-ZZ-P-L-0002 PL2;  
EFAAP-ALA-00-ZZ-P-L-0003 PL1;  
EFAAP-ALA-00-ZZ-P-L-0004 PL1;  
EFAAP-ALA-00-ZZ-P-L-0006;  
EFAAP-ALA-00-ZZ-P-R-0014;  
CPW-15483-EX-100-01 P3  
1341—CUR-00-XX-DR-C-500 Rev 2;  
1341-CUR-00-XX-DR-C-501 Rev 2;  
1341-CUR-000-XX-DR-C-502 Rev 2  
160414 Acoustic ITT report ARK Pioneer; 160607 JG 034901 Impact noise assessment due to pupils in the playground  
2016-9 Delivery and Servicing Plan 16-011; 2016-09  
Draft Construction Logistics Plan 16-011; 2016-09  
EFAAP-ALA-000-ZZ-P-L-SK21 SKO  
M-700-P-01-01\_PLANTROOM LAYOUTS  
Ark Pioneer Secondary Roof Plan

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 application as assessed in accordance with policies CS1, CS4, CS5, DM01 and DM02 of the Barnet Local Plan and policy 1.1 of the London Plan.

- 3) Notwithstanding the details shown on the plans, hereby approved, no development (other than demolition, site clearance and ground works) shall be undertaken unless and until:
- (a) details and appropriate samples of the materials to be used for the external surfaces of the buildings and hard surfaced areas shall have been submitted to and approved in writing by the Local Planning Authority; and

- (b) where appropriate, a sample brick panel shall be constructed on site or a location to be agreed, inspected and approved in writing by the Local Planning Authority.

The Development shall thereafter be implemented in accordance with such details as so approved before the dwellings approved are occupied.

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 CS5 and DM01 of the Barnet Local Plan and policies 1.1, 7.4, 7.5 and 7.6 of the London Plan.

- 4) Prior to the occupation of the development, details of the size, design and siting of all photovoltaic panels to be installed as part of the development shall be submitted and approved in writing by the Local Planning Authority. Calculations demonstrating the additional carbon emission reductions that would be achieved through the provision of additional panels shall also be submitted. The development shall be carried out and constructed in accordance with the approved details.

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 CS5 and DM01 of the Barnet Local Plan and policies 1.1, 7.4, 7.5 and 7.6 of the London Plan.

- 5) The development authorised by this permission shall not begin until an agreement is in place for the transfer of ownership of the requisite land to enable the implementation of the junction remodelling set out in drawing ref: 16011/TA05. Thereafter the works shall be implemented under a Section 278 Agreement with the statutory Highway Authorities prior to the first occupation of the development.

Reason: To ensure that the access is satisfactory in terms of highway safety development and to protect the amenity of the area and 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.

- 6) The development hereby approved shall not be occupied until the existing redundant crossover(s) is reinstated to footway by the Highway Authority at the applicant's expense.

Reason: To confine access to the permitted points in order to ensure that the development does not prejudice the free flow of traffic or conditions of general safety on the public highway and in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

- 7) The building shall not be occupied until a means of vehicular access has been constructed in accordance with the approved plans.

Reason: To confine access to the permitted points in order to ensure that the development does not prejudice the free flow of traffic or conditions of general safety on the public highway and 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.

- 8) Before the development hereby permitted is occupied; parking spaces shall be provided in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority. Thereafter, the parking spaces shall be used only as agreed and not be used for any purpose other than the parking and turning of vehicles in connection with approved development.

Reason: To ensure that 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.

- 9) Before the development hereby permitted is occupied a Car Parking Management Scheme shall be submitted to and agreed in writing by the Local Planning Authority.

Reason: To ensure that parking is provided and managed in line with the council's standards in the interests of highway and pedestrian 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.

- 10) Before the development hereby permitted is occupied; details of cycle parking and cycle storage facilities in accordance with the London Plan should be submitted to and approved by the Local Planning Authority and such spaces shall be permanently retained thereafter.

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

- 11) Within 3 months of occupation a travel plan that meets the criteria of the current Transport for London travel plan guidance , currently 'Travel Planning for new development in London incorporating deliveries and servicing' and is ATTrBuTE compliant shall be submitted to and approved in writing by the Local Planning Authority. The document shall set out the transport policy to incorporate measures to reduce trips by the private car especially single occupancy and single passenger journeys and encourage non car modes such as walking, cycling and public transport and to reduce, consolidate or eliminate delivery trips. The Travel Plan should include the appointment of a Travel Plan Champion, SMART targets and a clear action plan for implementing the measures. The Travel Plan should be reviewed, updated and resubmitted in writing for approval in years 1, 3, and 5 in accordance with the targets set out in the Plan.

Reason: To encourage the use of sustainable forms of transport to the site in accordance with policies Core Strategy (adopted) 2012 CS9 and Development Management Policies (adopted) 2012 DM17.

- 12) Before the development hereby permitted is occupied; details to show entering and egress arrangements and pedestrian walkways are to be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be implemented in full in accordance with the approved details.

Reason: To ensure that the access is satisfactory in terms of highway safety and 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 site works or works on this development including demolition or construction work shall commence until a Demolition and Construction Management and Logistics Plan has been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be implemented in full accordance with the details approved under this plan. The Demolition and Construction Management and Logistics Plan submitted shall include, but not be limited to, the following information:

- i) details of the routing of construction vehicles to the site, hours of access, access and egress arrangements within the site and security procedures;
- ii) site preparation and construction stages of the development
- iii) details of provisions for recycling of materials, the provision on site of a storage/delivery area for all plant, site huts, site facilities and materials;
- iv) details showing how all vehicles associated with the construction works are properly washed and cleaned to prevent the passage to mud and dirt onto the adjoining highway
- v) the methods to be used and the measures to be undertaken to control the emission of dust, noise and vibration arising from construction works;
- vi) a suitable and efficient means of suppressing dust, including the adequate containment of stored or accumulated material so as to prevent it becoming airborne at any time and giving rise to nuisance;
- vii) noise mitigation measures for all plant and processors;
- viii) details of contractors compound and car parking arrangements
- ix) Details of interim car parking management arrangements for the duration of construction;
- x) Details of a community liaison contact for the duration of all works associated with the development.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties and in the interests of highway and pedestrian safety in accordance with policies CS9, CS13 , CS14, DM01, DM04 and DM17 of the Barnet Local Plan and polices 5.3, 5.18, 7.14 and 7.15 of the London Plan.

- 14) 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 10% active and 10% passive. 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.

- 15) Prior to the occupation of the development a Waiver of liability and indemnity agreement must be signed by the developer and be submitted to and approved in writing by the Local Planning Authority. This is to indemnify the Council against any claims for consequential damage caused to private roads arising from and/ or in connection with the collection of waste by the Council from the premises.

Reason: To ensure that the access is satisfactory in terms of highway safety development and to protect the amenity of the area and 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 development hereby permitted is first brought into use the vehicular access shall allow for 2.4 metre by 2.4 metre pedestrian visibility splays to the left and to the right of the access from 2m setback from the back of footway and shall thereafter be maintained free of any visibility obstructions including Fencing or planting of shrubs to provide clear visibility between heights of 0.6 metre and 1 metre above the level of the adjoining highway.

Reason: In the interests of highway and pedestrian 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 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.

- 18) Prior to the commencement of the development hereby approved, details of any highways within each sub-phase to be stopped up under Section 247 of the Town and Country Planning Act shall be submitted to and agreed with the Local Planning Authority.

Reason: To ensure that adequate public access is provided throughout the development 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) Prior to occupation full postcode data of prospective pupils shall be submitted to the Local Planning Authority to enable TfL to review school bus routes and define walking and cycling catchment.

Reason: To encourage the use of sustainable forms of transport to the site in accordance with policies Core Strategy (adopted) 2012 CS9 and Development Management Policies (adopted) 2012 DM17.

- 20) Prior to occupation the applicant is to submit and agree a methodology to the LPA and carry out a PERS (Pedestrian Environment Review System) and CERS (Cycle Environment Review System) Audit. Any subsequent works are to be agreed with and funded by the applicant through agreement with the local highway authority.

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

- 21) Prior to occupation the applicant is to submit and agree a methodology to the LPA and carry out a School 20mph Zone Review. Any subsequent works identified are to be agreed with and funded by the applicant and implemented through agreement with the local highway authority.

Reason: To confine access to the permitted points in order to ensure that the development does not prejudice the free flow of traffic or conditions of general safety on the public highway and 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.

- 22) Notwithstanding the details of the application, hereby approved, the start times for the school shall be as follows unless otherwise agreed in writing by the Local Planning Authority:

- Primary - 8.30am-4pm
- Secondary - 9am-4.30pm
- Breakfast Club 8am- 9am
- After School Club 4pm – 6pm

Reason: So that on-street parking is not unduly affected 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.

23) Part 1

Before development commences other than for investigative work:

a) A desktop study (Preliminary Risk Assessment) 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 (Preliminary Risk Assessment) 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

d) 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 Policy CS NPPF of the Local Plan Core Strategy DPD (adopted September 2012), DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2013) and 5.21 of the London Plan 2015.

- 24) a) No development other than demolition works shall take place until details of all extraction and ventilation equipment to be installed as part of the development, including a technical report have been submitted to and approved in writing by the Local Planning Authority. The equipment shall be installed using anti-vibration mounts. The report shall 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 content and recommendations.
- b) The development shall be implemented in accordance with details approved under this condition before first occupation or the use is commenced and retained as such thereafter.

Reason: To ensure a satisfactory appearance for the development and satisfactory accessibility; and to protect the amenities of the area in accordance with Policy DM04 of the Development Management Policies DPD (adopted September 2012) and Policy CS13 of the Local Plan Core Strategy (adopted September 2012).

- 25) The level of noise emitted from the plant machinery 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 Development Management Policies DPD (adopted September 2012) and 7.15 of the London Plan 2015.

- 26) a) No development other than demolition works shall commence on site in connection with the development hereby approved until a report has been carried out by a competent acoustic consultant that assesses the likely noise impacts from the development of the ventilation/extraction plant, and mitigation measures for the development to reduce these noise impacts to acceptable levels, and has been submitted to and approved in writing by the Local Planning Authority.

The report shall 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 content and recommendations.

- b) The measures approved under this condition shall be implemented in their entirety prior to the commencement of the use/first occupation of the development and retained as such thereafter.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of neighbouring properties in accordance with Policy DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2013) and Policy 7.15 of the London Plan 2015.

- 27) a) Notwithstanding the details shown on the plans submitted and otherwise hereby approved, the development hereby approved shall not be first occupied or brought into use until details of all acoustic walls, fencing and other acoustic barriers to be erected on the site have been submitted to the Local Planning Authority and approved in writing.
- b) The details approved by this condition shall be implemented in their entirety prior to the commencement of the use or first occupation of the development and retained as such thereafter.

Reason: To ensure that the proposed development does not prejudice the enjoyment of the occupiers of their homes in accordance with Policy DM04 of the Development Management Policies DPD (adopted September 2012) and Policy 7.15 of the London Plan 2015.

- 28) a) No development other than demolition works shall take place until a detailed assessment for the kitchen extraction unit, which assesses the likely impacts of odour and smoke on the neighbouring properties is carried out by an approved consultant. This fully detailed assessment shall indicate the measures to be used to control and minimise odour and smoke to address its findings and should include some or all of the following: grease filters, carbon filters, odour neutralization and electrostatic precipitators (ESP). The equipment shall be installed using anti-vibration mounts. It should clearly show the scheme in a scale diagram and shall be submitted to and approved in writing by the Local Planning Authority
- b) The development shall be implemented in accordance with details approved under this condition before first occupation or the use is commenced and retained as such thereafter.

Reason: To ensure that the amenities of the neighbouring occupiers are not prejudiced odour and smoke in the immediate surroundings in accordance with policies DM01 of the Development Management Policies DPD (adopted September 2012) and Policy CS14 of the Local Plan Core Strategy (adopted 2012).

- 29) a) Before development commences, an air quality assessment report, written in accordance with the relevant current guidance, for the existing site and proposed development shall be submitted to and approved by the Local Planning Authority. The report shall include an assessment of construction dust impacts.

The development shall be at least "Air Quality Neutral" and an air quality neutral assessment for both buildings and transport shall be included in the report.

The assessment shall have regard to the most recent air quality predictions and monitoring results from the Authority's Review and Assessment process, the London Air Quality Network and London Atmospheric Emissions Inventory. The report shall 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 content and recommendations.

b) A scheme for air pollution mitigation measures based on the findings of the report shall be submitted to and approved by the Local Planning Authority prior to development. This shall include mitigation for when air quality neutral transport and building assessments do not meet the benchmarks.

c) The approved mitigation scheme shall be implemented in its entirety in accordance with details approved under this condition before any of the development is first occupied or the use commences and retained as such thereafter.

Reason: To ensure that the amenities of occupiers are protected from the poor air quality in the vicinity in accordance with Policy DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2013) and Policies 3.2, 5.3 and 7.14 of the London Plan 2011

30) Prior to installation, details of the boilers shall be forwarded to the Local Planning Authority for approval. The boilers shall have dry NOx emissions not exceeding 40 mg/kWh (0%).

Reason: To comply with the London Plan's SPG on Sustainable Design and Construction and Policy 7.14 of the London Plan in relation to air quality.

31) a) Before development commences, an air quality assessment report, written in accordance with the relevant current guidance, for the biomass boiler / CHP Plant shall be submitted to and approved by the Local Planning Authority. The emissions for CHP and / or biomass boilers shall not exceed the standards listed in Appendix 7 of the London Plan's Sustainable Design and Construction SPG document 2014.

The report shall have regard to the most recent air quality predictions and monitoring results from the Authority's Review and Assessment process, the London Air Quality Network and London Atmospheric Emissions Inventory. It shall 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 content and recommendations.

b) A scheme for air pollution mitigation measures based on the findings of the report shall be submitted to and approved by the Local Planning Authority prior to development. Details of the plant and evidence to demonstrate compliance with the GLA's emissions standards will be required.

c) The approved mitigation scheme shall be implemented in its entirety in accordance with details approved under this condition before any of the development is first occupied or the use commences and retained as such thereafter.

Reason: To ensure that the amenities of neighbouring premises are protected from poor air quality arising from the development in accordance with the Sustainable Design and Construction SPD (adopted April 2013). To comply with the London Plan's SPG on Sustainable Design and Construction and Policy 7.14 of the London Plan in relation to air quality.

32) An Air Quality and Dust Management Plan shall be submitted to, and approved by, the Local Planning Authority, before the development commences whose purpose shall be to control and minimise emissions attributable to the demolition and/or construction of the development. Reference shall be made to the Mayor of London's SPG, "The Control of Dust and Emissions during Construction and Demolition". The plan shall confirm:

- a) which air quality emission and dust control measures are to be implemented;
- b) which monitoring methods are to be implemented; and
- c) that construction machinery will meet NRMM standards

Reason: To comply with the London Plan's SPG on Sustainable Design and Construction and Policy 7.14 of the London Plan in relation to air quality

33) An Air Quality and Dust Management Plan shall be submitted to, and approved by, the Local Planning Authority, before the development commences whose purpose shall be to control and minimise emissions attributable to the demolition and/or construction of the development. Reference shall be made to the Mayor of London's SPG, "The Control of Dust and Emissions during Construction and Demolition". The plan shall confirm:

- a) which air quality emission and dust control measures are to be implemented;
- b) which monitoring methods are to be implemented; and
- c) that construction machinery will meet NRMM standards

Reason: To comply with the London Plan's SPG on Sustainable Design and Construction and Policy 7.14 of the London Plan in relation to air quality

34) Notwithstanding the details shown on the plans submitted and otherwise hereby approved, no development (other than demolition, site clearance and ground works) shall be commenced until details are submitted to and approved in writing by the Local Planning Authority which specify the details of boundary treatments to be installed within the development. These details shall include materials, type and siting of all boundary treatments. The development shall be implemented in full accordance with the approved details prior to the first occupation of any residential unit and shall be permanently retained as such thereafter.

Reason: To safeguard the privacy and amenities of the future occupiers of the proposed residential dwellings and in the interests of the appearance of the development, in accordance with polices DM01 and DM02 of the Barnet Local Plan.

- 35) No development (including demolition, site clearance and ground works) shall take place until details comprising a scheme of measures to be put in place to ensure that the clearance of the site and construction of the development hereby approved is compliant with development plan policy and legislation on the protection of breeding birds, bats, common toads and reptiles shall be submitted the Local Planning Authority and approved in writing. The site clearance works and construction of the approved development shall be carried out in full accordance with the scheme of measures approved for each phase under this condition.

Reason: To ensure that the development meets the objectives of development plan policy as it relates to biodiversity in accordance with policies DM01 and DM16 of the Barnet Local Plan and policy 7.19 of the London Plan.

- 36) No development (other than demolition, site clearance and ground works) shall take place until a detailed scheme of hard and soft landscaping and means of enclosure shall be submitted to and approved in writing by the Local Planning Authority. The details of landscaping and means of enclosure submitted shall include but not be limited to the following:

- the position of any existing trees and hedges to be retained or removed;
- details of all tree, hedge, shrub and other planting proposed as part of the scheme and all planting proposed for green walls and other soft landscaped structures, including proposed species, plant sizes and planting densities;
- means of planting, staking and tying of trees, including tree guards, planter depths and a detailed landscape maintenance schedule for regular pruning, watering and fertiliser use;
- existing site contours and any proposed alterations to these such as earth mounding;
- details of all proposed hard landscape, including proposed materials, samples and details of techniques to be used to provide conditions appropriate for new plantings;
- timing of planting;
- details of all proposed boundary treatments, fencing, gates or other means of enclosure to be erected at the site.

Reason: To ensure a satisfactory appearance to the development and protect the amenities of the area and future and neighbouring occupiers in accordance with policies DM01 and DM02 of the Barnet Local Plan and policies 3.6 and 7.21 of the London Plan.

- 37) All work comprised in the approved scheme of hard and soft landscaping be shall be carried out before the end of the first planting and seeding season following the first occupation of any part of the building.

Reason: To ensure a satisfactory appearance to the development and protect the amenities of the area and neighbouring occupiers in accordance with policy DM01 of the Barnet Local Plan and policy 7.21 of the London Plan.

- 38) Any trees, hedges 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 and protect the amenities of the area and neighbouring occupiers in accordance with policy DM01 of the Barnet Local Plan and policy 7.21 of the London Plan.

- 39) Prior to the first occupation of the development, hereby approved, details and specifications of all external lighting (including cowling) to be installed as part of the development shall be submitted to the Local Planning Authority and approved in writing. The development shall be implemented in full accordance with the approved details prior to the first occupation of the development and thereafter be permanently maintained as such.

Reason: To ensure that appropriate lighting is provided as part of the development in accordance with policy DM01 of the Barnet Local Plan and 5.3 of the London Plan.

- 40) 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 unless previously approved in writing by the Local Planning Authority.

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

- 41) No deliveries shall be taken at or dispatched from the site on any Sunday, Bank or Public Holiday or before 7.30am or after 6pm 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.

- 42) 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.

- 43) Prior to the occupation of the new school building a community use agreement (prepared in consultation with Sport England) for the use of the school buildings, Playing Pitches and Multi Use Games Area shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of pricing policy, hours of use, access by non-school users, management responsibilities and include a mechanism for review. The approved scheme shall be implemented within three months of the occupation of the new school buildings.

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 Development Plan policy.

- 44) Prior to commencement of development, the following documents shall be submitted to and approved in writing by the Local Planning Authority [after consultation with Sport England]:

- (i) A detailed assessment of ground conditions (including drainage and topography) of the land proposed for the playing field which identifies constraints which could affect playing field quality; and
- (ii) Based on the results of the assessment to be carried out pursuant to (i) above, a detailed scheme which ensures that the playing field will be provided to an acceptable quality. The scheme shall include a written specification of soils structure, proposed drainage, cultivation and other operations associated with grass and sports turf establishment and a programme of implementation.

The approved scheme shall be carried out in full and in accordance with a timeframe agreed with the Local Planning Authority. The land shall thereafter be maintained in accordance with the scheme and made available for playing field use in accordance with the scheme.

Reason: To ensure that the playing field is prepared to an adequate standard and is fit for purpose and to accord with Development Plan Policy.

- 45) No development (other than demolition, site clearance and ground works) shall take place until details of the design and layout of Multi-Use Games Are (MUGA) have been submitted to and approved in writing by the Local Planning Authority [after consultation with Sport England]. The MUGA shall not be constructed other than substantially in accordance with the approved details.

Reason: To ensure the development is fit for purpose and sustainable and to accord with Development Plan Policy.

- 46) Prior to the first occupation of the development, certification demonstrating compliance with Secured by Design standards (or any superseding accreditation) shall be submitted to and approved in writing by the Local Planning Authority.

Reason: In the interest of community safety in accordance with London Plan Policy 7.3, London Borough of Barnet's Local Plan Policy CS12 of Core Strategy (September 2012) and Policy DM02 Development Management Policies (September 2012).

- 47) Prior to the first occupation of the development, further details of cooling systems to be installed within the school buildings shall be submitted to and approved in writing by the Local Planning Authority. The cooling systems shall thereafter be implemented prior to the first occupation of the development and shall be retained for the duration of the use.  
Reason: To minimise the likelihood of internal overheating during warm weather periods in accordance with London Plan Policy 5.9.

- 48) No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.

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 of seeking to secure the following:

- (a) **Legal Professional Costs Recovery**  
Paying the Council's legal and professional costs of preparing the Agreement and any other enabling arrangements.
- (b) **Enforceability**  
All obligations listed to become enforceable in accordance with a timetable to be agreed in writing with the Local Planning Authority.
- (c) **Travel Plan**
- The applicant shall enter into a School Travel Plan (STP) which meets the TFL guidance 'What a School Travel Plan should contain'. To be submitted and approved no later than 3 months prior to occupation
  - The STP shall achieve at least bronze level STARS accreditation in year 1 and 2
  - The STP shall achieve gold STARS accreditation shall be achieved in year 3 and for the remaining duration of the STP
  - An annual 'hands up' survey for staff and pupils shall be included as part of the STP (to include numbers attending breakfast club and after school clubs), review updated and

resubmitted for approval annually until the school has all year groups in operation. So lifespan 7 years.

- Full consultation shall be carried out with the full school community and all other stakeholders within 3 months of occupation and updated STP resubmitted for approval..
- A STP champion shall be appointed for the life span of the STP
- Car-based travel proportions for primary and secondary pupils shall be no more than the percentages specified in Tables 8.3 and 8.4 of the submitted Travel Plan (November 2016) over the lifetime of the STP. These targets shall be subject to annual review

**(d) Travel Plan Monitoring Fee**

- A travel plan monitoring fee of £7000 (£1,000 per year)

**(e) Parking Survey / CPZ Review**

- The car use targets set out within STP subject to annual review
- Should the car use targets for primary and/or secondary pupils set out within the STP not be achieved or/and numbers attending breakfast club are less than 10% and after school activities less than 20%, a further parking survey shall be carried out. The methodology and scope of the survey shall be agreed with the LPA in advance. Parking survey to be submitted to the LPA to review –
- Subject to results of parking survey, a CPZ review may be triggered The applicant shall cover the cost of the CPZ review to a maximum cost of £13,800 and thereafter shall cover the cost of any implementation to a maximum amount of £81,900
- The clause to remain in place for life span of STP

**(f) Traffic Management Order**

- The applicant shall cover the cost of the removal of match day parking controls to be triggered if a CPZ is not required to a maximum cost of £20,000
- Installation of yellow 'School Keep Clear' markings up to a maximum of £5,000

**(g) Highway Works**

- Highway works required to facilitate the development to be carried out under S278 of the Highways Act 1980 and shall include as follows:
- Closure of existing crossover access on Westcombe Drive as shown on Drg.No.16011/TA01 Rev B or other approved.
- Access improvements to playing fields car parking on Barnet Lane as shown on Drg.No.16011/TA03 Rev B or other approved
- A1000 Barnet Hill/Underhill/Fairfield Way Junction Mitigation as shown on Drg.No.16011/TA05 or other approved.
- Barnet Lane/Underhill/Mays Lane Mitigation including uncontrolled crossing point, right turn lane as shown on Drg.No.16011/TA06 or other approved.
- Works identified in the PERS and CERS Audit subject to approval by LPA.
- Works identified from School 20mph Zone Review subject to approval by LPA

**(h) Carbon Offset Contribution**

- A scheme of additional Solar PV Panels to be installed shall be submitted for approval prior to the commencement of development including calculations showing any additional carbon emission reductions
- A contribution shall be paid on a basis of £60 per tonne over a period of 30 years for any shortfall below the 35% reductions beyond Part L that is required by London Plan Policy 5.2, up to a maximum contribution of £63964

**(i) Replacement Landscaping Scheme**

- A scheme of landscaping including replacement trees of an equivalent value to be submitted and agreed by the LPA for land adjacent to A1000/Underhill and Underhill/Barnet Lane junctions

**Recommendation 2:**

That upon completion of the agreement specified in Recommendation 1 and subject to referral of the application to the Mayor of London and the Secretary of State, the Chief Planning Officer approve the planning application reference 16/5948/FUL under delegated powers and grant planning permission subject to the conditions and informatives set out in Appendix 1 and any changes to the wording of the conditions considered necessary by the Chief Planning Officer.

**MATERIAL CONSIDERATIONS**

**Key Relevant Planning Policy**

**Introduction**

Section 38(6) of the Planning and Compulsory Purchase Act (2004) requires that development proposals be determined in accordance with the development plan unless material considerations indicate otherwise. In this case, the development plan is The London Plan and the development plan documents in the Barnet Local Plan. These statutory development plans are the main policy basis for the consideration of this planning application.

Barnet's Local Plan is made up of a suite of documents, including the Core Strategy and Development Management Policies development plan documents. These were both adopted by the Council in September 2012.

A number of other planning documents, including national planning guidance and supplementary planning guidance and documents are also material to the determination of this application.

More detail on the policy framework relevant to the determination of this development and an appraisal of the proposal against the development plan policies of most relevance to the application is set out in subsequent sections of this report dealing with specific policy and topic areas. This is not repeated here.

## **The London Plan**

The London Plan (2016) is the development plan in terms of strategic planning policy for the purposes of the Planning and Compulsory Purchase Act (2004). The London Plan policies (arranged by chapter) most relevant to the determination of this application are:

### Context and Strategy

1.1 (Delivering the Strategic Vision and Objectives for London)

### London's Places:

2.6 (Outer London: Vision and Strategy); 2.7 (Outer London: Economy); 2.8 (Outer London: Transport); 2.15 (Town Centres); and 2.18 (Green Infrastructure: the Network of Open and Green Spaces)

### London's People:

3.1 (Ensuring Equal Life Chances for All); 3.2 (Improving Health and Addressing Health Inequalities); 3.3 (Increasing Housing Supply); 3.4 (Optimising Housing Potential); 3.5 (Quality and Design of Housing Developments); 3.6 (Children and Young People's Play and Informal Recreation Facilities); 3.8 (Housing Choice); 3.9 (Mixed and Balanced Communities); 3.10 (Definition of Affordable Housing); 3.11 (Affordable Housing Targets); 3.12 (Negotiating Affordable Housing on Individual Private Residential and Mixed Use Schemes) and 3.13 (Affordable Housing Thresholds).

### London's Economy:

4.1 (Developing London's Economy); 4.2 (Offices); 4.3 (Mixed Use Development and Offices); 4.4 (Managing Industrial Land and Premises); 4.6 (Support for and Enhancement of Arts, Culture Sport and Entertainment Provision); 4.7 (Retail and Town Centre Development); 4.10 (Support New and Emerging Economic Sectors); and 4.12 (Improving Opportunities for All)

### London's Response to Climate Change

5.1 (Climate Change Mitigation); 5.2 (Minimising Carbon Dioxide Emissions); 5.3 (Sustainable Design and Construction); 5.5 (Decentralised Energy Networks); 5.6 (Decentralised Energy in Development Proposals); 5.7 (Renewable Energy); 5.8 (Innovative Energy Technologies); 5.9 (Overheating and Cooling); 5.10 (Urban Greening); 5.12 (Flood Risk Management); 5.13 (Sustainable Drainage); 5.14 (Water Quality and Wastewater Infrastructure); 5.15 (Water Use and Supplies); 5.17 (Waste Capacity); and 5.21 (Contaminated Land).

### London's Transport

6.1 (Strategic Approach); 6.2 (Providing Public Transport Capacity and Safeguarding Land for Transport); 6.3 (Assessing Effects of Development on Transport Capacity); 6.4 (Enhancing London's Transport Connectivity); 6.5 (Funding Crossrail and Other Strategically Important Transport Infrastructure); 6.7 (Better Streets and Surface Transport); 6.9 (Cycling); 6.10 (Walking); 6.11 (Smoothing Traffic Flow and Tackling Congestion); 6.12 (Road Network Capacity); and 6.13 (Parking)

### London's Living Places and Spaces

7.1 (Building London's Neighbourhoods and Communities); 7.2 (Inclusive Environment); 7.3 (Designing Out Crime); 7.4 (Local Character); 7.5 (Public Realm); 7.6 (Architecture); 7.7 (Location of Tall and Large Buildings); 7.13 (Safety, Security and Resilience to Emergency); 7.14 (Improving Air Quality); 7.15 (Reducing Noise) and 7.18 (Protecting Local Open Space and Addressing Local Deficiency).

Implementation, Monitoring and Review:

8.2 (Planning Obligations); and 8.3 (Community Infrastructure Levy)

**Barnet Local Plan**

The development plan documents in the Barnet Local Plan constitute the development plan in terms of local planning policy for the purposes of the Planning and Compulsory Purchase Act (2004). The relevant documents comprise the Core Strategy and Development Management Policies documents, which were both adopted in September 2012. The Local Plan development plan policies of most relevance to the determination of this application are:

Core Strategy (Adopted 2012):

CS NPPF (National Planning Policy Framework – Presumption in favour of sustainable development)  
CS1 (Barnet's Place Shaping Strategy – Protection, enhancement and consolidated growth – The three strands approach)  
CS5 (Protecting and enhancing Barnet's character to create high quality places)  
CS7 (Enhancing and protecting Barnet's open spaces)  
CS8 (Promoting a strong and prosperous Barnet)  
CS9 (Providing safe, effective and efficient travel)  
CS10 (Enabling inclusive and integrated community facilities and uses)  
CS12 (Making Barnet a safer place)  
CS13 (Ensuring the efficient use of natural resources)  
CS14 (Dealing with our waste)  
CS15 (Delivering the Core Strategy)

Development Management Policies (Adopted 2012):

DM01 (Protecting Barnet's character and amenity)  
DM02 (Development Standards)  
DM03 (Accessibility and inclusive design)  
DM04 (Environmental considerations for development)  
DM13 (Community and education uses)  
DM15 (Green belt and open spaces)  
DM16 (Biodiversity)  
DM17 (Travel impact and parking standards)

Supplementary Planning Guidance and Documents:

A number of local and strategic supplementary planning guidance (SPG) and documents (SPD) are material to the determination of the application.

#### Local Supplementary Planning Documents:

Sustainable Design and Construction (April 2013)

Planning Obligations (April 2013)

#### Strategic Supplementary Planning Documents and Guidance:

Accessible London: Achieving an Inclusive Environment (April 2004)

Sustainable Design and Construction (May 2006)

Health Issues in Planning (June 2007)

Planning for Equality and Diversity in London (October 2007)

All London Green Grid (March 2012)

#### National Planning Guidance:

National planning policies are set out in the National Planning Policy Framework (NPPF). This 65 page document was published in 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 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 which are considered to accord with the development plan. In March 2014 the National Planning Practice Guidance was published (online) as a web based resource. This resource provides an additional level of detail and guidance to support the policies set out in the NPPF.

#### The Community Infrastructure Levy Regulations 2010:

Planning obligations need to meet the requirements of the Community Infrastructure Levy Regulations 2010 (as amended) to be lawful. Where permission to be granted, obligations would be attached to mitigate the impact of development which are set out in Section 10 of this report.

### **1.0 SITE DESCRIPTION**

- 1.1 The application site relates to the former home of Barnet Football Club, Underhill Stadium, and the open space to the south of the stadium. The site is located to the east of Barnet Lane, to the south of Westcombe Drive and to the west of Fairfield Way and has an area of 4.17 hectares.
- 1.2 Underhill Stadium is the former home of Barnet Football Club who have since moved from the site to The Hive Stadium near Edgware. The now vacant stadium incorporates semi enclosed stands on three sides (east, west and south) which rise to a maximum height of 9.3 metres. There is an existing vehicular access point from Priory Grove which runs perpendicular to Westcombe Drive to the north of the site.
- 1.3 The land to the south of the vacant stadium consists of open space formerly used as Cricket and Hockey playing pitches along with an associated pavilion building, which is vacant. At the southern extremity of the red line site is an existing hardsurfaced car parking area which runs in a linear strip perpendicular to Barnet Lane. A further vehicular access from Barnet Lane point exists adjacent to the vacant Pavillion building.

1.4 Adjoining the site to the west, north and east are residential properties on Barnet Lane, Westcombe Drive and Fairfield Way respectively. To the south of the site is a large expanse of open space currently laid out as playing pitches.

1.4 The entire site is located within the green belt. The site is not located within a conservation area and there are no heritage assets within or near the site.

## **2.0 PROPOSED DEVELOPMENT**

2.1 Permission is sought for the comprehensive redevelopment of the site to provide a new all through school, accommodating up to 1680 pupils at primary, secondary and sixth form level. The proposed pupil capacity is broken down as follows:

- Nursery: 60 places
- 2 FE Primary: 420 places
- Secondary School: 900 places
- Sixth Form: 300 places

2.2 It is proposed that the school would be opened on a phased basis, with the school having an initial intake of 60 pupils in reception year and 180 pupils in Year 7. The capacity would increase each year until reaching full capacity of 1,680 pupils by 2024. When at full capacity, it is anticipated that the school would employ 120 staff.

2.3 As part of the development, internal and external sports facilities including a sports hall, a Multi-Use Games Area (MUGA) will be provided along with the restoration of the sports pitches to the south of the site. The MUGA would be illuminated by floodlighting accommodated on 10 metre high columns located on the corners of the space. The applicant has indicated that the sports facilities would be available for use by the local community outside of school hours.

2.4 The school building would be built largely on the site of the existing football stadium to the north of the site which would be demolished. The school building would be part 2 storey and part 3 storey, having a height of approximately 11.5 metres at its highest point.

2.5 The layout of the proposed school is such that there would be two distinct elements; a largely rectangular 2/3 storey building comprising the primary school located to the north of the site adjacent to Westcombe Drive, and a separate 3 storey building comprising the secondary school located to the north of the sports pitches and laid out parallel to the primary school. Between the primary and secondary buildings would be an external courtyard area which would accommodate the primary school and nursery play area. Further hardstanding to the south of the secondary school building would provide an outdoor play area for the secondary school.

2.6 The primary and secondary school buildings would be linked by a linear 3 storey building running parallel to Priory Grove which would accommodate the main pedestrian entrance at ground floor level. The proposed sports hall would adjoin the south of the secondary school

building with a perpendicular relationship whilst an external basketball court would be located immediately to the south of the sports hall.

- 2.7 To the north of the site adjacent to Westcombe Drive, a car park would be provided with a total of 62 spaces (59 spaces plus 3 disabled spaces). Access to the car park would be from Westcombe Drive whilst egress would be via a separate point on Barnet Lane. Cycle parking would be laid out in a linear manner adjacent to the east elevation of the school buildings, opposite Priory Grove.

### **3.0 RELEVANT PLANNING HISTORY**

- 3.1 Underhill Stadium is the former home of Barnet Football Club who moved from the site in 2013. The following applications relate directly to the application site and are relevant to the consideration of the planning application:

- Planning permission was **granted** on 12th December 1990 for the erection of new turnstile entrance, new lavatories and internal fencing and new emergency exit gates (application ref: N02646D).
- A certificate of lawful use was **granted** on 30th June 1995 for conversion of offices under the West Stand to provide additional bar space (application ref: N02646P).
- Planning permission was **granted** on 2nd April 2001 for the erection of a single storey refreshment bar (application ref: N02646T/01).
- Planning permission was **granted** on 29 March 2006 for the extension of the access road, formation of hard-surfaced area and associated fencing to provide emergency access and egress improvements plus an enlarged parking area on the northern part of the cricket ground and pedestrian access (application ref: N02646Y/05).
- Planning permission was **granted** on 25 October 2006 for retention of administration offices and toilet block at south stand end, turnstiles to south and north west entrances to the ground, disabled access to Cricket Club Pavilion and 1.8m high fence and gates at Westcombe Drive entrance. Erection of turnstiles, catering and toilet blocks to the south, north and northwest entrances of the ground; new vehicular access and egress from Barnet Lane and a new access road to the south of the Cricket Club Pavilion; disabled parking and covered viewing at the north (application ref: N02646AA/06).
- Planning permission was **granted** on 1st February 2008 for improvements to Underhill Stadium including erection of part single, part two storey (plus accommodation in roof space) building fronting Westcombe Drive providing turnstiles, catering and toilet facilities, club offices, lounge, media, steward briefing and police control rooms and parking for 8 No. cars accessed from Westcombe Drive. Erection of part open/part covered North stand with disabled provision, toilet facilities and means of escape exit alongside No. 2 Westcombe Drive, in between 8 and 10 Westcombe Drive. Erection of covered South stand incorporating turnstiles, club shop, box office, toilets, catering

units, sponsors lounge, media room, disabled facilities and offices/sponsors boxes. Turnstiles and escape gates to south east entrance to Priory Grove. Erection of 4 No. 25m high floodlight pylons to replace the existing 8 floodlight pylons. Alterations to car and bicycle parking layout behind South stand. Erection of 2.4m high perimeter fence. Erection of single storey male, female and disabled changing rooms at north end of Barnet Cricket club site (application ref: N02646AB/07). It appears that this permission was only partially implemented; the floodlight pylons were installed and alterations were made to the south stand.

#### 4.0 CONSULTATIONS

- 4.1 As part of the consultation exercise 1053 letters were sent to neighbouring occupiers in September 2016. The application was also publicised through site notices and a press notice was published in the Barnet Press on 29<sup>th</sup> September 2016. The consultation process carried out for this application is considered to have been entirely appropriate for a development of this scale and nature. The extent of consultation exceeded the requirements of national planning legislation and Barnet’s own adopted policy on the consultation to be carried out for schemes of this nature.
- 4.2 As a result of the consultation, a total of 405 responses were received with 288 objections, 113 letters of support and 4 neutral responses.
- 4.3 A summary of the objections received is set out in table 1.1 below.

Objection	Officer Response
The development would result in an unacceptable increase in traffic and congestion on surrounding roads, particularly at the junction of Underhill and the A1000. The potential for road safety problems would increase. Emergency vehicle access would be harmed.	Works are proposed to junctions serving the site, including the junction of Underhill and the A1000. Traffic modelling carried out by the applicant and assessed by both TFL and LBB transport officers demonstrates that when at full capacity in 2024, the school would not result in excessive traffic congestion at the surrounding junctions. A full assessment of the impact of the development on surrounding traffic conditions is set out fully in Section 8 of this report.
The development would result in unacceptable levels of noise and disturbance to neighbouring residential occupiers.	The development is accompanied by an Environmental Statement which shows that noise levels at the site would be within acceptable range. The information has been reviewed by the Council’s Environmental Health officers whom,
There is no justification for the school in terms of school places. The secondary school is not needed as the existing Totteridge Academy is located in close proximity and is under subscribed. There are existing primary schools in the local area, diminishing the need for the	Officers consider that there is a clear and demonstrable need for both primary and secondary school places in the borough as set out in paragraphs 5.1-5.28 of this report. The Totteridge Academy is under capacity however even if the existing capacity were utilised then

<p>primary school. Why aren't existing schools expanded to accommodate the additional school places needed?</p>	<p>additional secondary school places would still be needed.</p>
<p>The school buildings would result in overlooking of neighbouring residential occupiers.</p>	<p>All of the school buildings would be located in excess of the recommended separation distances necessary to minimise overlooking, 23 metres.</p>
<p>There is inadequate parking proposed and the development would result in increased parking stress in the local area.</p>	<p>The application has been subject to extensive discussion with both LBB and TFL transport officers</p>
<p>The development could result in an unacceptable increase in discharge to the local sewerage system.</p>	<p>A condition is attached which would require the submission of details relating to the site drainage. This condition would mean that the sewerage connections and discharge would be assessed by the local statutory undertaker for sewers to ensure that it would be appropriate.</p>
<p>The scale of the development is excessive and would result in an unacceptable loss of outlook for adjoining residential occupiers.</p>	<p>The height of the school has been amended through pre-application discussions in response to concerns regarding the outlook of adjoining residential occupiers. Specifically, on the northern wing of the building the 3 storey height has been cut back from the west elevation which projects closest to the surrounding residential properties. In the context of the surrounding residential properties, the 3 storey element would be in excess of 23 metres from the surrounding rear elevations minimising the impact on outlook. With regards to the 2 storey element of the development, this would be of a similar scale to that of the residential properties and at its closest point would have a separation distance over 23 metres.</p>
<p>There is inadequate justification for the development on green belt land.</p>	<p>It is acknowledged that the scheme represents 'inappropriate development' on green belt land however it is considered that there is adequate justification in terms of the need for school places and the lack of alternative sites. The justification for the development on green belt land is set out fully in Section 5 of this report.</p>
<p>The development encroaches onto the previously undeveloped open space to the south of the stadium.</p>	<p>The structural mass of the development is limited to the previously developed land to the north of the site currently comprising the former Barnet FC stadium. The MUGA would marginally encroach onto the existing fields however the</p>

	encroachment would be marginal, Sport England have outlined no objection to the application on this basis.
Construction traffic associated with the development would result in road blockages and reduced road safety.	A condition is attached requiring the submission of a construction management plan for approval by the LPA. The plan would be required to demonstrate how construction traffic would minimise road blockages and minimise the risks to road safety.
The applicant has failed to commit within the application to give an undertaking that local residents will be able to have an effective say in the management of issues that affect their amenity.	The day to day operation of the school would be managed by Ark. The applicant has been made aware of the desire for local residents to be engaged in the management of issues which may arise and systems will be put in place to facilitate such engagement. A condition on the planning permission requiring details of such systems would be inappropriate.
The school would not serve local children and is likely to be filled by children from elsewhere in the borough.	The geographical origin of pupils at the school in itself is not a material planning consideration. The trip generation data submitted by the applicant accounts for pupils travelling from outside of the local area for the secondary school element and it is shown that this would not result in any unacceptable parking/traffic congestion issues.
The scale and intensity of the use would result in significant noise and disturbance to neighbouring residential occupiers.	The application has been assessed by the Council's Environmental Health officers who considered that the noise levels emanating from the site could be adequately controlled through condition.
The development would result in additional stress being placed upon the public transport network.	The application has been assessed by TFL with regards to public transport impact who found that the impacts would not be unacceptable.
No information has been provided relating to the community use of the school site in terms of hours or activities.	A condition is attached requiring the submission of a community use plan which would set out how the school would be made available outside of school hours for wider community use.
Not enough open space is provided to serve the needs of the school.	The school would be served by the large playing fields to the south of the site along with a MUGA which is considered to be adequate open space for the school.
The pick-up and drop off facility is not a feasible	The pick-up and drop off facility proposed to the

<p>option and parents will inevitably drop off children at the entrance, causing road safety problems.</p>	<p>south of the school playing fields, is the only feasible and safe location to provide a pick-up and drop-off facility. Walking buses would be provided by staff to accompany younger children from the pick-up/drop-off area to the school and pro-active initiatives encouraging parents not to utilise on street drop offs would be required as part of the travel plan.</p>
<p>The concept of an all-through school is flawed; children should experience a change of environment</p>	<p>Information on the benefits of the all-through school model is set out within the Planning Statement submitted by the applicant.</p>
<p>The development would result in additional pollution within the immediate vicinity.</p>	<p>The application has been fully assessed by LBB Environmental Health officers who considered that the scheme, subject to appropriate conditions, would not result in unacceptable levels of pollution.</p>
<p>The development would negatively impact on local wildlife.</p>	<p>The application was referred to Natural England who offered no objection to the scheme.</p>
<p>The 3 storey height of the building is not in keeping with the surrounding context.</p>	<p>The area surrounding the application site is characterised by mainly two storey development of a residential scale with the development comprising a mix of two and three storey elements. The three storey elements of the development would be located away from the site boundaries with the development stepping down to two storeys in height at sensitive points adjoining the surrounding residential development. It is considered that this graduated height would ensure that the development would visually integrate with its surroundings. It is considered that the three storey elements would be located a sufficient distance from the surrounding development so as not to create any visual incongruity.</p>
<p>Additional evening and weekend use would result in additional noise and disturbance to neighbouring residential occupiers.</p>	<p>The use of the school outside of school hours for community purposes would be controlled through a community use plan to be approved by the LPA through condition. The plan would restrict hours of use to minimise the risk of additional noise and disturbance to neighbouring residential occupiers.</p>
<p>The applicant has made no provision for the on-site parking associated with "community use" of the sports facilities.</p>	<p>The parking associated with the community use could be accommodated both in the on-site car parking and on the surrounded streets where capacity has been demonstrated by the parking beat surveys.</p>

4.4 An objection was received from Andrew Dismore (London Assembly Member for Barnet and Camden), the objection can be summarised as follows:

- The development would result in an unacceptable increase in traffic
- Inadequate parking is proposed which would result in increased parking stress on surrounding streets
- The development could result in blockages which may delay emergency service vehicles
- The development is inappropriate on green belt land
- There is potential for overlooking of adjoining residential properties from the school buildings

4.5 A representation was received from Theresa Villiers MP (Member of Parliament for Chipping Barnet), the representation can be summarised as follows:

- The need for additional school places is recognised
- Ark have a proven track record of delivering good schools
- There are serious concerns around the traffic impact that would arise from the scheme
- The development could result in additional parking stress on surrounding streets
- The height of the proposed buildings is excessive and could result in overlooking of neighbouring residential properties
- Consideration should be given to reducing the size of the school to address concerns

4.6 Summary of Responses from External Consultees

**Sport England** - No objection to this application which is considered to meet exceptions E3 and E5 of adopted Playing Fields Policy subject to conditions relating to the submission of a Community Use Agreement, playing field improvement details and surface and construction information for the proposed Multi-Use Games Area.

**Natural England** – No objection to application. LPA should assess the application in accordance with its own policies.

**Historic England** – No archaeological requirement

**Greater London Authority (GLA)** – The proposed school development is ‘inappropriate’ on Green Belt land. The pressing need for school places, lack of alternative sites, and enhanced community use could be accepted as very special circumstances on the previously developed part of the site, the larger built form needs further justification. The applicant should therefore submit a detailed views assessment.

Partial loss of the existing sports and recreation facilities could be acceptable if outweighed by the benefits of the proposal, including the proposed improvements to sports provision and the community use of facilities. The applicant should continue working with Sport England and the local people in the production of the community use plan, which demonstrates the extent of proposed community use of the facilities, in a form that can be secured by the Council to ensure delivery.

The applicant should submit further detailed visual assessment that demonstrates the visual impact the built form will have on the open quality of the Green Belt. This assessment should include ‘before and after’ CGI visuals from key viewpoints to enable officers to make an informed judgement.

The total site wide carbon emission savings for each stage of the energy hierarchy (in tonnes per annum) should be provided to allow for a full assessment against London Plan policies. The applicant should amend the proposal to reflect the London Plan SuDs hierarchy in accordance with London Plan policy 5.13.

TfL requires further discussion with the applicant regarding the proposed highway alterations on Barnet Hill. The applicant should provide bus trip assignment data, undertake a PERS audit and address any outcome, clarify the location of ECVPs, the provision of enlarged Blue Badge spaces and the location of short stay cycle parking. A construction logistics plan and full school travel plan should be secured by conditions. Measures to reduce car parking and drop off by car should be encouraged and secured through the school travel plan.

**Transport for London (TfL)** - A more restrained approach to car parking rather than accommodating all staff expected to drive should be considered. TfL do not support the principle of using off site car parks as this encourages car use. TfL view is the highway improvements are necessary and justified by the impact of the school when fully operational.

The location of ECVPs and the provision of enlarged spaces should be provided. Additional information was subsequently provided by the applicant showing the location of the ECVPs.

The timescale for providing cycle parking, the type of stands to be used and the location of short stay parking should be provided. The requisite additional information was subsequently submitted which addressed the outstanding issues.

TfL requests the applicant address the issues in regards to the transport assessment. A PERS audit should be secured by condition and should also consider the quality of walking bus routes as well as public transport infrastructure.

**Thames Water** – No objection to the scheme subject to conditions.

4.7 It should be noted that the following bodies were consulted on the application and did not respond:

**London Green Belt Council**  
**Environment Agency**  
**London Fire Brigade**  
**Campaign for Protection of Rural England (CPRE)**

4.7 Summary of Responses from Internal Consultees

**LBB Education** – Fully supportive of the application on the basis that there is a need for school places in the borough at both primary and secondary level. The school place need is fully discussed in Section 5 of this report.

**LBB Environmental Health** – Air quality is not a significant issue and the findings of the report are accepted. Deliveries to the school should be considered to minimise risk of additional air pollution.

Land contamination can be addressed through conditions. It is advised that more sampling points should be taken for intrusive investigation in areas such as the landscaped areas/sports fields.

Additional information is requested from the applicant with regards to noise impact. The requisite information was subsequently submitted and found to be acceptable subject to conditions.

**LBB Traffic and Development** – No objection to application subject to conditions and S106 obligations securing adequate mitigation. Comments are set out fully in Section 8 of this report.

**LBB Travel Plans** – Travel Plan should be subject to a review mechanism which monitors if the school is hitting targets with regards to sustainable methods of transport. If necessary, a CPZ review would be triggered if targets are not met.

- 4.8 It should be noted that the following parties were consulted on the application and did not respond:

**LBB Children's Services**  
**LBB Highways (Drainage)**  
**LBB Waste and Recycling**  
**LBB Green Spaces**

## **5.0 LAND USE / PRINCIPLE OF DEVELOPMENT**

- 5.1 Officers consider that there are two critical issues to take into consideration in determining the acceptability of the principle of development, the first of which relates to the green belt status of the land. The development involves the redevelopment of a site located on green belt land and as such, it is necessary to consider the implications of the development on the green belt in the context of green belt policies.
- 5.2 Paragraph 88 of the NPPF states that when considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt.
- 5.3 Paragraphs 89 and 90 of the NPPF goes on to outline certain types of development which may be appropriate on green belt land including agriculture, forestry, outdoor sport and recreation uses. An educational facility is not included on the list of appropriate uses and as such can be considered to be an 'inappropriate' development. Paragraph 87 states inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations (paragraph 88).
- 5.4 Policy 7.16 (A) of the London Plan states that 'the Mayor strongly supports the current extent of London's Green Belt, its extension in appropriate circumstances and its protection from inappropriate development.'
- 5.4 Policy DM15 of the Barnet Development Management Policies Document states that except in very special circumstances, the Council will refuse any development in the Green Belt or

MOL which is not compatible with their purposes and objectives and does not maintain their openness.

5.5 With regards to the policy context set out above, it is clear that the development represents inappropriate development on green belt land. Given that inappropriate development is by definition harmful, the proper approach in assessing applications seeking to demonstrate very special circumstances is whether the harm by reason of inappropriateness and the further harm caused to the openness and purpose of the Green Belt is counterweighed by the benefit arising from the development so as to amount to very special circumstances justifying an exception to the Green Belt policy. This approach was established in *Doncaster Metropolitan Borough Council v Secretary of State for the Environment, Transport and the Regions* [2002].

5.6 A recent appeal on Land at Henley Road, Maidenhead, Berkshire SL6 6QL (Appeal ref: APP/T0355/V/15/3011305) was allowed by the Planning Inspectorate and endorsed by the Secretary of State. The appeal was allowed on the basis that the education need for the school on the appeal site was compelling and should be given substantial weight and the weight of other material considerations outweighs the totality of the harm caused by the development so that the very special circumstances exist to justify the construction of the appeal scheme in the Green Belt. Whilst this school related to children with special educational need, it demonstrates that there is some precedent for educational need being used as a special circumstance.

#### **Need for School Places**

5.7 The application relates to the provision of an all-through free school, the Ark Pioneer Academy, providing for children from nursery to Year 11 plus a sixth form. Whilst the application is made by the Education Funding Authority, The Education Act 1996 states that Local Authorities have a duty to educate children within their administrative area and to provide a school place for each child within the borough who requires one. To this end, the Council's Education Department were consulted on the application and outlined the existing situation with regards to school places in the borough at both primary and secondary level.

5.8 Barnet has experienced an unprecedented demand for primary school places in recent years and that the increase is projected to continue until 2020. The overall number of children on roll at a school within the borough has been increasing each year since 2009/10 with the number of children in the Reception year in a Barnet school having risen significantly from 3,548 children in January 2009 to 4,477 in January 2016 – an increase of 929 children. The number of pupils starting in year 7 has also been rising and is projected to reach over 5,000 pupils by 2023/24, compared to 4,450 in September 2015.

5.10 The existing situation with regards to primary and secondary school places and pupil projections at both primary and secondary level are set out in the subsequent sections of this report. The pupil projections are generated by the Greater London Authority (GLA) and take the following into account:

- The number on roll at Barnet schools from the January Census;
- Housing development data;
- Births, migration and fertility data.

5.11 To calculate the deficit/surplus of school places, the Council carries out a comparison of the number of permanent school places against the pupil projections to estimate how many additional forms of entry are likely to be required. The GLA projections are one source of data and the school place planning is also supplemented by local knowledge of parental preference and admissions data. To allow for parental preference and in-year movement of pupils, the Council allows a 3% margin on GLA projections to ensure there is sufficient capacity.

#### Primary School Places

5.12 Primary provision in Barnet is planned across six geographically based planning areas and school places are offered to Reception applicants within a 2 mile 'safe walking distance' of their home address. In relation to the primary provision planned at Ark Pioneer, a two-mile radius around Ark Pioneer Academy captures the majority of High Barnet, Underhill, East Barnet, Oakleigh and Totteridge wards.

5.13 The table below contains local primary schools within a two mile radius of the application site and sets out the Pupil Admission Number for each primary school (how many places are available in Reception each year for pupils starting school), the number of children in Reception, the number of vacancies in Reception, the waiting list for current Reception and the number of first time preferences for Reception September 2016.

School	2016/2017 PAN	Reception Vacancies (September 2016)	Reception Waiting List (September 2016)
All Saints N20	30	0	13
Christchurch	30	0	17
Cromer Road	60	0	47
Danegrove	90	0	23
Foulds	45	0	39
Grasvenor Infant	30	4	0
Livingstone	30	0	33
Monken Hadley	20	0	9
Queenswell Infant	90	0	2
Sacred Heart	60	0	28
St Andrews	30	0	8
St Catherines	60	0	46
St Johns N20	30	0	28
St Marys EN4	30	0	8
Trent	30	0	13
Underhill	60	0	2
Whitings Hill	60	0	45
Woodridge	30	0	46

- 5.14 The table above, based on the methodology set out in paragraphs 5.10-5.11, sets out that at least one further form of entry is required to meet the basic need for primary school places in the borough. The Council's Education Department have also outlined that in 2 out of the last 3 years, the Council has had to commission a 'bulge' class in this primary school area in order to ensure that every child was allocated a reception place.
- 5.15 It should also be noted that the emerging Dollis Valley development of up to 631 new homes will have a substantial child yield all of whom will require primary school places in the local area. The application seeks permission to provide 2 forms of primary school entry which would meet the existing demand, set out above, and would reduce the need for bulge classes to be added to existing schools. The additional form of entry will provide capacity to meet the growing demand of primary school places in the context of new housing developments that are emerging in the local area.

#### Secondary School Places

- 5.16 Pupil place planning at secondary level is undertaken on a borough-wide basis due to the lower number of secondary schools and the expectation that pupils can travel further distances, with places offered to secondary school place applicants within a 3 mile 'safe walking distance'.
- 5.17 In relation to the secondary provision proposed to be offered at Ark Pioneer, the map below shows a radius of 3 miles to allow for a safe walking distance. The number of children requiring a Year 7 place in Barnet has been increasing steadily and GLA projections indicate that this growth will rise rapidly and then continue through to 2023/24.
- 5.18 A significant number of additional primary school places have been provided at schools in the east of the borough, including the bulge classes set out in paragraphs 5.12-5.15 above. The children taking up these additional primary school places will require a secondary school place at the end of the primary stage.
- 5.19 Barnet does currently have a small surplus of secondary school places, in specific schools (Totteridge Academy, Whitefields in Cricklewood and Bishop Douglass, a catholic school in East Finchley). The table below outlines the secondary schools in the east of the borough close to the application site and sets out their current capacity. As is demonstrated in the table below, all of the secondary schools in the area, with the exception of Totteridge Academy, are already either at or over capacity.

School	PAN	At or Over Capacity 2016/2017
East Barnet School	210	Yes
Totteridge Academy	180	No
QE Girls School *	180	1 Vacancy
QE Boys*	180	Yes
Finchley Catholic*	180	Yes
Friern Barnet School	162	No
Compton School	210	Yes

<i>Wren Academy *</i>	180	Yes
<i>JCoSS*</i>	180	Yes
Ashmole Academy	180	Yes
<i>St Andrews the Greek Apostle*</i>	150	Yes

*\*Indicates that school has admission restrictions*

- 5.20 In the east of the borough, there has been a significant increase in demand for primary school places which has resulted in Alma, Monkfrith, Brunswick Park, Martin and Moss Hall schools being permanently expanded to take on 30 additional children per year in addition to 60 additional children per year at the Wren Academy. By 2016/17 this has resulted in 210 additional permanent primary school places being provided in the aforementioned schools.
- 5.21 In addition to this permanent increase, and as outlined in paragraphs 5.12-5.15, primary schools in the east of the borough have had to take on bulge classes in recent years. The table below shows the bulge classes that have had to be taken on in the school years since 2009/2010.

School	09/10	10/11	11/12	12/13	13/14	14/15	15/16	16/17
All Saints					30			
Church Hill		30						
Coppetts Wood				30				
Danegrove	15		30					
Grasvenor Infants					30			
Holly Park		30		30				
Holy Trinity					30			
Livingstone					30	30		
Manorside			30			30	30	
Northside					30			
Queenswell Infants				30				
St Catherines				30				
Summerside				30	30		30	
Tudor	30	30						30
Underhill				30			30	30
Woodridge			30					
<b>Total</b>	<b>45</b>	<b>60</b>	<b>120</b>	<b>180</b>	<b>180</b>	<b>60</b>	<b>90</b>	<b>60</b>

- 5.22 It is clear from both the scale of the increase in permanent additional primary school places and the number of bulge classes that have been commissioned, that there are a significant number of additional children currently in the primary school system that will require a secondary school place. The cumulative number of children arising from both the permanent additional places and the bulge classes is set out below.

	09/10	10/11	11/12	12/13	13/14	14/15	15/16	16/17
Additional Reception Places	45	60	180	270	300	210	300	270
Year that Cohort will enter Secondary School	Sept 2015	Sept 2016	Sept 2017	Sept 2018	Sept 2019	Sept 2020	Sept 2021	Sept 2022

5.23 It is clear from the table above that there has been a clear and significant increase in primary school intake and it is inexorable that the children currently in the primary school system will need a secondary school place. The proposed development would have its first intakes at reception and year 7 level in September 2018 and of the secondary schools in the borough with the exception of Totteridge Academy (along with negligible capacity elsewhere) are at full capacity. There is therefore a clear and demonstrable need for additional secondary school places and this will continue to be the case in subsequent school years.

#### Conclusion

5.24 The proposed development would provide a 2FE primary (60 pupils) school along with a 6FE secondary school (180 pupils). Given the unprecedented increase in primary school demand outlined, officers consider that it is clear that 1FE of entry needed at primary school level in the current context. Given increasing demand for primary school places, an additional FE would help to provide future capacity and avoid the requirement to commission bulge classes in existing primary schools.

5.25 Given the increase in the additional primary school places being required and the lack of sufficient existing capacity in secondary schools in the borough, there will be an inexorable resultant increase in demand for secondary school places when the increased primary school intake reach Year 7. There is existing capacity at Totteridge Academy however even if all of this capacity were utilised then additional places would be required. Given the fact that these children are already in the school system makes the need for additional secondary school place especially imperative.

5.26 Having regard to all of the above, it is considered that there is a clear and strong need for both primary and secondary school places in the borough.

#### **Lack of Alternative Sites**

5.27 Having established that there is a very strong need for additional school places in the borough, in order to satisfy the policy test set out in the NPPF regarding very special circumstances it is also necessary to assess the availability of alternative sites within the borough which could be developed to meet the established school demand.

5.28 As part of the application, the applicant has carried out a sequential assessment identifying alternative sites for the proposed school, either located on brownfield land or on sites that would have lesser impact on the openness of the Green Belt. The assessment incorporates

consideration of the sites' suitability to accommodate either an all-through school or a separate primary or secondary school to meet the established demand for school places.

- 5.29 The parameters of the site search area incorporated all of the borough along with the western areas of Enfield and the southern areas of Hertsmere which neighbour the borough and which form part of the wider catchment area for secondary schools. The search criteria in terms of site area is based on EFA guidelines with the minimum site area required for an all through school being set at 1.6 hectares. This is inclusive of space for all school buildings and outdoor recreation and sport. The minimum site areas for primary and secondary schools were set at 0.3 hectares and 1.3 hectares respectively.
- 5.30 On the basis of the criteria set out above, the following sites were identified using the Council's UDP and we're assessed as part of the document. The sites are set out below along with the site area and a summary of the applicant's conclusions on the reasons for discounting the sites.

Site	Area	Reason for Discounting
Arkley Reservoir, Rowley Green Road	2.6ha	Area of developable land only 0.37ha and allocated for housing. <b>Unavailable and unsuitable.</b>
Watling Avenue Car Park, Burnt Oak	1.33ha	The land is subject to long term development plans by LB Barnet. The site is also located in a flood plain and cannot be developed without significant flood alleviation. <b>Unavailable, unsuitable and unviable for primary or secondary provision.</b>
North London Business Park	15.8ha	The land is currently the subject of a planning application (15/07932/OUT) which seeks to deliver a residential led mixed use scheme. Whilst the scheme would replace the school currently on site, the school is earmarked for a Greek Orthodox School. <b>Unavailable.</b>
Colindale Hospital	6.6ha	Currently being redeveloped. <b>Unavailable.</b>
New Barnet Gas Works, Albert Road	4.9ha	The land has recently been granted permission for redevelopment with work set to commence. <b>Unavailable.</b>
Land Adjacent to the North Circular Road slip road off the High Road, known as 'The Roughlands'	1ha	The land is public open space and incorporates woodland which provides a valuable nature resource. The land is council owned but has not been made available for development. <b>Unavailable and unsuitable for primary or secondary provision.</b>
Scratchwood Local Nature Reserve	48ha	The site is allocated as a Local Nature Reserve, is located in the Green Belt and is listed as a site of Metropolitan Importance in the Barnet Local Plan <b>Unavailable and unsuitable.</b>
Edgware Station	1.4ha	The site is currently in operational use as a bus

		station. The operational purpose of the site would have to be retained as part of any redevelopment. <b>Unavailable and unsuitable for primary or secondary provision.</b>
Edgware Forumside	1.3ha	The site would require land assembly due to multiple ownerships with consequent impacts on the public purse. Provision of a school in such a prime town centre location would not be an appropriate use. <b>Unavailable and unsuitable for primary or secondary provision.</b>
College Farm, Fitzalan Road	3.85ha	The site is in operational use as a farm and incorporates listed buildings. <b>Unavailable and unsuitable.</b>
Land above, and to the north of, the entrance to New Southgate Station	1.2ha	Land is currently not available for development. <b>Unavailable for primary provision.</b>
Land adjacent to 907 Finchley Road, Golders Green, NW11	0.8ha	Land on main retail frontage. <b>Unavailable and unsuitable for primary provision.</b>
Land at the Rear of 120-204 High Street, Chipping Barnet	2.12ha	Site is occupied by existing built development with further approved development coming forward. <b>Unavailable and unsuitable.</b>
Land at the rear of 98-140 High Street, Barnet	0.8ha	Site is occupied by existing built development with further approved development coming forward. <b>Unavailable and unsuitable.</b>
Middlesex University Hendon Campus, The Burroughs, NW4	5.2ha	Site is in operational use as a university. <b>Unavailable.</b>
Inglis Barracks, Bittacy Hill, Mill Hill, NW7	40ha	Land currently being redeveloped as Stonebrook. <b>Unavailable.</b>
Brent Cross, New Town Centre (Ref: 31) and Cricklewood Eastern Lands	NA	Extant permission for a strategic level mixed use development. <b>Unavailable.</b>
Welsh Harp Nature Reserve	51ha	The site is a Site of Special Scientific Interest (SSSI) and a Local Nature Reserve <b>Unavailable and unsuitable.</b>
Barnet FC, Underhill	1.7ha	Vacant football stadium with club having relocated and land has been purchased by the EFA so is available. Size appropriate for all-through school. Land is in green belt. <b>The site is the subject of the current application.</b>

5.31 The Colindale Area Action Plan (AAP) sets out the framework for future development and change in the Colindale area and as part of the document, potential development sites are identified within Colindale. The applicant has also assessed these sites as part of the sequential assessment document with these sites set out below.

Barnet College Site	5ha	Being redeveloped for college and residential. <b>Unavailable.</b>
Grahame Park Estate, Lanacre Avenue	35ha	Strategic redevelopment with an agreed masterplan. <b>Unavailable.</b>
Adastral South	4.6ha	<b>Unavailable</b> as part of Grahame Park masterplan area.
Middlesex University Student Accommodation	2.2ha	Currently in operational use as student accommodation. <b>Unavailable.</b>
RAF Museum Site	0.6ha	Currently in operational use as a museum and due to be expanded. <b>Unavailable for primary provision.</b>
Beaufort Park	10ha	The site is mid-way through implementation of a major residential led mixed use development. <b>Unavailable.</b>
Land between railways lines (Colindale)	0.7ha	There is an extant permission for redevelopment and developable land is too small. <b>Unavailable and unsuitable for primary or secondary provision.</b>
Watford Way	0.7ha	Currently occupied by housing. <b>Unavailable.</b>
Farrow House	0.9ha	Land currently occupied for educational use (North London Grammar School). <b>Unavailable.</b>
Peel Centre East and Site no.13 Peel Centre West	24.8ha	Land is currently being developed for 2900 homes, with a primary school funded through planning obligations. School site not available in short term. <b>Unavailable.</b>
Colindale Hospital Site	NA	Land is currently being redeveloped for a residential led mixed use scheme. <b>Unavailable.</b>
National Blood Service Expansion Site	0.6ha	Land is safeguarded for expansion of health facility. <b>Unavailable for primary provision.</b>
British Library	2.3ha	Land is currently being redeveloped for a residential led mixed use scheme. <b>Unavailable.</b>
Brent Works	0.7ha	Land is currently being redeveloped for a residential led mixed use scheme. <b>Unavailable for primary provision.</b>
Zenith House Site	1ha	Residential led mixed use scheme recently completed. <b>Unavailable for primary provision.</b>
Former National Grid/Kidstop Site	0.6ha	Residential led mixed use scheme recently completed. <b>Unavailable for primary provision.</b>
Merit House	1ha	Currently in operational use as offices. <b>Unavailable for primary provision.</b>

5.32 In addition to the sites identified from the UDP and Colindale AAP documents and set out above, the applicant also identified and assessed the following sites.

Former School site adjacent to the recently constructed Broadfields Primary School, Roseberry Drive, Edgware, Middlesex HA8 8JP	1.82ha	Extant permission for residential redevelopment. <b>Unavailable and unviable.</b>
Former St Joseph's College, Mill Hill, NW7 4JZ	NA	Residential led mixed use scheme recently completed. <b>Unavailable.</b>
Former Northways School, The Fairway, Mill Hill, NW7 3HS (15,568m <sup>2</sup> )	1.58ha	Extant permission for residential redevelopment. <b>Unavailable and unviable.</b>
National Institute For Medical Research (NIMR) The Ridgeway London NW7 1AA	19ha	Site acquired by Barratts and currently subject to planning application for residential redevelopment. <b>Unavailable.</b>
Barnet/King George V Playing field Playing Fields, EN5 2DA	12.37ha	The land is public open space, in green belt and is not available for development. Land is not sequentially preferable to application site. <b>Unavailable and unsuitable.</b>
Oak Hill Park, EN4 8JP	33.48ha	The land is public open space, Metropolitan Open Land and is not available for development. Land is not sequentially preferable to application site. <b>Unavailable and unsuitable.</b>
New Southgate Recreation Ground, N11 1HJ	5.86ha	The land is public open space, Metropolitan Open Land and is not available for development. Land is not sequentially preferable to application site. <b>Unavailable and unsuitable.</b>
Bying Road Playing Fields, EN5 4NS	6.46ha	The land is public open space, in green belt and is not available for development. Land is also site of Local Importance for Nature Conservation Land is not sequentially preferable to application site. <b>Unavailable and unsuitable.</b>
Montrose Playing Fields, NW9 5JX	11.04ha	The land is public open space and is not available for development. <b>Unavailable and unsuitable.</b>
Whitings Hill Open Space, EN5 2AL	15.12ha	The land is public open space, in green belt and is not available for development. Land is not sequentially preferable to application site. <b>Unavailable and unsuitable.</b>
Old Elizabethans Cricket Club, EN5 2AH	6.16ha	The land is public open space, in green belt and is not available for development. Land is not sequentially preferable to application site. <b>Unavailable and unsuitable.</b>
Moat Mount Open Space, NW7 5AL	18.49ha	The land is public open space and a nature reserve. The site is located within the Green Belt and allocated as a Site of Local Importance for Nature Conservation. Land is not sequentially preferable to application site.

		<b>Unavailable and unsuitable.</b>
Finchley Golf Club, NW7 1PU	NA	The site is currently in use as a golf club and is not currently available for development. In addition, the site is located within the Green Belt and is therefore not more sequentially preferable to the application site. <b>Unavailable and unsuitable.</b>
Watling Park, HA8 0NS	10.9ha	Land is It is public open space and not currently available for development. <b>Unavailable and unsuitable.</b>
Childs Hill Park, NW2 2AT	3.02ha	Land is It is public open space and not currently available for development. <b>Unavailable and unsuitable.</b>
Sunny Hill Park, NW4 4XA	21.54ha	Land is It is public open space and not currently available for development and is also allocated as Metropolitan Open Land and a Site of Local Importance for Nature Conservation. <b>Unavailable and unsuitable.</b>
Elstree Open Space	NA	Land is in the green belt and is Site of Local Importance for Nature Conservation. <b>Unavailable and unsuitable.</b>

5.33 In the initial Stage 1 response, the GLA requested that the scope of the sequential assessment be expanded to include an assessment of the potential for the proposed school to be co-located with existing schools and other uses. In addition, following consultation responses outlining potential alternative sites for the school such as the Whalebones site in Barnet, the applicant was also requested to assess these additional sites. A supplementary sequential assessment was subsequently submitted by the applicant incorporating the requisite additional assessment.

5.34 Many of the consultation responses received as part of the consultation exercise raised the potential for the existing Totteridge Academy to be expanded or for the new school to be co-located with the existing TTA. In the first instance in terms of expansion, it has been outlined by the Council's Education Department that it is not EFA policy to expand underperforming schools. The TTA site is also located on green belt land with most of the surrounding land used as sports playing pitches with any development of a new educational facility likely to result in a loss of playing pitches and green belt, making it not more sequentially preferable than the application site. The additional co-location scenarios are summarised below.

Finchley Catholic High School, Woodside Lane	3ha	Insufficient available land, TPO trees on site and Grade II listed buildings. <b>Unavailable and unsuitable.</b>
Friern Barnet School, Hemmington Avenue	1.54ha	The only developable part of the site is currently occupied by sports pitches so any development of the land would result in substandard provision. <b>Unsuitable.</b>
JCoSS, Castlewood Road	4.5ha	The only developable part of the site is currently

		occupied by sports pitches so any development of the land would result in substandard provision. The land is also designated MOL. <b>Unsuitable.</b>
Livingstone Primary and Nursery School, Baring Road	2.6ha	The only developable part of the site is currently occupied by sports pitches so any development of the land would result in substandard provision. The land is also designated MOL. <b>Unsuitable.</b>
Mill Hill School Foundation, The Ridgeway	36.46ha	The site is in an exposed green belt location and is occupied by an independent school. Any development would also result in loss of sports pitches. Site is not sequentially preferable to application site. <b>Unsuitable.</b>
St James Catholic High School, Great Strand, Colindale	5.27ha	The only developable part of the site is currently occupied by sports pitches so any development of the land would result in substandard provision. Site is outside of the area where there is a demonstrated need for primary school. <b>Unsuitable.</b>
St Michaels Catholic Grammar School, Nether Street	1.8ha	The amount of developable land is insufficient for any scenario. <b>Unsuitable.</b>
The King Alfred School, North End Road	2.2ha	The only developable part of the site is currently occupied by sports pitches so any development of the land would result in substandard provision. <b>Unsuitable.</b>
Frith Manor Primary School, Lullington Garth	2.9ha	The only developable part of the site is currently occupied by sports pitches so any development of the land would result in substandard provision. The land is also undeveloped designated green belt so not sequentially preferable to application site. <b>Unsuitable.</b>
St Mary's and St John's Primary School, Prothero Gardens	2ha	The only developable part of the site is currently occupied by sports pitches so any development of the land would result in substandard provision. <b>Unsuitable.</b>
The Orion Primary School, Graeme Park Way	5ha	The only developable part of the site is currently occupied by sports pitches so any development of the land would result in substandard provision. <b>Unsuitable.</b>
Underhill Primary School and Children's Centre, Mays Lane	1.96ha	The only developable part of the site is currently occupied by sports pitches so any development of the land would result in substandard provision. Constrained access arrangements. <b>Unsuitable.</b>
Elmbank, Barnet Road (Whalebones Site)	1.57ha	Extant planning permission for residential redevelopment. <b>Unavailable and unviable.</b>

## Conclusion

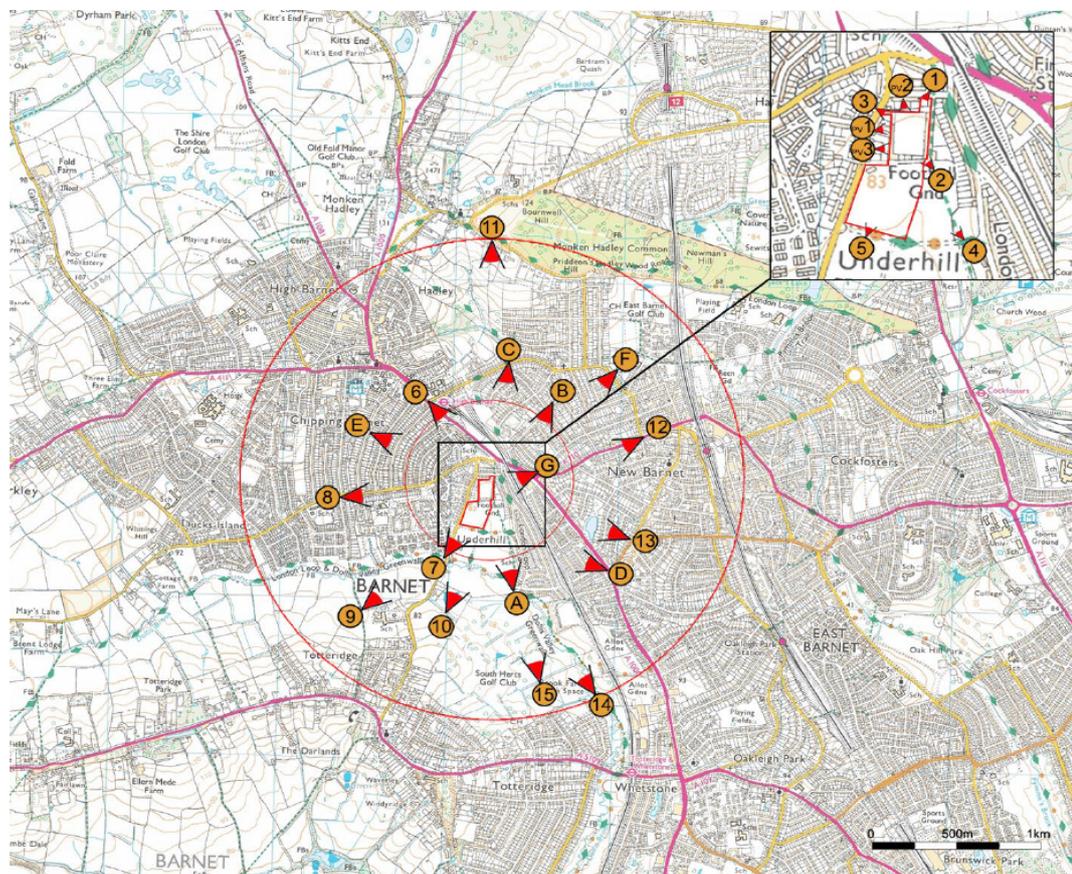
- 5.35 Officers consider that the methodology and scope of the sequential assessment carried out is appropriate. The methodology and scope also satisfied the requirements of the GLA. The assumptions and the deductions made within the document are considered to be reasonable, based on the assessment it is evident that there is a clear lack of alternative sites which are available, suitable and viable for redevelopment to provide either an all-through school or a primary or secondary school in isolation.

### **Visual Impact on Green Belt**

- 5.36 The built form of the development would be limited to the northern part of the site, which is the site of the existing vacant football stadium. Whilst this part of the site is designated Green Belt land, it represents previously developed land and in this context, Para 89 of the NPPF advises that exceptions to the presumption against inappropriate development in the Green Belt can be considered where this involves *'the partial or complete redevelopment of previously developed sites (brownfield land), whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development'*.
- 5.37 It is therefore necessary to assess the visual impact of the proposed development in the context of the existing built form on site and any resultant additional impact on the openness of the green belt. To this end, a Landscape and Visual Impact Assessment (LVIA) was undertaken by Ares Landscape Architects and was submitted as part of the Environmental Statement (Chapter 8).
- 5.38 In order to carry out a thorough and robust LVIA and assess the impact of the proposed development, it is necessary to establish the existing baseline conditions. The submitted LVIA establishes the baseline conditions by setting an approximate area from where the development could be potentially visible. For the purposes of the assessment, such an area was set at 1.5km around the site. It should be noted that the area does not impact on any of the London Plan Strategic Viewing Corridors and does not feature within the backdrop of any Strategic Views.
- 5.39 As part of pre-application discussions, key viewpoints of the application site were agreed with the applicant in order to establish the appropriate scope for the assessment. The agreed viewpoints constituted several points from Green Belt land to the south along with private viewpoints from properties on Barnet Lane and Westcombe Drive. All of the agreed viewpoints have been assessed as part of the LVIA and are set out below.
- V1 – looking south-west from Westcombe Drive
  - V2 – looking north-west from Priory Grove/Barnet Playing Fields
  - V3 – looking south-east from Barnet Lane
  - V4 – looking north-west from the Dollis Valley Green Walk National Trail
  - V5 – looking north-east from the London loop/Dollis Valley Green Walk National Trail
  - V6 – looking south-east from A1000 Chipping Barnet

- V7 – looking north-east from the London loop/Barnet Lane
- V8 – looking east from Mays Lane/Chipping Barnet
- V9 – looking north-east on the PRoW from the Totteridge Academy
- V10 – looking north from Barnet Lane and Stables Horse Activity Centre
- V11 – looking south from PRoW from Monken Hadley Conservation Area
- V12 – looking south west from Station Road, New Barnet
- V13 – looking west from Lyonsdown Road/Gloucester Road, New Barnet
- V14 – looking north from the Dollis Green Walk
- V15 – looking north from Brook Farm open space/Totteridge
- VP-A – looking north-west from the Dollis Valley Greenwalk
- VP-B – looking south-west from Prospect Road
- VP-C – looking south-west from Meadway
- VP-D – looking north west from Great North Road
- VP-E – looking south-east from Normandy Avenue
- VP-F – looking south-west from Potters Road
- VP-G – looking due west from Great North Road
- PVP-1 – no.26 Barnet Lane
- PVP-2 – no.14 Westcombe Avenue
- PVP-3 – no.16 Barnet Lane

5.40 The viewpoints assessed are shown more clearly in the map excerpt below including a more detailed inset for localised views in and around the site.



- 5.41 The LVIA can be broken down into two separate but intrinsically related elements; a landscape character assessment and a visual amenity assessment.

#### Landscape Character Assessment

- 5.42 The existing landscape character of the area was established using various documents including the Characterisation Study of London Borough of Barnet Final Report (2010). 16 character areas were identified, the following of which surround the application site:

- Dollis Valley (London Green Belt) Character Area
- Chipping Barnet Character Area
- New Barnet Character Area
- Totteridge Character Area
- Whetstone and Woodside Park Character Area

- 5.43 Table 8.12 of the LVIA assesses the impact of the proposed development on the established character of the areas outlined above and concludes that there would be a minor (negligible) or minor (not significant) impact on all of the character areas. These conclusions are reached due to various factors including distance from the character areas to the application site, the existence of screening and the existence of built form already on the site. Officers consider that the conclusions are reasonable.

#### Visual Amenity Impacts

- 5.44 A description of the baseline conditions of the viewpoints outlined above are set out within Table 8.11 of the LVIA. Table 8.13 then goes on to assess the likely impact of the development on these viewpoints in terms of the magnitude and the significance of the impact. The LVIA also provides visual montages of the existing view along with a CGI of the proposed view. The viewpoints where a notable impact is identified are set out below along with an officer assessment.

- 5.45 *V1 (Medium Adverse Impact)* – the north elevation of the proposed development would present clearly in this view and would represent a change from the existing view. Whilst the development would rise higher than the existing built form of the stadium and create a new skyline, the extent of the additional impact is not considered to be significant. The applicant has outlined that the foreground view would also be improved by boundary planting which would be secured by condition.

- 5.46 *V2 (High Adverse Impact)* – the south east corner of the proposed development would present clearly in the foreground of this view. Given the existing view of the south and west stands of the football stadium, it is considered that the development would not be incongruous in this view.

- 5.47 *V4 (Medium Adverse Impact)* – the development would present a break in the prevailing vegetation in this view. Given the scale of the development in the context of the tree screening present either side and the removal of the existing large floodlights which project

above the treeline it is considered that the development would not be significantly harmful in this view.

- 5.48 *V5 (Medium Adverse Impact)* – whilst the development would rise above the prevailing tree line on the horizon and would represent a marked change in this view, it would not be wholly incongruous and would offer a more ordered elevation.
- 5.49 *PVP1 (High/Major Impact)* – the west elevation of the development would be clearly present in this view. Whilst it would not rise above the existing ridge line of the West Stand, it would extend further horizontally across the view. Nevertheless, given the prominence of the existing West Stand, it is considered that the proposed development would not be wholly incongruous in this view. The applicant has outlined that the foreground view would also be improved by boundary planting which would be secured by condition.
- 5.50 *PVP2 (High/Major Impact)* – the north elevation of the development would present clearly in this view and would represent a significant change. An existing ball net and floodlights present in this view however do not have the same solidity and scale as the north elevation of the development.
- 5.51 *PVP3 (Medium Adverse Impact)* – the west elevation of the proposed development would rise slightly higher than the ridge line of the existing West Stand however would be largely screened by existing trees. Additional tree planting is proposed by the applicant which would reinforce the screening and would be secured by condition.
- 5.52 Aside from the views outlined above, the visual impact of the development is identified as being negligible in all other views.

#### Conclusion

- 5.53 The LVIA sets out that the impact on the identified character areas would be either minor or negligible. The majority of viewpoints assessed would experience negligible change as a result of the development however as identified above there would be a marked change in some of the views. The most significant impacts would be experienced by the properties to the west and the north of the (PVPs 1 and 2). In both cases, the view would be somewhat mitigated by the planting of screening trees however there would still be a clear and demonstrable impact. Whilst these viewpoints are sensitive given that they represent residential curtilages, a balanced view must be taken in terms of the scale of the impact in the context of the green belt and in the context of the wider benefits of the scheme.

#### **Green Belt Conclusion**

- 5.54 As set out in paragraph 5.6 of this report, recent appeal decisions from the Planning Inspectorate accepted the need for school places as a very special circumstance which could be used to justify development on green belt land. Officers consider that there is a clear and demonstrable need for both primary school and secondary school places in the borough. The need is especially pertinent for secondary school places given that the increased

demand has arisen from an exceptional increase in primary school intake and thus the children needing the additional secondary school places are already in the school system.

- 5.55 The proposed school would provide 2FE at primary level and 6FE at secondary level. It is clear that the 6FE proposed would meet the existing and future demand for secondary school places that has resulted from the temporary and permanent increase in primary school intake. The 2FE at primary school level would address existing demand and would reduce the need for the commissioning of bulge classes.
- 5.56 Having established a clear and compelling need for school places in the borough, officers also consider that it has been clearly demonstrated that all other sites within the borough have been adequately considered and assessed with regards to their suitability for providing the development and meeting all or some of the school need. The methodology and scope of the sequential assessment is considered to have been appropriate, going over and above the minimum search criteria. It is clear that all of the other sites considered are unavailable, unsuitable or unviable to provide any of the development scenarios considered.
- 5.57 In the absence of any alternative suitable sites, the application site represents the only feasible development option to meet the identified need for school places. Nevertheless given the green belt context, it is still necessary to consider the impact of the development on the openness of the green belt.
- 5.58 Although the application site is designated as Green Belt, the northern portion of the site which would accommodate the built form of the development is presently occupied by the Underhill Stadium which in practice represents previously developed land. The openness of the existing open space to the south of the site would be retained and provided as sports pitches.
- 5.59 The LVIA shows that from most of the agreed viewpoints, the development would not have a significantly harmful impact on the openness of the green belt. In some localised views from residential properties to the north and west, the development would have a major adverse impact. Notwithstanding the major adverse impact, the level of the harm identified must be weighed against the wider exceptional circumstances identified. In light of the compelling need for school places and the lack of alternative sites, officers consider that the localised adverse impacts on the openness can be tolerated. It should also be noted that mitigation measures in the form of screening trees are proposed which would lessen the extent of the impact over and above the existing situation. Taking a holistic and balanced view, it is considered that the development would not unacceptably diminish the openness of the green belt.
- 5.60 Having regard to all of the above, it is considered that very special circumstances have been demonstrated. Officers have taken a balanced view and consider that the application is in accordance with paragraphs 79, 80 and 87-89 of the NPPF, Policy 7.16 of the London Plan and Policies CS 7 and DM15 of Barnet's Local Plan.

### **Impact on Sports Playing Pitches**

- 5.61 The application site comprises the existing Underhill Stadium, with an intrinsic football pitch and associated stands, terraces and buildings in the northern part of the site. The football ground including the pitch has been unused since Barnet FC moved to The Hive in 2013. The southern part of the site comprises 22,587sqm of former playing fields which are currently unused and overgrown. The playing pitches previously comprised 3 football pitches, a cricket pitch and a cricket training area.
- 5.62 Paragraph 74 of the NPPF 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;
  - 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;
  - the development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss.
- 5.63 The development as proposed prejudices the use, or leads to the loss of use, of land being used as a playing field or has been used as a playing field in the last five years, as defined in The Town and Country Planning (Development Management Procedure) (England) Order 2015 (Statutory Instrument 2015 No. 595). It was therefore necessary to consult Sport England on the application as a statutory consultee.
- 5.64 It is Sport England's policy to object to the granting of planning permission for any development which would lead to the loss of, or prejudice the use of, all or any part of a playing field, unless one or more of the five exceptions stated in its policy apply. These are set out below.
- Exception 1 - *'A carefully quantified and documented assessment of current and future needs has demonstrated to the satisfaction of Sport England that there is an excess of playing field provision in the catchment, and the site has no special significance to the interests of sport'*.
  - Exception 2 - *'The proposed development is ancillary to the principal use of the site as a playing field or playing fields, and does not affect the quantity or quality of pitches or adversely affect their use'*.
  - Exception 3 - *'The proposed development affects only land incapable of forming, or forming part of, a playing pitch, and does not result in the loss of or inability to make use of any playing pitch (including the maintenance of adequate safety margins), a reduction in the size of the playing areas of any playing pitch or the loss of any other sporting/ancillary facilities on the site'*.
  - Exception 4 - *'The playing field or playing fields, which would be lost as a result of the proposed development, would be replaced by a playing field or playing fields of an equivalent or better quality and of equivalent or greater quantity, in a suitable location and subject to equivalent or better management arrangements, prior to the commencement of development'*.

- Exception 5 - *'The proposed development is for an indoor or outdoor sports facility, the provision of which would be of sufficient benefit to the development of sport as to outweigh the detriment caused by the loss of the playing field or playing fields'.*

5.65 The development would result in the complete loss of the existing football pitch within Underhill stadium and the development would also marginally encroach onto the land to the south. Sport England have outlined in their consultation response that exceptions 3 and 5 are relevant to the consideration of the application.

5.66 Barnet FC moved to a new facility 'The Hive' in 2013 which incorporates a football stadium and playing pitch. The Hive has directly replaced Underhill and Sport England are of the view that the sports provision at the new site is sufficient to mitigate the implications of the lost playing pitch as part of this development. The element of the proposal contained within the northern part of the site is therefore considered to fall within the aforementioned exception E5.

5.67 A Multi Use Games Area (MUGA) is proposed to the south of the main school building which would mostly be located on the existing car park but would also encroach onto the existing playing field. It has been outlined by Sport England that the extent of the encroachment is negligible and would not impact on the fields' ability to provide playing pitches. Furthermore, subject to appropriate conditions, the proposed MUGA would be constructed in accordance with Sport England's design guidance, would be floodlit and would be available for community use. Sport England therefore consider that this element of the proposal would meet Sport England exceptions E3 and/or E5 as the development would partly affect land incapable of forming a playing pitch or would provide a facility of sufficient benefit to sport.

5.68 In summary, subject to appropriate conditions including a Community Use Plan being secured through condition, Sport England have no objection to the proposed application and have outlined that the policy exception tests with regards to development on playing fields have been met. The application would therefore not result in any unacceptable loss of playing field land and is in accordance with Paragraph 74 of the NPPF.

## **6.0 DESIGN ASSESSMENT**

6.1 Paragraphs 56-58 of the NPPF set out the importance of good design. This is reflected in Policy CS5 and DM01 of the Barnet Local Plan, which seeks to achieve a high quality design in all developments.

6.2 The proposed development comprises of a school building which would be of a part two, part three storey height and would be accommodated on the northern part of the site within the footprint of the existing stadium.

### Layout

- 6.3 The layout of the proposed school is such that there would be two distinct elements; a largely rectangular two/three storey building comprising the primary school located to the north of the site adjacent to Westcombe Drive, and a separate three storey building comprising the secondary school located to the north of the sports pitches and laid out parallel to the primary school. Between the primary and secondary buildings would be an external courtyard area which would accommodate the primary school and nursery play area. Further hardstanding to the south of the secondary school building would provide an outdoor play area for the secondary school. The layout of the school is considered to be logical and responds to the site characteristics and surrounding pattern of development.

### Height, Scale and Massing

- 6.4 The area surrounding the application site is characterised by mainly two storey development of a residential scale with the development comprising a mix of two and three storey elements. The three storey elements of the development would be located away from the site boundaries with the development stepping down to two storeys in height at sensitive points adjoining the surrounding residential development. It is considered that this graduated height would ensure that the development would visually integrate with its surroundings. It is considered that the three storey elements would be located a sufficient distance from the surrounding development so as not to create any visual incongruity.

### Design and Appearance

- 6.5 The proposed school buildings will predominantly comprise buff brick at ground floor level and metal cladding to the storeys above. The fenestration would be of an aluminium fabrication. The development would introduce cladding of varying colours to provide visual relief and to identify key entrances.
- 6.6 The design and the form of the school is very much driven by its function as an educational facility. Given the use of the building and its location within its own grounds, it would be inappropriate for the development to attempt to pastiche the appearance of the surrounding development. In this regard it is considered that the detailed design and form of the school and its material palette would create an intrinsically high quality development in its own right.

### Conclusion

- 6.7 It is considered that the scheme would represent a high a quality development that would not be incongruous within its surrounding context and thus is accordant with Paragraphs 56-58 of the NPPF and Policies CS5 and DM01 of the Barnet Local Plan.

## **7.0 Impact on Residential Amenity**

- 7.1 Policy DM01 of the Barnet Local Plan states that development proposals should be designed to allow for adequate daylight, sunlight, privacy and outlook for adjoining and potential occupiers and users.

### Daylight, Sunlight and Overshadowing

- 7.2 A daylight and sunlight was carried out by Arup and was submitted as part of the Environmental Statement (Chapter 15 (Volume 1) and corresponding Appendices (Volume 2)). All daylight and sunlight assessments should be carried out in accordance with BRE Report BR209: 2011 Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice. It is confirmed within the ES text that the assessment was carried out in line with these guidelines.
- 7.3 The following residential properties with windows facing the application site were assessed:
- 2-20 Westcombe Drive (South Side)
  - 6-22 Barnet Lane
  - 24-30 Barnet Lane
- 7.4 The scope of the assessment carried out is considered to be wholly appropriate for the scale of the proposed development and its likely impact on the surrounding development.
- 7.5 The standardised assessment methodology for daylighting is set out within the BRE document Site Layout Planning for Daylight and Sunlight (BRE, 2011). Within this document it is set out that the primary tool is the Vertical Sky Component (VSC) and that the target value for windows to retain the potential for good daylighting is 27% or more than 0.8 times its former value.
- 7.6 The daylight assessment carried out indicates that all of the surrounding residential windows assessed would have a VSC of over 27% demonstrating that they will not experience a noticeable loss of daylight.
- 7.7 In terms of sunlight, BRE guidance recommends that the Annual Probable Sunlight Hours (APSH) received at a given window in the proposed case should be at least 25% of the total available including at least 5% in winter. Where the proposed values fall short of these, and the absolute loss is greater than 4%, then the proposed values should not be less than 0.8 times their previous value in each period.
- 7.8 The results from the sunlight assessment carried out demonstrate that the APSH and WPSH for the surrounding residential properties would be equal to or greater than the target values of 25% and 5% respectively indicating that sufficient light from the sky would reach the windows.
- 7.9 The assessment from Arup also considers the overshadowing impact of the development. The overshadowing study demonstrates that all of the residential gardens surrounding the application site would receive at least 2 hours of direct sunlight on over 50% of the 21<sup>st</sup> March. This is in accordance with BRE guidelines. Consideration has also been given to the potential overshadowing of the proposed play areas of the development which demonstrates that minimal shading would occur.

### Outlook

- 7.10 The height of the development steps down to a two storey height adjacent to the boundaries with adjoining residential properties on Barnet Lane and Westcombe Drive. The separation distance from the surrounding residential windows to these two storey elements would be a minimum of 21 metres which is considered to be adequate to ensure that the development would not cause any unacceptable loss of outlook for existing and future neighbouring residential occupiers.

### Privacy and Overlooking

- 7.11 The Barnet Supplementary Planning Document on Sustainable Design and Construction outlines that new developments should provide a minimum separation distance of 21 metres to neighbouring facing habitable room windows and 10.5 metres to the boundary of neighbouring residential curtilages. The development achieves these minimum distances and as such it is considered that it would not give rise to any unacceptable degree of potential overlooking of neighbouring occupiers.

### Noise

- 7.12 The Environmental Statement submitted in support of the application assesses the noise impact of the proposed development (Chapter 11). The application documents including the ES have been fully reviewed by the Council's Environmental Health officers. The major issue for consideration is the operational noise impacts of the school on the living conditions of surrounding residential occupiers.

- 7.13 One of the key areas identified with the potential to generate noise is from servicing and deliveries through the main entrance on Westcombe Drive. The proximity of residential properties and the potential for an 'island effect' means that mitigation is required to minimise noise generation. Council EH officers have outlined that servicing and deliveries should be carefully managed to ensure that they are not undertaken at unsociable hours when likely to cause greater disturbance. A condition is thus attached restricting the hours of servicing and deliveries.

- 7.14 Council EH officers have also identified the potential for noise generation from external play areas with the surrounding brick walls shaped with the potential to amplify sound. With this in mind and bearing in mind the relationship of the external playgrounds to the surrounding residential properties, acoustic fencing on the boundaries of the application site would be required in order to mitigate the potential noise impacts identified. The acoustic fencing is required by condition and would cover the following properties:

- Properties to north of no.40 Barnet Lane;
- Properties to north of no.19 Fairfield Way;
- 2-20 Westcombe Avenue.

- 7.15 Upon review of Chapter 11 of the ES, it was evident that no baseline data had been collected in respect of the use of the school outside of hours. In the absence of baseline data, any assumptions made on the potential noise impacts of the community use of the school

premises outside of normal hours would not be robust. The applicant was subsequently asked to provide the additional baseline data for review by Council EH officers. In light of the supplementary baseline data and the projections made for the noise impact of such community use outside of hours, it is considered that the community use of the school grounds outside of normal hours would not result in any unacceptable noise disturbance to surrounding residential occupiers. This is subject to the submission of a community use plan through condition which would include maximum hours for community use of the school.

- 7.16 In addition to the above, conditions are also attached relating to the noise generation from on-site plant and machinery. Subject to the conditions outlined, it is considered that the development would not give rise to any unacceptable noise impacts to surrounding residential occupiers.

#### Conclusion

- 7.17 Having regard to all of the above officers consider that the development, subject to conditions, would not result in an unacceptable impact on the residential amenity of the neighbouring residential occupiers in line with Policy DM01.

### **8.0 Transport and Highways**

- 8.1 Policy CS9 of the Barnet Core Strategy (Providing safe, effective and efficient travel) identifies that the Council will seek to ensure more efficient use of the local road network and more environmentally friendly transport networks, require that development is matched to capacity and promote the delivery of appropriate transport infrastructure. Policy DM17 (Travel impact and parking standards) of the Barnet Development Management Plan document sets out the parking standards that the Council will apply when assessing new developments. Other sections of Policies DM17 and CS9 seek that proposals ensure the safety of all road users and make travel safer, reduce congestion, minimise increases in road traffic, provide suitable and safe access for all users of developments, ensure roads within the borough are used appropriately, require acceptable facilities for pedestrians and cyclists and reduce the need to travel.

#### Accessibility:

- 8.2 The application site is situated to the east of Barnet Lane, within a primarily residential area. Barnet Playing Fields are situated immediately south of the site, whilst rear gardens of residential properties along Westcombe Drive and Barnet Lane adjoin the site to the north and west. Priors Grove runs to the east of the site providing access to a St John Ambulance depot and scout hut. APA is located 1.0km south of High Barnet local centre, and 1.5km west of New Barnet local centre both within the London Borough of Barnet. Between these centres and around APA there is, typically, high density residential development whilst open space including Barnet Playing Fields and King George V Playing Fields cover a large area of land to the south. Vehicular access to APA will be supported by a one-way traffic circulation movement with entry from Westcombe Drive (modification of an existing crossover for the previous stadium use) and exit onto Barnet Lane (via the established dropped kerb crossover for the previous stadium use). The modifications required on the public highway will require a S278 Agreement with the local highway authority.

- 8.3 Barnet Lane to the west of the site benefits from consistent street lighting, wide footways on both sides of the carriageway, and where pedestrian desire lines exist, crossings are provided with dropped kerbs. Barnet Lane is within a 30mph speed limit zone. Continuous footways on both sides of the carriageway provide connecting pedestrian routes to nearby residential streets, e.g. Westcombe Drive, Brent Place and Mays Lane which also benefit from lit footways on both sides of the street. At the point where Barnet Lane's western footway terminates, it provides a direct cut-through to the Dollis Valley Estate, and also a controlled pedestrian crossing over Barnet Lane allowing onward movement along the eastern side of Barnet Lane. Dropped kerbs are provided at the crossovers of each of the junctions with Westcombe Drive and Brent Place to aid safe pedestrian crossing. The local TfL cycle guide shows that there is a network of signed and recommended routes for cyclists within the vicinity of APA. Notably, these routes, which include the Dollis Valley Greenwalk, connect the site with residential areas and potential pupil catchments to the south and west of the site. Where dedicated cycle routes are not present, carriageway widths are wide enough to accommodate both cyclists and vehicles and visibility is generally of a good level aiding inter-visibility between cyclist and vehicles.
- 8.4 A wide range of services are provided from northbound and southbound bus stops located along Barnet Hill (A1000), approximately 200m and 350m from APA respectively. These bus stops serve routes 34, 84/84A, 107, 234, 263, 307, 326, 384, and 389. The northbound stop is located adjacent to the Underhill / Barnet Hill (A1000) signalised T-junction and the southbound stop is opposite High Barnet Underground Station. The stops can be reached within 4-5 minutes respectively on foot. Additional stops on Mays Lane within a 180m walking distance serve routes 326 and 389 only. Stops on Mays Lane are provided with poles and timetable information whilst stops on Barnet Hill are also provided with shelter and flags. All services below operate regularly within the APA catchment area with stops throughout High Barnet, New Barnet and Whetstone residential areas.
- 8.5 High Barnet London Underground (LU) station is the northern terminus of the Northern Line which runs into Central London. High Barnet LU station is located approximately 500m to the north of APA. The station provides direct services to a range of destinations in London including Euston, Kings Cross and London Bridge, and average daytime frequency of departures is every 3 minutes. Changing at Camden Town provides onward access to the Edgware Branch, and further north London destinations. New Barnet mainline rail station is on the East Coast Main Line from Kings Cross, and is located 1.4km to the east of the site. The station is served and managed by Great Northern, who provide regular half hourly stopping services between Moorgate and Welwyn Garden City. Both stations are located in Travelcard Zone 5.
- 8.6 Using the PTAL methodology / formula, a PTAL has been calculated for APA. The results of this assessment are included as Appendix 4 and it can be seen that APA has an AI value of 17.8 or a PTAL banding of 4, with 8 frequent bus services at Barnet Hill (A1000) and High Barnet LU station within walking distance.
- 8.7 Barnet Lane is subject to a 30mph speed limit and is provided to a width of c. 7m in proximity to the site and benefits from lit footways on both sides of the carriageway. The footway on the western side measures approximately 2m in width whilst the footway on the eastern side is set back from the carriageway by a grass verge and measures approximately 2.4m in width. Single yellow line restrictions exist along both sides of the carriageway indicating no waiting is allowed between 10am - 11pm on match days (Tuesdays and Saturdays). The street features signage indicating this, however since the relocation of

Barnet Football Club there are clearly no match days to require compliance to these restrictions. Westcombe Drive junctions with Barnet Lane via a simple priority arrangement and runs to the north of APA.

- 8.8 The carriageway measures approximately 5.8 m in width flanked by footways on both sides measuring c. 1.8m in width. Double yellow line restrictions extend on both sides of the carriageway from its priority junction with Fairfield Way, 50m on its northern side and 60m on its southern side. Westcombe Drive links Barnet Lane with Fairfield Way, which runs in a north-south direction to the east of APA. Fairfield Way is also primarily residential in character and has unrestricted parking to the south of its junction with Westcombe Drive. Lit footways are also present on both sides of the carriageway and the street is subject to a 30mph speed limit. The road provides direct access to Barnet Hill (A1000) to the north via a priority junction arrangement, and transitions to Grasvenor Avenue and Sherrards Way to the south.
- 8.9 To the north-west, Barnet Lane junctions with Underhill and Mays Lane via a priority junction, with Underhill leading east and proceeding to link with Barnet Hill (A1000) in the form of a signalised junction. Mays Lane runs westwards, linking Barnet Lane to various neighbourhoods, residential estates and local amenities to the south-west of Barnet. Fairfield Way, as previously mentioned, provides access to the A1000 Barnet Hill via a dual carriageway T-junction, with ghost island, allowing onward access to High Barnet Underground Station and Barnet Town Centre to the north whilst New Barnet can be accessed to the east, via Station Road (A110). In terms of the wider highway network, the northbound A1000 Barnet Hill junctions with Wood Street (A411) which leads westward towards the A1 via the western residential suburbs of Barnet. Further north, the A1000 becomes The High Street, before linking with the A1081 St Albans Road which provides direct access to both the M25 and A1(M) at Junctions 23 and 1 respectively. The southbound A1000 provides access to the North Circular Road approximately 5.6km to the south of the site, via Great North Road, Pricklers Hill and High Road, passing through Totteridge, Whetstone and Finchley.

#### Road Safety Analysis

- 8.10 Analysis has been undertaken to determine if there are any trends in the types or location of accidents on the local road network in the vicinity of APA. A total of 23 PIAs occurred on nearby roads/junctions, 4 of which have been classified as 'serious', and 19 as 'slight' (minor). Two of the 'serious' PIAs were recorded close to the Barnet Hill / Fairfield Way junction. The first involved a vehicle passing too close to a pedal cyclist causing the rider to fall and the second was a result of a passenger falling as a bus pulled away from a stationary position. Two further 'serious' incidents were recorded, one of which took place at the A1000 Barnet Hill /Underhill junction where a vehicle turned right into the path of an oncoming emergency vehicle. This incident was attributed to failure to look properly and poor turn or manoeuvre. The final 'serious' incident took place at the Mays Lane / Underhill / Barnet Lane junction whereby a vehicle turning right collided with a pedal cyclist causing the rider to fall. The incident was attributed to failure to look properly and misjudgement of path or speed. The 'slight' (minor) incidents that took place within the search were a result of, either pedestrians failing to look properly and disobeying the crossing signals or vehicle drivers failing to look properly, poor manoeuvring and carelessness. It should be noted that no PIAs were recorded within the vicinity of the site accesses on Westcombe Drive or Barnet Lane and no incidents were recorded at the Barnet Lane / Westcombe junction and the Fairfield Way / Westcombe Drive junction.

**Modal Split and Trip Generation:**

8.11 In respect of modal split information, data has been provided by the LB Barnet Travel Plan officer for all Primary and Secondary schools with operational Travel Plans in the Barnet administrative area. The data provided has then been filtered by the number of form entries (for Primary and Secondary elements) and school type (i.e. Community, Independent or Voluntary-Aided). In order to supplement the above data with operator-specific travel patterns Ark Academy have provided pupil modal split data based on their established operations at Wembley and Enfield (allthrough Academies). The average modal split for this data is provided below, noting that an overall modal split is indicated across both Primary and Secondary elements. Staff modal split has been based on Ark Academy Enfield although in a less accessible area has been assumed to be the same for assessment as a robust analysis. The Park and Stride trips are derived from availability of off-site car parking described in the following pages.

<b>Ark Academy Average Pupil Modal Splits (Wembley &amp; Enfield)</b>					
Mode	Percentage	Mode	Percentage	Mode	Percentage
Bus	23.2%	Car Share	2.3%	Rail	2.8%
Car	18.6%	Cycle	3.4%	Walk	47.1%
		Park & Stride	2.6%	Other	0.0%

<b>Predicted Modal Split</b>				
Mode	Nursery	Primary	Secondary	Staff
Bus	9.5%	9.5%	40.6%	19.6%
Car	32.9%	12.6%	11.8%	37.3%
Car Share	1.8%	0.8%	1.5%	5.9%
Cycle	2.8%	2.8%	1.3%	7.8%
Park & Stride	0.0%	21.3%	10.1%	-
Rail	1.0%	1.0%	2.7%	19.6%
Walk	51.1%	51.1%	31.7%	7.8%
Other	0.9%	0.9%	0.4%	2.0%

8.12 The trip generation using the above modal splits is as follows.

Mode of Travel	Peak Arrivals and Departures
Bus	562
Car	271
Car Share	31
Cycle	42
Park & Stride	209
Rail	65
Walk	638
Other	12
<b>TOTALS</b>	<b>1,830</b>

- 8.13 Trip distributions have been derived for Primary and Secondary age pupils based on 2011 Census Middle Layer Super Output Data. This data has been used to generate the number of Primary and Secondary aged pupils by output area, which have then been plotted against existing school locations and capacities. Nursery distributions have been based on data for Primary age pupils. An exercise has been undertaken working outwards from the site until reaching a point where the number of school age pupils exceeds the capacity of local schools by 420 (in the case of Primary) and 1,200 (in the case of Secondary). It should be noted that this is by no means representative of a school catchment, but indicates the concentrations of school age children within the local population.
- 8.14 Traffic distribution of staff trips this has been undertaken using NOMIS Travel to Work inflow data for the Barnet administrative area. The database has been used to select the ten local authority areas outside of Barnet which generate the highest volume of travel to work trips.

#### Parking Provision:

- 8.15 An on-site staff car parking area will provide marked bays for c. 62 vehicles including 4 allocated as 'car share only', 3 disabled bays. In accordance with London Plan standards 10% of parking bays will be provided with active electric vehicle charging points and a further 10% will be provided with passive charging facilities ie. with the underlying infrastructure provided to be fully connected at a later date. There is also parking space and loading space for a mini-bus. Detailed layouts showing parking layouts, parking allocation and electric charging points will be conditioned to be submitted for approval as part of the planning permission.
- 8.16 Cycle parking facilities will be provided to accord with London Plan standards of 1 cycle parking space per 8 staff / students. Cycle parking will be provided in secure, covered locations and will be increased in line with the projected rise in pupil numbers. Additional 'short-stay' cycle parking will be provided to a standard of 1 per 100 pupils. Scooter parking for Primary-aged children will be co-located with cycle parking 40 scooter parking spaces for student use with numbers monitored and increased in line with demand. Details of cycle and scooter parking will be conditioned to be submitted for approval as part of this planning permission.
- 8.17 Due to the number of car based trips it is proposed to use an existing off street car park immediately south of the APA site as a drop-off / pick-up facility. In respect of Primary age pupils, it is proposed that parents approaching from the south, west and north (i.e. via Mays Lane, Barnet Lane or A1000(N)) use the car park. Primary drop-off would take place predominantly in the 15-minute period before Primary registration with pick-up in the 15-minute period following Primary end of day.
- 8.18 In respect of Secondary age pupils, it is proposed that parents approaching from the south and west (i.e. via Mays Lane or Barnet Lane) use the car park. Secondary drop-off would take place predominantly in the 15-minute period before Secondary registration with pick-up in the 15-minute period following Secondary end of day. The staggering of Primary / Secondary start / finish times will assist in managing any 'crossover' between Primary / Secondary drop-off and pick-up activity.
- 8.19 The car park has a capacity of c. 60 spaces, that could allow c. 90 Primary aged pupils and 120 Secondary aged pupils to be dropped off / picked-up at this location. This makes allowance for vehicles to 'turnover' x 1.5 at the start and end of the Primary Academy day

and twice at the start and end of the Secondary Academy day. It is considered that the more independent nature of Secondary age pupils allows parents to drop-off and collect pupils at a faster rate than Primary age pupils.

- 8.20 It should be noted that on arrival at the Barnet Estate car park, pupils will be grouped by trained staff /stewards and escorted to the APA site via a series of 'Walking Buses'. Pupil groups will be no larger than 10 with at least one staff member / steward per group with additional presence at key crossovers and crossing locations on the route to APA. Likewise, pupils will be escorted back to the car park at the end of the day where parents will collect their children.
- 8.21 The car park requires patch re-surfacing, full 'spray and chip' and introduction of physical drainage features to resolve current ponding (either through surface re-grading and / or gulleys), lining and designated walking routes. The car park access requires resurfacing and upgraded entrance / egress separation feature eg. kerbed or grassed island. These works will be conditioned to be submitted for approval and works on the public highway are to be progressed through a S278 Agreement with the local highway authority.
- 8.22 However, based on the predicted level of car-based trips associated with pupil travel to APA there will still be a residual proportion of pupils who will be dropped off / picked up on local streets surrounding the site. In order to assess the current level of available on-street parking in the vicinity of APA, parking demand data has been obtained. On-street parking beat surveys have been carried out by an independent survey company during the anticipated APA drop-off / pick-up periods; between 07:30-10:00 and 14:30-17:00 on Thursday 14<sup>th</sup> January 2016. The parking beat surveys established the demand for parking in 15-minute intervals throughout the survey periods. The total number of available spaces within the survey cordon, excluding established driveways and accesses.

Time	No On-Street Parking Restrictions				Single Yellow Line Restrictions			
	Total Number Parked		Spare Capacity		Total Number Parked		Spare Capacity	
	Number	%	Number	%	Number	%	Number	%
0730-0745	57	70%	24	30%	23	20%	94	80%
0745-0800	53	65%	28	35%	25	21%	92	79%
0800-0815	50	62%	31	38%	25	21%	92	79%
0815-0830	46	57%	35	43%	30	26%	87	74%
0830-0845	46	57%	35	43%	31	26%	86	74%
0845-0900	45	56%	36	44%	30	26%	87	74%
0900-0915	46	57%	35	43%	29	25%	88	75%
0915-0930	49	60%	32	40%	28	24%	89	76%
0930-0945	49	60%	32	40%	28	24%	89	76%
<b>Average</b>	<b>49</b>	<b>60%</b>	<b>32</b>	<b>40%</b>	<b>28</b>	<b>24%</b>	<b>89</b>	<b>76%</b>

Time	No On-Street Parking Restrictions				Single Yellow Line Restrictions			
	Total Number Parked		Spare Capacity		Total Number Parked		Spare Capacity	
	Number	%	Number	%	Number	%	Number	%
1430-1445	59	73%	22	27%	29	25%	88	75%
1445-1500	60	74%	21	26%	29	25%	88	75%
1500-1515	56	69%	25	31%	27	23%	90	77%

1515-1530	52	64%	29	36%	29	25%	88	75%
1530-1545	51	63%	30	37%	28	24%	89	76%
1545-1600	51	63%	30	37%	22	19%	94	81%
1600-1615	53	65%	28	35%	21	18%	96	82%
1615-1630	54	67%	27	33%	21	18%	96	82%
1630-1645	55	67%	26	32%	21	18%	96	82%
<b>Average</b>	<b>55</b>	<b>67%</b>	<b>27</b>	<b>33%</b>	<b>25</b>	<b>22%</b>	<b>91</b>	<b>78%</b>

8.23 On the basis that 15% of pupils will attend Breakfast Clubs, on-street drop-offs for Breakfast Clubs total 36, with 48 on-street drop-offs prior to Primary registration, and 136 drop-offs prior to Secondary registration. Given the average availability of 121 spaces over the AM peak period it is considered that the level of on-street drop-offs could be absorbed particularly given that not all drop-offs will occur at exactly the same time and therefore there is the ability for drop-offs to 'turn over' more than once during the 15-20-minute drop-off windows before APA start times.

8.24 The modal split targets are linked to travel plan measures and number of pupils who will attend breakfast clubs and after school activities. Parking availability may fluctuate during different times of year and increase overtime. To safeguard any on-street parking issues that could evolve from the occupation of the APA to full occupancy the applicant will be required to carry out an annual parking review to be submitted for approval. Subject to the results a Controlled Parking Zone (CPZ) Review may be triggered to be carried out by the local highway authority and the applicant shall cover the cost and thereafter shall cover the cost of any implementation. Contributions shall be set out in a S106 legal agreement.

8.25 Due to the change of use of the site the match day parking controls that surround the site will require removal only if no other on-street parking controls are required following full occupation. Contributions shall be set out in a S106 legal agreement.

### Traffic Impact

Arm	Base				Base + Development			
	Weekday AM Peak		Weekday PM Peak		Weekday AM Peak		Weekday PM Peak	
	Degree of Saturation	Queue						
A1000 Barnet Hill (S) Left	66.3%	10.8	55.5%	8.0	64.9%	10.5	58.2%	8.5
A1000 Barnet Hill (S) Ahead	104.1%	58.0	93.3%	25.6	101.9%	48.9	97.8%	31.8

Underhill Right Left	100.1%	23.2	93.4%	17.3	115.2%	57.0	96.8%	21.6
A1000 Barnet Hill (N) Ahead Right	85.9%	20.0	89.5%	21.7	146.7%	45.4	131.1%	47.7
<b>PRC%</b>	<b>-15.6%</b>		<b>-3.7%</b>		<b>-63.0%</b>		<b>-45.7%</b>	

8.26 The TA includes capacity analysis of junctions surrounding the site. Base surveys were undertaken and growths to 2024 being the date that the proposed Academy will be at full capacity. Analysis is summarised below (Capacity Analysis of A1000 Barnet Hill / Underhill signalised T-junction – 2024):

8.27 From the table above it can be seen that the signalised T-junction will function above overall capacity under both 2024 'Base' and 'Base + Development' AM and PM peak conditions. The Underhill approach arm in particular will experience higher degrees of saturation and queuing under 'With Development' conditions, notably in the AM peak period with an increase from 23.2 to 57.0 PCUs. On the basis that the introduction of APA traffic would reduce the operational efficiency at this key node in the local highway network.

Capacity Analysis of A1000 Barnet Hill / Fairfield Way T-Junction – 2024

Arm	Base				Base + Development			
	Weekday AM Peak		Weekday PM Peak		Weekday AM Peak		Weekday PM Peak	
	Max RFC	Queue	Max RFC	Queue	Max RFC	Queue	Max RFC	Queue
Fairfield Way	3.726	137.95	1.815	69.80	9.490	351.09	4.175	296.39
A1000 Barnet Hill RT	0.122	0.140	0.077	0.080	0.146	0.17	0.087	0.09

8.28 From the table above it can be seen that under Year 2024 'Base' and 'Base + Development' traffic flow conditions the priority junction will function well over capacity and with excessive queues on the minor arm in particular. Queuing on Fairfield Way is likely to increase by 50% or more following the introduction of APA traffic flows.

Capacity Analysis of Barnet Lane / Underhill / Mays Lane T-Junction – 2024

Arm	Base				Base + Development			
	Weekday AM Peak		Weekday PM Peak		Weekday AM Peak		Weekday PM Peak	
	Degree of Saturation	Queue						
Underhill	38.3%	0.3	30.9%	0.2	41.9%	0.4	33.8%	0.3

Barnet Lane	37.2%	0.3	46.5%	0.4	59.5%	0.7	68.5%	1.1
Mays Lane	102.2%	67.0	58.1%	0.7	128.5%	172.3	80.1%	2.0

8.29 From the table above it can be seen that junction performance and queuing by arm is generally unaffected by the introduction of APA traffic, save for the Mays Lane approach where the additional volume of right turners would cause queuing to more than double under Year 2024 'Base + Development' conditions.

Capacity Analysis of Barnet Lane / Westcombe Drive T-Junction – 2024

Arm	Base				Base + Development			
	Weekday AM Peak		Weekday PM Peak		Weekday AM Peak		Weekday PM Peak	
	Max RFC	Queue	Max RFC	Queue	Max RFC	Queue	Max RFC	Queue
Westcombe Drive	0.524	1.08	0.250	0.33	1.061	11.74	0.621	1.58
Barnet Lane RT	0.386	0.77	0.372	0.74	0.759	5.49	0.744	5.18

8.30 From the table above it can be seen that with the introduction of APA traffic the junction still performs generally within capacity. The only exception is the Westcombe Drive approach where during the AM peak period queuing is expected to increase from 1 to 12 vehicles under Year 2024 'Base + Development' conditions. It should however be noted that for the purpose of junction capacity assessment a robust volume of APA-related traffic flows has been directed via Westcombe Drive, whilst in reality drop-off / pick-up trips will be discouraged at this location, and potentially controlled with parking / waiting restrictions. As such it is not envisaged that such a queuing scenario would actually materialise.

Capacity Analysis of Fairfield Way / Westcombe Drive T-Junction – 2024

Arm	Base				Base + Development			
	Weekday AM Peak		Weekday PM Peak		Weekday AM Peak		Weekday PM Peak	
	Max RFC	Queue	Max RFC	Queue	Max RFC	Queue	Max RFC	Queue
Westcombe Drive	0.410	0.69	0.480	0.91	0.835	4.50	0.965	12.08
Fairfield Way RT	0.308	0.47	0.155	0.19	0.820	4.75	0.565	1.38

8.31 From the table above it can be seen that the junction will function within capacity under Year 2024 'Base' and 'Base + Development' traffic flow conditions with increases in queuing that can be accommodated within the available roadspace.

Capacity Analysis of Barnet Lane / A5109 Totteridge Village T-junction– 2024

Arm	Base				Base + Development			
	Weekday AM Peak		Weekday PM Peak		Weekday AM Peak		Weekday PM Peak	
	Degree of Saturation	Queue						
A5109 (S) Ahead Right	66.3%	1.0	81.9%	2.2	73.4%	1.4	87.2%	3.2
A5109 (N) Ahead Left	67.9%	1.1	56.8%	0.7	69.6%	1.1	58.2%	0.7
Barnet Lane (W) Right	55.7%	0.6	33.1%	0.2	61.2%	0.8	39.5%	0.3
Barnet Lane (N) Left	101.7%	37.3	45.3%	0.4	108.4%	50.9	51.9%	0.5

8.32 From the table above it can be seen that with the addition of APA related traffic, junction performance and queuing is generally unaffected with the only notable queue increase experienced on the Barnet Lane (N) approach during the AM peak hour period. Given that this approach arm already functions over capacity under ‘Base’ conditions and that junction impact is limited to two concentrated periods of the day, it is not considered that additional mitigation is warranted.

Construction:

8.33 In order to minimise disturbance to local residents, a number of mitigating measures will be implemented and enforced throughout the duration of the construction period, the details of which will be provided within a full Construction Logistics Plan (CLP) to be prepared by the site contractor. A framework CLP is included as part of the application and provides swept path analysis to confirm that construction vehicle access can be gained to the site, with the ability to turn on site and depart in forward gear. A full Demolition and Construction Management Plan will be conditioned to be submitted for approval as part of the planning application approval.

Deliveries & Servicing:

8.34 The number of service vehicles that deliver to APA on a daily or weekly basis will be minimal. These would be limited to waste collection, and canteen and general supplies. The principles of delivery and servicing at APA are:

- Canteen and general supplies are serviced using the vehicular access from Westcombe Drive to Barnet Lane. Servicing will generally be restricted to out-of-hours, and certainly outside of the start and finish hours of the Academy day;
- Delivery times are specified to each supplier so as to eliminate the occurrence of multiple vehicles arriving or being on-site at the same time;
- The refuse store is located within APA grounds and at collection time the bins are wheeled out, no more than 30 minutes before the specified out-of-hours collection time.

8.35 A Framework Delivery and Servicing Plan is included as part of the application and provides delivery and refuse vehicle swept path analysis demonstrating that vehicles can gain access

to the relevant locations on site and are able to enter and exit in a forward gear. A full Delivery and Servicing Plan will be conditioned to be submitted for approval as part of the planning application approval.

Mitigation:

- 8.36 APA encourages cycling as a viable method of travel for Secondary age pupils, in particular. Given that a large proportion of APA pupils will be drawn from southeast of the site, it is considered that additional connectivity through the field immediately southeast of the site (connecting the east-west cycle route between Barnet Lane and Grasvenor Avenue with Priory Grove) would benefit pupil connectivity. This field is under the control of LB Barnet Greenspaces. Such a route would also be connecting existing public footpaths / cycleways and therefore be of wider benefit to the local community, allowing cyclists and pedestrians to move between Grasvenor Avenue / Barnet Lane and Westcombe Drive via a fully metalled route. From pre-application discussions with LB Barnet Greenspaces this was not supported as would mean the field could not fully used for recreation and there is an increase in maintenance and build cost where there are suitable signed routes on Barnet Lane and Fairfield Way to serve the school.
- 8.37 TfL have confirmed that Mayoral funds are available to mitigate the public transport impacts of free school developments. As such, following provision of home postcode locations for the first year intakes at the APA (Spring 2018), TfL will undertake analysis to confirm if any local bus routes are operating at or over capacity and how these would be impacted by APA related trips. It will be conditioned for this data to be submitted for analysis.
- 8.38 A scheme has been developed, that delivers the following improvements within land predominantly under the control of LB Barnet Highways.
- Signalise Fairfield Way / Barnet Hill T-junction and integrate into signal staging with Underhill;
  - Provide continuous two-lanes southbound on Barnet Hill with give-way controlled right turn facilities for entry to Underhill and Fairfield Way;
  - Provide continuous two-lanes northbound on Barnet Hill with left-turn facilities on nearside lanes;
  - Provide two-lane approaches from Underhill and Fairfield Way arms with nearside lanes offering left and right turn facilities, and offside lanes right-turn only;
  - Provide staggered and signal-controlled crossing facilities over Underhill and Fairfield Way integrated into signal staging.
- 8.39 It should be noted that to deliver the scheme additional land-take would be required that is under the control of LB Barnet Estates and Greenspaces departments. Whilst alternative schemes could be delivered solely within the highway boundary, considering the minimal land required and wider benefits of delivering the highway scheme outlined it is considered that suitable landscaping compensation could be developed to facilitate the proposals.
- 8.40 A junction assessment was submitted in the TA using LINSIG but following further discussions with TfL this was refined and a new assessment was carried out using TRANSYT and is summarised below.

Capacity Analysis of A1000 Barnet Hill / Underhill signalised T-junction – 2024 (Proposed Junction Layout)

Arm	Base + Development			
	Weekday AM Peak		Weekday PM Peak	
	Degree of Saturation	Queue	Degree of Saturation	Queue
A1000 Barnet Hill (S) Ahead Left	85.0%	20.7	65.0%	11.2
A1000 Barnet Hill (S) Ahead	75.0%	16.2	64.0%	11.5
Fairfield Way Left	81.0%	7.0	77.0%	6.7
Fairfield Way Right	81.0%	6.8	77.0%	6.4
A1000 Barnet Hill (S) Int. Ahead Left	54.0%	6.6	45.0%	4.9
A1000 Barnet Hill (S) Int. Ahead	78.0%	9.7	71.0%	9.0
Underhill Left	82.0%	7.7	67.0%	6.6
Underhill Right	81.0%	7.7	67.0%	6.8
Barnet Hill (N) Ahead	38.0%	5.2	40.0%	5.6
Barnet Hill (N) Ahead Right	40.0%	5.2	42.0%	5.7
Barnet Hill (N) Int. Ahead	43.0%	6.8	40.0%	6.5
Barnet Hill (N) Int. Ahead Right	50.0%	7.1	50.0%	6.8
<b>PRC%</b>	<b>6.0%</b>		<b>17.0%</b>	

- 8.41 It is evident from the results above that the proposed highway modifications would deliver a significant benefit in terms of queuing and junction capacity. This is noticeable when comparing 'base' conditions under the existing highway layout with 'base + development' conditions under the proposed arrangement. The proposals mitigate the impact of APA traffic, whilst providing the additional safety benefit of controlling access to and from Fairfield Way and delivering controlled crossing points over Underhill and Fairfield Way. On this basis it is considered that the highway mitigation proposals are fit for purpose and offer a wider benefit for the local community in terms of highway operation and safety.
- 8.42 The capacity analysis for Mays Lane / Underhill / Barnet Lane Priority Junction demonstrated that this junction already functions over capacity under 2024 'Base' conditions. The addition of APA traffic further exacerbates queuing conditions on Mays Lane in particular during the AM peak for ahead / right turn movements. It is therefore proposed to implement an improvement scheme comprising the widening of the Mays Lane carriageway on its northern side to allow for the addition of a dedicated right-turn lane facility into Barnet Lane.
- 8.43 The improvement scheme will also provide a refuge island crossing point to the east of the junction improving connectivity on the desire line between Barnet Lane and High Barnet London Underground Station. This will not only be of benefit to pupils and staff of APA but the local community alike. It should, again, be noted that to deliver the scheme additional land-take beyond the Highway Boundary would be required that is under the control of LB Barnet Greenspaces. Junction capacity analysis of the proposed highway modifications has been undertaken using LINSIG and is summarised for the AM and PM peak below.

Capacity Analysis of Barnet Lane / Underhill / Mays Lane T-Junction – 2024 (Proposed Junction Layout)

Arm	Base + Development			
	Weekday AM Peak		Weekday PM Peak	
	Degree of Saturation	Queue	Degree of Saturation	Queue
Underhill	41.9%	0.4	33.8%	0.3
Barnet Lane	59.5%	0.7	68.5%	1.1
Mays Lane	105.2%	63.4	56.0%	0.6

- 8.44 The table above shows that the improvement proposals would actively mitigate the increased queuing on Mays Lane in the AM peak hour period. The remaining approach arms operate within capacity and with minimal queuing over both peak hour periods.
- 8.45 Highway works required to facilitate the development to be carried out under S278 of the Highways Act 1980 and shall be included in a S106 legal agreement.
- 8.46 A full review is required on the pedestrian and cycle facilities within the APA catchment once full postcode data has been received and reviewed. The applicant is to submit and agree a methodology to the LPA and carry out a PERS (Pedestrian Environment Review System) and CERS (Cycle Environment Review System) Audit and this will be conditioned as part of the planning approval. Any subsequent works are to be implemented through a S278 Agreement with the local highway authority.
- 8.47 Due to the increase in traffic flows and pedestrian crossing movements a review of vehicle speeds is required surrounding the APA and recommendation on if a 20 mph zone is appropriate for school safety. The applicant is to submit and agree a methodology to the LPA and carry out a School 20mph Zone Review and this will be conditioned as part of the planning approval. Any subsequent works are to be implemented through a S278 Agreement with the local highway authority.

Travel Planning:

- 8.48 A Travel Plan has been submitted as part of the planning application and this has been consulted with the Travel Plan Officer who has made the following comments.

Travel patterns

- It is stated that the site is central to the catchment demand for Nursery, Primary and Secondary pupils but this is not evidenced in any way within the STP.
- Reference is made to the APA catchment area in the STP but this is not explained or delineated. No reference is made to the proposed school's admissions criteria.
- Access arrangements – it is not clear from the small plans in the STP which is the formal entrance to be used by visitors and/or by staff.
- Will the secondary pupil entrance have suitable lighting?
- Cycle parking - reference to table 4.1 is not correct.

- More details needed of the strategies in place to manage and monitor drop off and pick up on-street to reduce impact on residents. This is not included in the measures section or the monitoring section.

#### Site Accessibility

- As a PERS audit has not been provided it has not been demonstrated that the bus stops in all directions are easily and safely accessed due to crossing roads to get to the nearest bus stops via the most direct route.
- The 251 bus is not included within the bus list despite the potential for use from the Mill Hill, Burnt Oak and Edgware directions
- The walk and bus routes to High Barnet and New Southgate stations should be considered as secondary students and staff may make use of these routes. 36 pupils and 29 staff are predicted to travel by rail by 2024/25.

#### Travel Plan Management

The TPC should also be in charge of liaising with STP Champions from nearby schools and other organisations with travel plans to discuss shared issues, share best practice and to coordinate shared activities.

- A wide range of measures have been included that are aimed to influence both student and their family's travel as well as staff travel. Some, however, are proposals or will be investigated so have not been committed to. Staff lockers are provided but no commitment is given for student lockers. These will need to be provided for those cycling to store their helmet, lights and other equipment. Provision of student lockers also reduces the equipment needing to be carried each day and therefore decreasing the need to be taken to and from school by car.
- 4 car sharing bays are proposed and not confirmed.
- The suggestion that TfL will fund any identified additional bus services for the school needs confirmation. The pre-existing 251 bus capacity issues needs to be considered.
- Staggering start and finish times is welcomed as long as this does not increase the time that parents wait if picking up at different times so reducing parking space turnover. Staggering also with the near-by schools will also reduce congestion on the road and in the car park on Barnet Lane.
- The suggestion of a park and stride scheme from a local car park is sensible however current use by local schools has not been reported so future capacity has not been predicted. The route from the car park to the site is shown as using the secondary pupil entrance but it is not clear how primary pupils will then access the primary entrance.
- Normal practice is for walking buses to only run in the mornings as there are safety issues in the afternoons if families are late to pick up a child. It is also not discussed how safety will be maintained while pupils meet up with their adult in a car park where there could be conflicts between pedestrian and vehicle movements.
- Pupil to adult ratios of 1:8 junior aged pupils and 1:4 for infant aged pupils will need to be met with no less than 2 adults at any time rather than the described on staff member to no more than 10 pupils.
- It is suggested that further park and stride locations will be investigated on gaining a greater understanding of the pupil home locations. In order to achieve the predicted pupil targets success of park and stride is essential.
- How will driving 6<sup>th</sup> form students be prevented from parking in the car park it is proposed that the park and stride will run from?

## Targets

- The action plan contains a number of different actions but it needs to be checked that they are appropriate for the age of the students in the school at the time. Actions should also be included to add additional measures as the different year groups become operational EG Junior Travel Ambassadors should be appointed annually once Year 5 and 6 are in operation.
- Targets are split for primary and secondary pupils as staff as previously recommended
- The TA includes Nursery pupil mode splits for 2024/25 and peak arrivals and departures but these are not included in the TP.
- No specific targets are set for the 6<sup>th</sup> Form where there are likely to be students who drive to school.
- Experience has shown that when a new school opens with just Reception aged pupils car use is high (around 70%) as families have to take other siblings to other educational establishments. Over time the car use reduces as all year groups are filled. The proposed targets on occupation for both primary and secondary pupils have 70% shared across car, car share and park and stride with the majority in park and stride; 43.5% and 31.4% respectively, giving a park and stride percentage way above the Borough average from the 2015 STP travel data of 7.79%. Only 2 schools in the borough have park and stride percentages over 30% but that is following the successful implementation of a Travel Plan for several years.
- Large reductions in park and stride percentages are predicted over the life of the STP but it is not explained how this will be achieved.
- Only 0.8% of primary pupils are predicted to car share which equates to less than 2 children in 2018/19, 2019/20 and 2020/21.
- No increase is anticipated in primary car sharing despite the numbers of pupils in the school expanding year on year making it easier to find suitable car sharing families
- Secondary car use is predicted at 37.1% for 2018/19, a higher rate than the primary and is predicted to remain higher than the primary percentage until 2022/23. This is opposite to the pattern seen at other primary and secondary schools across the borough. The 2015 STP data shows a car use average for primary pupils of 36% and secondary of 23.9%.
- The secondary car use targets show an increase in the number of children arriving by car from 67 children in 2018/19 up to a maximum of 142 in 2021/2022 which is predicted to be retained for the following 3 years.
- No consideration has been given to the am peak departures of families leaving the site having dropped off their child.
- The Mode share in the TA for staff is incorrect as the secondary pupil mode split has been used.
- Staff targets are given for full occupation in 2024/25 with 37.3% (56 staff) predicted for car and 5.9% (9 staff) which can be accommodated in the proposed 62 parking spaces on site. No indication is given of the staff mode split at the opening of the school or for the following years through to 2024/25.

## Monitoring and Review

- Annual staff and students surveys are correctly included. These will need to continue annually for the life of the STP. Consultation with all of the school community as per the Transport for London STP guidance will need to be completed within 3 months of occupation and the STP revised, updated and resubmitted for approval. As well as monitoring of the cycle parking, monitoring of the scooter storage and electric charging points will need to be completed so that additional provision is installed when triggered

by need. 4.15 commits to monitoring on-street impact so should be included in the monitoring section.

### Conclusion

8.49 Having regard to all of the above and subject to conditions and S106 obligations, officers consider that the application would be acceptable from a transport and highways perspective and is accordant with

## **9.0 Sustainability**

9.1 London Plan Policy 5.2 requires development proposals to make the fullest contribution to minimising carbon dioxide emissions in accordance with the following energy hierarchy:

- Be lean: use less energy
- Be clean: supply energy efficiently
- Be green: use renewable energy

9.2 Policy 5.3 of the London Plan goes on to set out the sustainable design and construction measures required in new developments. Proposals should achieve the highest standards of sustainable design and construction and demonstrate that sustainable design standards are integral to the proposal, including its construction and operation.

9.3 Local Plan policy DM01 states that all development should demonstrate high levels of environmental awareness and contribute to climate change mitigation and adaptation. Policy DM04 requires all major developments to provide a statement which demonstrates compliance with the Mayors targets for reductions in carbon dioxide emissions, within the framework of the Mayor's energy hierarchy.

9.4 The application is accompanied by an Energy Statement from Couch Perry Wilkes which seeks to demonstrate how the buildings have been designed to achieve a reduction in Carbon Dioxide (CO<sub>2</sub>) emissions by 35% as required by the London Plan (2016). The sustainability of the scheme has been fully assessed by both Council and GLA officers against the London Plan hierarchy and a summary is set out below.

### Be Lean

9.5 A range of passive design features and demand reduction measures are proposed within the Energy Statement to reduce the carbon emissions of the proposed development. The demand for cooling will be minimised through a proportionate amount of glazing which will be orientated to reduce solar gains. Exposed concrete soffits are proposed in the majority of occupied spaces with windows being openable to reduce reliance on the heat recovery unit. No active cooling is proposed, except for in the server room.

9.6 The limits of thermal comfort are set out within Technical Memorandum 52 (TM52) from the Chartered Institution of Building Services Engineers (CIBSE). The Energy Statement sets out that the limits of TM52 would be exceeded with the proposed measures outlined above. Following initial review from GLA Sustainability officers, supplementary information in

respect of the methodology used and the weather scenarios tested was submitted by the applicant. It was outlined that LondonDSY05 methodology was used with modelling against TM49 which was welcomed by GLA officers.

- 9.7 The results of the overheating assessment show that some spaces would fail against the tests incorporating ‘a year with a very intense warm spell’ and ‘a year with a prolonged period of sustained warmth’. GLA officers have been clear in advising that cooling systems to mitigate the potential overheating should be installed and to this end a condition is added requiring details of such provision to be submitted for approval and thereafter implemented.

Be Clean

- 9.8 There are no existing or proposed district heating networks in the local area and thus the applicant has ensured that the site heating would be future proofed to allow for future connection should any district network come forward.

- 9.9 The development would be served by an on-site heat network which would be supplied from a single energy centre comprising a plant deck and tank room. Details have been provided showing that all buildings would be linked to the network. Officers are satisfied that the details provided are acceptable.

Be Green

- 9.10 The applicant has investigated the feasibility of providing Combined Heat and Power (CHP) however it is outlined that the development’s heat profile would be significantly less than 5000 hours per annum and thus CHP is not considered to be viable which is accepted.

- 9.11 A Solar Photovoltaic (PV) installation is proposed which could provide up to 27 tonnes per year in carbon savings. The installation would cover an area of 384.2 square metres at roof level and would have an output of 52.47 kWp. At the request of GLA officers, the applicant investigated whether additional solar panels could be incorporated to increase carbon savings however it was outlined those additional panels would result in insufficient retained roof to allow for servicing and maintenance of the installation.

Conclusion

- 9.12 Following initial review, an updated Energy Statement was submitted by the applicant which states that the measures outlined above, in line with the London Plan energy hierarchy combine to provide the following overall carbon reductions.

Measure	Carbon Emission Savings	% Carbon Reduction for Building
‘Be Lean’- Fabric First Approach (BRUKL)	26,801 TonnesCO2/year	11%
‘Be Green’ – Photovoltaic Panels	22,901 TonnesCO2/year	6.80 %
<b>Total CO2 Emission Reduction</b>	<b>45,702 TonnesCO2/year</b>	<b>20.4%</b>

- 9.13 In addition to the figures outlined above, the applicant has provided supporting information on how additional energy efficiency/passive measures, including comparison against a theoretical air conditioned school would be implemented which could further reduce emissions.
- 9.14 For the purposes of assessment, these additional passive measures cannot be accounted for in the Part L modelling. Whilst these additional measures are fully supported they cannot be counted towards the Policy 5.2 carbon emission target as they do not form part of the approved Part L methodology, for which the performance of all developments is assessed against.
- 9.15 With this in mind, it is clear that the development falls short of the 35% target by 14.6%. Where such a shortfall is identified, the Mayor's Sustainable Design and Construction SPG outlines that a carbon offset contribution should be made by the applicant. Currently, the Council do not have an established carbon offset fund however one will be established in the emerging Local Plan and as such the Council will secure a contribution through the Section 106 Agreement. The contribution would be ring-fenced to be spent on making up the shortfall off site.
- 9.16 Mayor's Sustainable Design and Construction SPG states that where boroughs do not have an established price, a figure of £60/tonne for a period of 30 years should be applied. In this case the development falls short of the requisite carbon reductions by 35.536 tonnes however the applicant has committed to a review of the provision of Solar PV Panels to increase the number at roof level. Any shortfall identified following installation of the additional PV panels would be secured as a contribution through the S106 Agreement. Subject to the planning obligation, it is considered that the application is in accordance with London Plan Policy 5.2 and Barnet Local Plan policies DM01 and DM04.

## **10.0 Flood Risk**

- 10.1 Policy CS13 of the Barnet Core Strategy states that "we will make Barnet a water efficient borough and minimise the potential for fluvial and surface water flooding by ensuring development does no cause harm to the water environment, water quality and drainage systems. Development should utilise Sustainable Urban Drainage Systems (SUDS) in order to reduce surface water run-off and ensure such run-off is managed as close to its source as possible subject to local geology and groundwater levels".
- 10.2 Policy 5.13 of the London Plan states that development should utilise sustainable urban drainage systems (SUDS) unless there are practical reasons for not doing so, and should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible in line with the following drainage hierarchy:
1. store rainwater for later use
  2. use infiltration techniques, such as porous surfaces in non-clay areas
  3. attenuate rainwater in ponds or open water features for gradual release
  4. attenuate rainwater by storing in tanks or sealed water features for gradual release

5. discharge rainwater direct to a watercourse
6. discharge rainwater to a surface water sewer/drain
7. discharge rainwater to the combined sewer.

10.2 A Flood Risk Assessment was carried out in support of the application and is included as part of the Environmental Statement (Chapter 12). The FRA confirms that the site is located within Flood Zone 1 which is considered to be an area least susceptible to flooding. Nevertheless, small areas of the site are identified as at risk of surface water flooding, specifically adjacent to the western and southern site boundaries. Nevertheless, the extensive green spaces within the application site means that the development is capable of meeting London Plan requirements for green-field run off rates.

10.3 Using the SuDS hierarchy outlined above, the applicant has outlined the following sequential approach to the SuDS attenuation measures proposed.

1. Store rainwater for later use – rainwater harvesting has not been adapted for school developments in London;
2. Use infiltration techniques, such as porous surfaces in non-clay areas – The drainage consultant has requested that infiltration testing is carried out on-site by the contractor. Soakaways were considered but were deemed an unsuccessful form of Sustainable Drainage, due to the presence of London Clay formation. Once infiltration testing is carried out on site, the proposed drainage strategy, based on the results of the testing, will be reviewed and infiltration techniques will be implemented if this is deemed acceptable.
3. Attenuate rainwater in ponds or open water features for gradual release – Due to the landscape in this location and the proposed site layout and building footprint, it is not possible to locate a pond within the site
4. Attenuate rainwater by storing in tanks or sealed water features for gradual release – This form of Sustainable Drainage is proposed. However, following infiltration testing, as stated in Point 2, these measures can be reviewed.

10.4 It is considered that the approach outlined above is appropriate and would ensure that the application is accordant with Barnet Policy CS13 and London Plan Policy 5.13.

## **11.0 Biodiversity**

11.1 The application is accompanied by an Ecological Assessment. The site does not include any area of Special Interest for Nature Conservation (SINCs) and the surveys undertaken in support of the Ecological Assessment did not identify or provide evidence of any protected species on site. The proposal is thus considered to comply with Paragraph 118 of the NPPF, Policy 7.19 of the London Plan (2015) and Barnet Local Plan policies CS7 and DM16.

## **12.0 Air Quality**

12.1 The Environmental Statement incorporates an assessment of the impact of the development on air quality in the surrounding area by Aether (Main Report, Chapter 14 (Volume 1)). The air quality assessment has been fully reviewed by the Council's Environmental Health

officers who largely concur with the findings of the report which concludes that any incremental increase in pollution would be negligible.

- 12.2 Nevertheless, the Council's Environmental Health officers identified a potential area of conflict where the reception playground would be located adjacent to a car parking area and the main vehicular thoroughfare of the site. This creates some potential that higher than usual levels of air pollution could be experienced due to stationary and slow moving vehicles carrying out deliveries. To address this, a condition has been attached which would control the hours of delivery to ensure that they are not undertaken during the school day when children may be using the playground.

### **13.0 Ground Conditions**

- 13.1 The Environmental Statement incorporates an assessment of existing ground conditions, carried out by Arcadis/EC Harris (Main Report, Chapter 16 (Volume 1)).

- 13.2 A desk study of the site and surrounding areas informed the baseline conditions that form part of the assessment and indicates that historically the surrounding area comprised agricultural fields. A railway line and embankment approximately 100m north east of the site was developed in 1896. Since 1914 the land to the north, east and west of the site has been developed for residential and commercial purposes. To the south the land has remained undeveloped as playing fields. Since 1935 the northern part of the site has been developed to provide the football stadium including provision of the football pitch, terraces, stands and several small buildings.

- 13.3 In terms of potential contamination, the desk study identified possible contaminants on site including metals, asbestos, methane and carbon dioxide. No methane was detected during the monitoring and the development site is located in an area of low unexploded ordnance (UXO) risk. The assessment concludes that any risk in terms of land contamination is negligible.

- 13.4 Whilst the findings of the ground conditions assessment are accepted, officers consider it prudent to attach a condition requiring further investigation to further minimise any risk. Such further investigation should utilise more sampling points and intrusive investigation in areas such as the landscaped areas/ sports fields.

### **14.0 Historic Environment / Archaeology**

- 14.1 The Environmental Statement incorporates a Heritage Assessment from DPP (Main Report, Chapter 9 (Volume 1)). For the purposes of the assessment, the study area was extended to 250 metres from the site boundary.

- 14.2 The application site and study area are not located within any designated conservation area with the nearest being located 750 metres away, nor are they located within an Area of Special Archaeological Significance. One listed building is located within the study area; the Everyman Cinema, which is Grade II listed and located 200 metres to the east of the site on Great North Road.

14.3 Given the site context above, the development would have no or a negligible impact on the historic environment. To this end, Historic England (Archaeology) were consulted on the application and had no comments to make.

## **15.0 Socio-Economic Impact**

15.1 The socio-economic impact of the development has been considered and assessed as part of the Environmental Statement through a report from Zeta Economics (Chapter 7). The report covers the social and economic environmental conditions prior to the development and then provides an analysis of future economic and social impacts during the construction and operational phases.

15.2 During the construction it is likely that there would be beneficial impacts on the local economy with regards to construction and supply chain. During the operational phase of the development, the total estimated net additional employment would be 42 FTE jobs generating £3.249 million of GVA has been would provide a negligible benefit to the economy of the Borough of Barnet. There will also be minor beneficial impacts from pupil, staff, and parent spending at local shops and food and drink businesses within the Study Area. Some negligible adverse health and traffic impacts may result however mitigation is proposed with regards to delivery management plans and the proposed junction works which would bring congestion to an acceptable level.

## **16.0 Lighting**

16.1 Policy DM01 Protecting Barnet's Character and Amenity states that development proposals for lighting schemes should not have a demonstrably harmful impact on residential amenity or biodiversity. A lighting assessment has been carried out as part of the Environmental Statement through a strategy from CPW (Chapter 17 of the Main Report (Volume 1)).

16.2 The baseline conditions established through the assessment set out that there are street lighting installations to the east, north and west of the site along with four 25 metre high floodlights in the corners of the existing stadium, though the floodlights haven't operated since the football club moved.

16.3 The development would provide the following elements of lighting which is outlined along with the proposed illuminance levels.

- Lighting to the car park to the north of the school buildings (5 lux);
- Lighting to pedestrian walkways (5 lux);
- Lighting around the building perimeter (5 lux)
- Lighting to the vehicular route from the access point on Westcombe Drive to the egress point on Barnet Lane (10 lux);
- Lighting to the bin store to the north of the school buildings (20 lux); and
- 10m lighting columns with floodlights to the MUGA to the south of the school buildings (120 lux).

- 16.4 The proposed illuminance level of the lighting outlined above other than the MUGA lighting columns, would have a negligible impact on the surrounding residential properties.
- 16.5 The illuminance of the MUGA lighting would be significantly higher at 120 lux which would have the potential to result in significant glare and light spill. Nevertheless, the location of the MUGA and the significant distance from the nearest residential properties would reduce the extent of the impact. The lighting assessment concludes that the lighting columns would be likely to have a moderate adverse impact.
- 16.6 A community use plan is required by condition which would mitigate the impact of the floodlighting through the control of the hours of use. It is considered that the hours of use restriction and the distance from the nearest residential units would be sufficient to ensure that no unacceptable impact would occur. Nevertheless, a condition is attached requiring the submission of further details of the lighting including cowling to reduce light glare.

#### **17.0 Planning Obligations**

- 17.1 Policy CS15 of the Barnet Local Plan states that where appropriate the Council will use planning obligations to support the delivery of infrastructure, facilities and services to meet the needs generated by development and mitigate the impact of development.
- 17.2 In accordance with development plan policies the following obligations are required to be secured through a legal agreement with the developer. If permission were granted it is considered that the package of planning obligations and conditions recommended would, when considered alongside the financial contributions that the development would be required to make under the Barnet CIL, mitigate the potential adverse impacts of the development and ensure the provision of the funding needed for the delivery of the infrastructure that is necessary to support the scheme.

#### Travel Plan

- 17.3 In accordance with policy DM17 of the Local Plan the applicant would be required to enter into a School Travel Plan for the development which would seek to reduce reliance on the use of the private car and promote sustainable means of transport.
- 17.4 The full requirements of the Travel Plan are set out in the Heads of Terms within the preface of this report. The headline targets for the plan would be for car use to be no more than 26% for primary pupils and 38% for secondary pupils. The Travel Plan would also be subject to a monitoring fee of £7000 (£1000 per year).

#### Parking / Controlled Parking Zone Review

- 17.5 The targets for the car modal share will be subject to an annual review and should the targets not be achieved then a further car parking review would be triggered. Subject to the findings of the parking survey and subject to the necessary consultation procedure, a Controlled Parking Zone may be implemented to restrict parking. All of the costs associated

with this process would be met by the developer. The full details of the review mechanism are set out in the Heads of Terms within the preface of this report.

#### Traffic Management Order

- 17.6 Whilst vacant, the existing use of the application site is as a football stadium and thus there are extant match day parking controls in place. The application seeks to change the use of the site and as such the match day controls would be removed through the S106 at a cost of £20,000 paid by the applicant. 'School Keep Clear' markings would also be installed adjacent to the entrances at a maximum cost of £5000.

#### Section 278 / Highways Works

- 17.7 As set out in Section 8 of this report, in order to ensure that traffic congestion at surrounding junctions was not unacceptably affected by the proposed development – the junctions at both the A1000/Underhill and Underhill/Barnet Lane would be remodelled to ease traffic flow. These works would be carried out under S278 of the Highways Act 1980.

- 17.8 The following additional works would also be carried out under Section 278:

- Closure of existing crossover access on Westcombe Drive as shown on Drg.No.16011/TA01 Rev B
- Access improvements to playing fields car parking on Barnet Lane as shown on Drg.No.16011/TA03 Rev B
- A1000 Barnet Hill/Underhill/Fairfield Way Junction Mitigation as shown on Drg.No.16011/TA05
- Barnet Lane/Underhill/Mays Lane Mitigation including uncontrolled crossing point, right turn lane as shown on Drg.No.16011/TA06
- Works identified in the PERS and CERS Audit
- Works identified from School 20mph Zone Review

- 17.9 Given the nature of the phased opening of the school, the Section 278 works would be required to be carried out at an appropriate point of development so as to mitigate any unacceptable highways impact.

#### Carbon Offset Contribution

- 17.10 The Mayor's Sustainable Design and Construction SPG states that where boroughs do not have an established price, a figure of £60/tonne for a period of 30 years should be applied. In this case the development falls short of the requisite carbon reductions by 35.536 tonnes however the applicant has committed to a review of the provision of Solar PV Panels to increase the number at roof level. Any shortfall identified following installation of the additional PV panels would be secured as a contribution through the S106 Agreement.

#### Replacement Landscaping Scheme

- 17.11 The junction works to the A1000/Underhill and Underhill/Barnet Lane would require existing narrow strips of green space to be given over to the highway. At this stage, the detailed junction design work has not been undertaken and thus the exact extent of the land

required is not defined. With regards to the road widening of the A1000 adjacent to the Underhill junction, this could potentially result in some existing street trees being lost. Until such time as the detailed design work and accompanying tree surveys have been undertaken, it is not possible to establish the impact on the trees.

- 17.12 With this in mind, an obligation is required that would necessitate the submission of a replacement landscaping scheme for agreement with the council including the replacement of any trees to an equivalent value to mitigate any loss of green space and planting.

## **18.0 Crime Prevention / Community Safety**

- 18.1 Development plan policies require new developments to provide a safe and secure environment for people to live and work in and reduce opportunities for crime and fear of crime.
- 18.2 The development would benefit from perimeter fencing and the northern part of the site would be lit between 07.00 until 23.00. CCTV and lighting would also be incorporated to increase security on site. A condition requiring the development to achieve Secured by Design accreditation would be attached to any permission.

## **19.0 Conclusion**

- 19.1 The application seeks permission the comprehensive redevelopment of the site to provide a new all through school, accommodating up to 1680 pupils at primary, secondary and sixth form level. It is acknowledged that the development represents 'inappropriate development' on green belt land and as such is only justified if very special circumstances exist.
- 19.2 Recent appeal decisions from the planning inspectorate have accepted the need for school places can be a very special circumstance which could justify inappropriate development on green belt land. In this case, officers consider that there is a clear and demonstrable need for both primary and secondary school places. The Council's Education Department have been unequivocal in outlining this need and it is clear that the need for secondary school places is especially pertinent given that it results from an exceptional increase in primary school intake and thus those additional children that will need the secondary school places are already in the school system.
- 19.3 The special circumstances are reinforced by the lack of alternative sites that are available to facilitate development that could meet the identified need. The sequential assessment carried out in support of the application is considered to be robust and clearly demonstrates that all other sites of an appropriate size are unavailable, unsuitable or unviable with regards to providing an all-through, primary or secondary school that would meet the identified need.
- 19.4 Given that the development is on previously development land, the development would not have an unacceptably detrimental impact on the openness of the green belt. The scale and

height of the development steps down to integrate with the surrounding development and in this regard it is considered that it would not be visually incongruous within its context.

- 19.5 Subject to conditions, the development would not have an unacceptable impact on the amenity of the surrounding residential occupiers in terms of daylight, sunlight, overshadowing, privacy, outlook or noise.
- 19.6 One of the primary concerns arising from the consultation exercise was the potential for the development to have a detrimental impact on surrounding highway conditions in terms of traffic congestion, traffic safety and parking. In order to mitigate the impact of the development on the surrounding highways, the junctions of the A1000/Underhill and Underhill/Barnet Lane would be remodelled to ease traffic flow. Traffic modelling and forecasting demonstrate that the levels of congestion at each of these junctions would be acceptable. The methodology for the modelling has been agreed with both TFL and Barnet Transport officers and is considered to be appropriate. A Grampian Condition is attached which would link the junction works to the development.
- 19.7 A parking survey was submitted as part of the Transport Assessment which assessed the projected impact of the development with regards to parking stress on the surrounding streets. Based on the projected modal split, the parking survey demonstrates that there is adequate existing capacity to accommodate any overspill parking not accommodated for within the on-site car park. Nevertheless, the applicant is committed to enter into a School Travel Plan as part of the S106 which would commit them to meeting car use targets. Should these targets not be met then a further parking review would be triggered which may necessitate a CPZ review which would mitigate any additional impact which may arise.
- 19.8 The application is accompanied by an Environmental Statement which has assessed topics as agreed with officers prior to the submission of the application. The ES has been fully assessed and demonstrates that the impacts of the development would not be significantly adverse and where adverse impacts have been identified, mitigation is secured.
- 19.9 Officers consider that the planning obligations sought through the S106 Agreement would mitigate the impacts of development where necessary.
- 19.10 Having regard to all of the above and making a balanced recommendation, officers consider that the development is acceptable and as such approval of the application is recommended.
- 20.0 Recommendation: To approve application ref: 16/5948/FUL subject to the conditions and planning obligations outlined and subject to referral to the Mayor of London and the Secretary of State.**

# Appendix: Site Location Plan

