

Ashmole Academy Summit Way Southgate London N14 5RJ

Location

Reference: 16/5606/FUL

Received: 24th August 2016

Accepted: 26th August 2016

Ward: Brunswick Park

Expiry 25th November 2016

Applicant: -

Proposal: Application for the erection of a non-residential institution (Use Class D1) for use as a 420 place primary school for pupils aged 4-11 years, incorporating building and erection of a two storey academic building including outdoor play space, car/cycle parking areas and landscaping.

Recommendation: APPROVAL subject to obtaining the Secretary of State's respective decisions not to direct refusal of permission and/or to call in the application and upon completion of the above Section 106 agreement the Director of Planning and Development Management be instructed to APPROVE the application reference 16/5606/FUL under delegated powers and grant planning permission subject to conditions.

Recommendation 1

The application, being one of strategic importance to London, must be referred to the Secretary of State. As such any resolution by the committee will be subject to no direction to call in or refuse the application being received from the Secretary of State

Recommendation 2

Subject to Recommendation 1 above, 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:

1. Paying the council's legal and professional costs of preparing the Agreement and any other enabling agreements;
2. All obligations listed below to become enforceable in accordance with a timetable to be agreed in writing with the Local Planning Authority;
- 3 Contribution of £5,000 towards the feasibility of providing crossing facility at the junction of Arlington Road and Summit Way in the vicinity of the proposed school.
- 4 Commitment to provide up to £120,000 towards the provision of crossing facilities;
- 5 Contribution of £10,000 towards undertaking the feasibility and approval for the proposed traffic calming measures;
- 6 Commitment to enter into S278 Agreement towards the implementation of the outcome of the feasibility for the provision of traffic calming following Council approval
- 7 £10,000 for School Keep Clear Markings and the provision of waiting restrictions if required;

- 8 £5,000 will be required towards the monitoring of the proposed School Travel Plan.

Recommendation 3

That subject to Recommendation 1 and upon completion of the agreement specified in Recommendation 2, the Assistant Director of Planning and Building Control approve the planning application reference 16/5606/FUL under delegated powers and grant planning permission subject to the following conditions and any changes to the wording of the conditions considered necessary by the Assistant Director - Planning and Building Control:

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

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

- 2 The development hereby permitted shall be carried out in accordance with the following approved plans: 1065-04-P702, 1065-04-P656, 1065-04-P752, 1065-04-P652, 1065-04-P657, 1065-04-P00, 1065-04-P101 Topographical and Utility Survey dated January 2016, Flood Risk Assessment dated August 2016, Bream Assessment, Historic Mapping Legend, Ordinance Survey Plan, Noise Impact Assessment, Pers Report dated June 2016, Ecology Report., Travel Plan, Location Plan, Planning Report, Phase 1 Desk Study and Preliminary Geo-environmental Assessment (WML Consulting), Phase 2 Geo-environmental Assessment (WML Consulting), Preliminary Unexploded Ordnance Risk Assessment (Dyansafe BACRTEC Limited and FIND Mapping Limited), Explosive Ordnance Threat Assessment (Dyansafe BACRTEC Limited), Sustainability Statement, Flood Risk Assessment including Drainage Strategy, Highway Access Risk Appraisal, Transport Assessment, Planning Statement, Design and Access Statement, Energy Statement, Preliminary Unexploded Ordnance Risk Assessment.

Reason: For the avoidance of doubt and in the interests of proper planning and so as to ensure that the development is carried out fully in accordance with the plans as assessed in accordance with Policies CS NPPF and CS1 of the Local Plan Core Strategy DPD (adopted September 2012) and Policy DM01 of the Local Plan Development Management Policies DPD (adopted September 2012).

- 3 Notwithstanding details of materials submitted, all external surfaces of the buildings, means of enclosure (including fencing height and materials to MUGA), hard surfaced (Including that of the MUGA) areas and other structures which form part of this consent shall be implemented in full accordance with the details specified in the submission before the development is occupied or brought into use and retained thereof.

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 2012 and policies 1.1, 7.4, 7.5 and 7.6 of the London Plan 2015.

- 4 Before the development hereby permitted is occupied the proposed parking spaces within the parking area as shown on Drawing No. 6APFS/P/050.010 Rev. A

submitted with the planning application, shall be implemented. The parking spaces shall be used only as agreed including for drop-off and pick-up and not be used for any purpose other than the parking and turning of vehicles in connection with approved development.

Reason: To ensure that the free flow of traffic and highway and pedestrian safety on the adjoining highway is not prejudiced 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.

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

Reason: To ensure and promote easier access for disabled persons to the approved building 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 which in turn refers to London Plan Parking Standards.

- 6 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 policies 5.3, 5.18, 7.14 and 7.15 of the London Plan.

- 7 Before the permitted development is occupied a full Delivery and Servicing Plan (DSP) shall be submitted to and agreed by the Local Planning Authority. The approved details shall be implemented in full at all times unless otherwise agreed in writing.

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.

- 8 No works on to the public highway shall take place prior to submission of technical details for approval to the Highway Authority. A separate application will need to be made to Highway Authority for the proposed highway works to be carried out under Section 278 Agreement of the Highway Act.

To ensure that the works on public highway are 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.

- 9 a) The site shall not be brought into use or first occupied until details of the means of enclosure, including boundary treatments, have been submitted to and approved in writing by the Local Planning Authority.
- b) The development shall be implemented in accordance with the details approved as part of this condition before first occupation or the use is commenced and retained as such thereafter.

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

- 10 The development hereby permitted shall only be occupied or in use by pupils and visiting members of the public between the hours of 7.30am and 6.00pm on a Monday, Tuesday, Wednesday, Thursday or Friday and between the hours of 9.00am and 6.00pm on a Saturday, Sunday or Bank Holiday.

Reason: To protect the amenities of occupiers of neighbouring residential properties in accordance with policies DM01 and DM04 of the Barnet Local Plan.

- 11 Notwithstanding the provisions of Part 7, Classes M and N to schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking or re-enacting that order) no extensions or alterations to the development hereby permitted shall be carried out without express planning permission first being obtained.

Reason: To enable the local planning authority to retain control over the development in the interests of controlling the intensity of the use and safeguarding the amenities of the locality in accordance with policy DM01 of the Barnet Local Plan.

- 12 The level of noise emitted from any air conditioning or any other plant installed on the site in connection with the development 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 from the air conditioning or plant 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 policy DM04 of the Barnet Local Plan and policy 7.15 of the London Plan.

- 13 The site clearance works and construction works associated with the implementation of the development hereby approved shall be carried out in full accordance with the nesting and breeding bird and bat protection measures identified in the Ecology Report submitted as part of this application.

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.

- 14 Prior to occupation all extraction and ventilation equipment to be installed as part of the development must be 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 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 PolicyDM04 ofthe Development Management Policies DPD (adopted September 2012) and Policy CS13 of the Local Plan Core Strategy (adopted September 2012).

- 15 At no time shall the total number of pupils in the school hereby approved exceed 420 unless otherwise agreed in writing by the Local Authority.

Reason: To ensure that the proposed development does not exceed the parameters assessed under this application or prejudice the amenities of occupiers of adjoining residential properties and in the interests of highway and pedestrian safety in accordance with policies in the Barnet Local Plan and London Plan.

- 16 Prior to the first occupation of the development hereby approved a School Travel Plan (STP) that meets the most recent Transport for London School Travel Plan criteria shall be submitted to and approved in writing by the Local Planning Authority. The submitted STP shall set out the school's transport policy to incorporate measures to reduce trips to school by the private car and encourage non car modes such as walking, cycling and public transport. The School Travel Plan shall include the appointment of a School Travel Plan Champion, SMART targets and a clear action plan for implementing the measures. The development shall be occupied and managed in accordance with the STP approved under this condition. Monitoring of the approved STP shall be completed in line with Transport for London's 'standardised approach to monitoring' with consultation completed with pupils and their families, staff, Governors and other stakeholders within 6 months of the occupation of the development and an annual 'hands up' survey with staff and pupils completed within 3 months of occupation of the development and annually thereafter.

Reason: To encourage the use of sustainable forms of transport to the site in accordance with policies CS9 and DM17 of the Barnet Local Plan.

- 17 Before the development hereby permitted is commenced temporary fencing shall be erected around existing trees at the site which are to be retained in accordance with details that have been previously submitted to and agreed in writing by the Local Planning Authority. The details shall conform with BS 5837:2012 Trees in relation to design, demolition and construction Recommendations. This fencing shall remain in position until after the development works are completed and no material or soil shall be stored within these fenced areas.

Reason:

To safeguard the health of existing trees which represent an amenity feature in accordance with policies DM01 of the Barnet Local Plan and policy 7.21 of the London Plan

- 18 No construction work in relation to the development hereby approved 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 in accordance with policies DM01 and DM04 of the Barnet Local Plan.

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

Reason: In the interests of highway safety and good air quality in accordance with Policies DM04 and DM17 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2013) and Policy 5.21 of the London Plan (2015).

- 20 The development hereby approved shall not commence until a surface water drainage strategy for the site has been submitted to and approved in writing by the local planning authority. All planning applications relating to major development - developments of 10 dwellings or more; or equivalent non-residential or mixed development - must use Sustainable Drainage Systems (SUDS) for the management of surface water runoff, unless demonstrated to be inappropriate.

Reason:

To ensure that the development manages surface water in accordance with Policy CS13 of the Barnet Local Plan, Policies 5.13 and 5.14 of the London Plan, and changes to SuDS planning policy in force as of 6 April 2015 (including the Written Ministerial Statement of 18 December 2014, Planning Practice Guidance and the Non-statutory Technical Standards for Sustainable Drainage Systems).

- 21 The development should discharge surface water runoff as high up the discharge hierarchy as possible. Where it is not possible to achieve the first hierarchy, discharge through the ground, applicants must demonstrate in sequence why the subsequent discharge destination was selected. Proposals to dispose of surface water into a sewer, highway drain, surface water body or another drainage system must be accompanied by evidence of the system having spare capacity downstream and acceptance of the surface water by the appropriate authority(ies).

Reason:

To ensure that the development discharges surface water from the site in a manner that takes into consideration the statutory duties, legislation and regulatory requirements of authority(ies) receiving surface water and ensures that downstream flood risk is mitigated in accordance with Policy CS13 of the Barnet Local Plan, Policies 5.13 and 5.14 of the London Plan, Approved Document Part H of the Building Regulations 2010) and Paragraph 80 of Planning Practice Guidance.

- 22 The surface water drainage strategy shall use SuDS to manage peak surface water runoff rates in accordance with S2 and S3 of the Non-statutory Technical Standards for Sustainable Drainage Systems. SuDS shall be used to provide volume control in accordance with S4, S5 and S6 of the Non-statutory Technical Standards for Sustainable Drainage Systems.

Reason

To ensure that surface water runoff is managed effectively to mitigate flood risk and to ensure that SuDS are designed appropriately using industry best practice to be cost-effective to operate and maintain over the design life of the development in accordance with in accordance with Policy CS13 of the Barnet Local Plan, Policies 5.13 and 5.14 of the London Plan, and changes to SuDS planning policy in force as of 6 April 2015 (including the Written Ministerial Statement of 18 December 2014, Planning Practice Guidance and the Non-statutory Technical Standards for Sustainable Drainage Systems) and best practice design guidance (such as the SuDS Manual, C753.)

- 23 The surface water drainage strategy for the site must be accompanied by evidence of an Adopting Authority accepting responsibility for the safe operation and maintenance of SuDS within the development. The Adopting Authority must demonstrate that sufficient funds have been set aside and / or sufficient funds can be raised to cover operation and maintenance costs throughout the lifespan of the development. The Adopting Authority shall be responsible for satisfying themselves of the suitability of the adopted SuDS prior to adoption, and shall keep records of operation and maintenance activities, for possible inspection by the Council.

Reason:

To ensure that the surface water drainage system and SuDS are constructed appropriately and are adopted by an Adopting Authority responsible for the safe operation and maintenance of the system throughout the lifetime of the development. Appropriate construction of SuDS should take into consideration S13 of the Non-statutory Technical Standards for Sustainable Drainage Systems. Operation and maintenance of SuDS should take into consideration the Written Ministerial Statement of 18 December 2014 and Planning Practice Guidance Paragraphs 81 and 85.

- 24 a) No development other than demolition work shall take place unless and until a Drainage Strategy detailing all drainage works to be carried out in respect of the development hereby approved and all Sustainable Urban Drainage System features to be included in the scheme has been submitted to and approved in writing by the Local Planning Authority.

b) The development hereby approved shall not be first occupied or brought into use until the drainage works and Sustainable Urban Drainage System features approved under this condition have been implemented in their entirety.

Reason: To ensure that the development provides appropriate drainage infrastructure and to comply with Policy CS13 of the Local Plan Core Strategy (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2013) and Policies 5.13 and 5.14 of the London Plan 2015.

- 25 Notwithstanding the submitted information a revised dropping off and collection strategy must be submitted to and approved in writing by the Local Authority when the school admits 150 children. The Strategy shall thereafter be permanently employed unless otherwise agreed in writing by the Local Authority.

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

- 26 Prior to occupation of the school hereby permitted a Community Use Agreement shall be submitted to and approved in writing by the Local Planning Authority. The Community Use Agreement submitted shall include, but not be limited to, details of the following:
- (i) Hours of opening for the community facilities provided at the site.
 - (ii) Pricing policy on charging for use of the facilities provided at the site.
 - (iii) Policy on access and availability to the sites facilities for non-school users and non-members.
 - (iv) Management arrangements for the site and facilities provided, including a mechanism for review of the Community Use Agreement.

(v) Parking arrangements for users of the site.

(vi) Code of conduct for users of the site.

The development shall be occupied in full accordance with the approved Community Use Agreement.

Reason:

To secure well managed access and appropriate availability to the community facilities provided by the scheme in accordance with policy CS10 of the Barnet Local Plan.

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

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

- 28 a) A scheme of hard and soft landscaping, including details of existing trees to be retained and size, species, planting heights, densities and positions of any soft landscaping, shall be submitted to and agreed in writing by the Local Planning Authority before the development hereby permitted is commenced.

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

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

Reason: To ensure a satisfactory appearance to the development in accordance with Policies CS5 and CS7 of the Local Plan Core Strategy DPD (adopted September 2012), Policy DM01 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2013) and 7.21 of the London Plan 2015.

- 29 a) The non-residential development is required to meet the BREEAM 'VERY GOOD' standard

b) Before the development is first occupied the developer shall submit certification of the selected generic environmental standard.

Reason: To ensure that the development is sustainable and complies with Strategic and Local Policies in accordance with Policy DM02 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2013) and Policies 5.2 and 5.3 of the London Plan (2015).

Informative(s):

- 1 In accordance with paragraphs 186 and 187 of the NPPF, the Local Planning Authority (LPA) takes a positive and proactive approach to development proposals, focused on solutions. The LPA has produced planning policies and written guidance to assist applicants when submitting applications. These are all available on the Council's website. A pre-application advice service is also offered and the Applicant engaged with this prior to the submissions of this application. The LPA has negotiated with the applicant/agent where necessary during the application process to ensure that the proposed development is in accordance with the Development Plan.
- 2 The applicant is advised that any alteration to the public highway if necessary will require prior consent of the local highways authority. The costs of any associated works to the public highway including any fees or costs associated with the legal agreement; will be borne by the applicants. The Applicant may also be required to enter into Section 184 or 278 Agreement under the Highways Act 1980 for the proposed works on the public highway. You may obtain an estimate for this work from the Director of Environment and Transport, Building 4, North London Business Park (NLBP), Oakleigh Road South, London N11 1NP.
- 3 For construction works adjacent to the public highways, the applicant must contact the council's First Contact on 0208 359 2000 for any necessary Highways Licenses.
- 4 Any details submitted in respect of the Demolition and Construction Management Plan above shall control the hours, routes taken, means of access and security procedures for construction traffic to and from the site and the methods statement shall provide for the provision of on-site wheel cleaning facilities during demolition, excavation, site preparation and construction stages of the development, recycling of materials, the provision of on-site car parking facilities for contractors during all stages of development (Excavation, site preparation and construction) and the provision on site of a storage/delivery area for all plant, site huts, site facilities and materials and a community liaison contact and precautions to minimise damage to trees on or adjacent to the site.
- 5 Any proposal for traffic calming measures on public highway is contrary to the council's current policy therefore any proposal for traffic calming would be subject to approval by the Environment Committee.
- 6 The applicant is advised that any works on public highway required to facilitate the development will need to be included in the Council's agreed works programme and would be subject to priorities and the available resources therefore the time scales cannot be guaranteed.

Recommendation 4

That if an agreement has not been completed by 31 July 2017, that unless otherwise in writing, the Planning Performance and Business Development Manager should REFUSE the application 16/5606/FUL under delegated powers for the following reasons:

1. The proposed development does not provide a legal agreement to mitigate the impacts of the proposed development and it is therefore considered that it would have a detrimental impact on the free flow of traffic and parking provision contrary to policy CS9 of the Adopted Core Strategy and policy DM17 of the Adopted Development Management Policies DPD.

Officer's Assessment

1. Site Description

The application site comprises 0.865HA in a 'U' shape plot which is located within the south west corner of the larger Ashmole Secondary School site (11.2HA).

The immediate area is made up of a mix of predominantly residential uses. To the west of the site one can find the rear gardens of semi-detached properties located on Arlington Road. To the south of the site lies Summit Way, whilst the north and north east of the site is bound by the playing fields of Ashmole Secondary School. The site will be accessed of Summit Way.

2. Site History

Reference: 17/0820/FUL

Address: Ashmole Academy, Cecil Road, London, N14 5RJ

Decision: Approved following legal agreement

Decision Date: Pending

Description: The retention of existing single storey modular buildings (x2) which accommodate classrooms (x2) and offices. The erection of a single storey modular building accommodating classrooms (x2) and one two storey modular building accommodating dining, breakfast and afterschool club and small group teaching and learning space on the ground floor and staff room on the first floor. The resulting development would bring forward a 2 form entry temporary primary school accessed via Summit Way with associated covered play area, including car parking and the erection of boundary fence to provide 2 form entry primary school until September 2018

Reference: 16/1258/FUL

Address: Ashmole Academy, Cecil Road, London, N14 5RJ

Decision: Approved following legal agreement

Decision Date: 27 Jul 2016

Description: The erection of 2no temporary single storey administration blocks comprising offices, staffroom and WC, 1no temporary single storey educational block comprising two classrooms, lobby, WC and storeroom with improved access from Summit Way, canopy to provide covered play area, hard standing including car parking and the erection of boundary fence to provide 2 form entry primary school until 30th September 2017

Reference: N00665AF/02

Address: Ashmole Academy, Cecil Road, London, N14 5RJ

Decision: Approved following legal agreement

Decision Date: 5 August 2002

Description: Redevelopment to provide new Ashmole School with associated playing fields, car parking and hard and soft landscaping.

Reference: N00665AR/03

Address: Ashmole Academy, Cecil Road, London, N14 5RJ

Decision: Approved subject to conditions

Decision Date: 22 July 2003

Description: Erection of brick built electricity sub-station adjacent to the garage for plot 48.

3. Proposal

This application seeks permission for the construction of a 420 place primary school which would provide education from ages 4-11. The site of the proposed school is on the location of playing fields used by Ashmole Academy Secondary School.

The proposed new building would consist of the following:

- Basic Teaching and multi-functional open learning areas
- Small group rooms (including Special Educational Needs)
- Main Hall and Studio
- Staff and Administration
- Kitchen
- Toilets, personal care and storage, and
- Plant
- Multi use play area

The application would provide a permanent primary school from the site, with temporary permission for the school at site being granted under application 16/1258/FUL. Currently there are 2 classes of 30 reception pupils at the school, and it is the intention for 2 more reception classes to start in September 2017. The aim is then for the school to continue to grow in this way until it would reach its intended capacity in 2022, with 420 pupils. The school would also support 47 staff when in full occupation. Parking would be provided through 22no car parking spaces which would be located to the west of the proposed school building.

Access to the site would be proposed from Summit Way,

The school building would be two storeys in height would have a flat roof with a height of 7.9m. The building would extend adjacent the gable elevation of 56 Summit Way and would be approximately 70m in length.

The proposed siting of the school would be adjacent to Summit Way and would extend approximately 0.865ha in a 'U' shape. The school building would have an area of 2,072 sqm.

The proposed building would be sited on the playing fields and would be located approximately 25m from the gable elevation of the nearest residential dwelling at 56 Summit Way.

The application also seeks to improve drainage to 3 of the pitches on the site, including; the affected senior pitch and two others (Mini football and 9v9). The Applicant's statement confirms that 'the drainage to the remainder of the pitches is already suitable. In addition to these improvements the school will also include a new multi-use games area which will be fenced.

4. Public Consultation

Two rounds of consultation was undertaken on this application. The second round (March 2017) was taken so to consult on additional Highway Information. The original assessment undertook an assessment based current vehicular trips for the Ashmole secondary school. However the assessment was required to be undertaken using the mode split based on information held by the Council so to ensure the trip assessment was robust.

A total of 982 local residents have been consulted. The application has been advertised as a departure from policy in the local press and site notices have been erected outside the site. Representations received are noted to be:

Support: 309 plus a petition of 262 signatures

Objections: 172 plus a petition of 226 signatures.

These are summarised as:

Support:

- There is an established need for the new schools within the borough
- The temporary school insitu has brought forward a much needed facility in an ideal location.
- The Academy is outstanding teaching establishment and the new school will be an excellent facility.
- Highways restrictions would benefit the local residents
- The new school should be constructed as quickly as possible
- The school respects neighbouring amenity
- The new school will be a benefit to the area and the community
- Best possible solution for a new school location.
- Ashmole Trust and EFA have worked hard to address residents concerns
- Permission will lead to better traffic management
- Delivery of this excellent school Excellent school would disadvantage children
- Walker, Osidge and Monkfrith Schools are oversubscribed
- Financial contributions toward highway improvements will minimise inconvenience
- Given the benefits of the school, a concession should made on the location of the much needed new facilities.
- Walker, Osidge and Monkfrith will be oversubscribed in the new future
- This is a thriving community with the new school at the centre of it
- The development would be a significant benefit to local children
- Proposed site offers safe access and exit
- Two entrances could be installed. One from Summit Way and one from Blagden's Lane.
- D1 use clearly justified on a site already in use as a school.

Objections:

- New school much larger than temporary school
- Upper floor windows will result in overlooking into adjacent properties.
- Higher level of noise expected
- Congestion on Summit Way
- Risk to highway and pedestrian safety
- Blocking parking bays and driveways with school drop offs and pick ups.
- Transport Statement and Travel Plan is much lower in terms of car usage than reality
- The number of unrestricted parking spaces has been grossly exaggerated
- Letter from Osidge Head highlights that demand for the school might not be at the level suggested
- Proposed hours of operation would not be ancillary to school, hence D1/D2 should be applied for.
- The school should not be allowed to open on weekends as this will have a significant impact on residents
- The Highway Assessment is flawed.
- The transport assessment includes inaccurate and unreasonable traffic calculations, which underestimate the level of additional traffic. Based on LBB average trip generations would be more like 140 trips, compared to the 86 suggested
- The application has failed to assess the impact of additional car trips on the local highway
- Access via Blagdens Lane would provide a safe access point - this access point has not been fully assessed.
- Visibility is poor at access point from Summit Way - harmful to highway safety

- Pedestrian entrance to the school would be located at the bend, which is recognised as being dangerous
- The risks to pupils in relation to access have not been properly assessed by the applicant
- No assessments have been submitted which attain whether the highways network is capable of coping with the additional traffic
- The loop system proposed by the Applicant is inadequate and the road network will be unable to cope with the volume of traffic that will be generated by the scheme
- The driveways at 54 and 56 Summit Way would lead to concerns given the poor pedestrian access.
- Blagden's Lane a viable option for access
- The development would result in the loss of a football pitch
- No proof has been submitted that the tree would be retained as a result of the new gated access.
- Impact on Arlington Road would be greater
- Other locations for the school would lead to retention of athletics track
- 80th anniversary of Osidge Primary School - now school under threat
- Demand for places at Osidge has reduce
- New student numbers at Osidge have been reduced and this will lead to further funding reduction, jeopardising the sustainability of the school.
- Osidge School could cater for future demand
- Application has caused fractured in the community
- PTAL rating for the site too low for this use
- Left in - Left out system could not be enforced
- The use of the site as a MUGA does not fall within a D1 or D2 use
- The development would increase kerbside parking and create access an parking issues for existing residents.

Internal/Other Consultations

Highways:

The application is recommended for approval on highway grounds in conjunction with a Travel Plan, subject to conditions and contributions towards the monitoring of the School Travel Plan, and the proposed pedestrian and highway safety improvements.

Contributions

- o Contribution of £5,000 towards the feasibility of providing crossing facility at the junction of Arlington Road and Summit Way in the vicinity of the proposed school.
- o Commitment to provide up to £120,000 towards the provision of crossing facilities;
- o Contribution of £10,000 towards undertaking the feasibility and approval for the proposed traffic calming measures;
- o Commitment to enter into S278 Agreement towards the implementation of the outcome of the feasibility for the provision of traffic calming following Council approval;
- o £10,000 for School Keep Clear Markings and the provision of waiting restrictions if required;
- o £5,000 will be required towards the monitoring of the proposed School Travel Plan.

Transport for London:

The rear of the site is adjacent to Chase Side which forms part of the Strategic Road Network which TfL are the traffic authority for. The main vehicular access for the site is located on Summit way.

Cycle and car parking is provided at London Plan standards which is welcomed. Moreover. TfL do not expect the proposals to have any site specific impact on the traffic conditions in the area.

Highway England:

Highways England will be concerned with proposals that have the potential to impact on the safe and efficient operation of the Strategic Road Network (SRN), in this case the M25.

Having examined the application, no objections to the proposal is offered

Sport England:

The proposed development will result in a loss of playing field (circa 0.5ha) land that is capable of forming part of a pitch. It is unlikely that the resulting land will be able to facilitate a full size playing field including football pitch.

Sport England therefore objects to the application because it is not considered to accord with any of the exceptions to Sport England's Playing Fields Policy or with Paragraph 74 of the NPPF.

Natural England:

No comment

Metropolitan Police:

No objection

Greater London Authority:

The GLA do not wish to comment on this proposal

Trees:

The application is recommended for approval subject to a condition requiring the works to be carried out in accordance with the submitted arb report.

Environment Health

No objection subject to conditions protecting neighbouring amenities from noise caused by deliveries and waste collection.

Comments of Thames Water

Thames Water would advise that with regard to sewerage infrastructure capacity, we would not have any objection to the above planning application.

Surface Water Drainage - With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage

should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0800 009 3921.

Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

Water Comments

With regard to water supply, this comes within the area covered by the Affinity Water Company. For your information the address to write to is - Affinity Water Company The Hub, Tamblin Way, Hatfield, Herts, AL10 9EZ - Tel - 0845 782 3333.

SuDS Review: No objection subject to conditions.

5. Planning Considerations

5.1 Policy Context

National Planning Policy Framework and National Planning Practice Guidance

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

The National Planning Policy Framework (NPPF) was published on 27 March 2012. This is a key part of the Governments reforms to make the planning system less complex and more accessible, and to promote sustainable growth.

The NPPF states that 'good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people'. The NPPF retains a presumption in favour of sustainable development. This applies unless any adverse impacts of a development would 'significantly and demonstrably' outweigh the benefits.

Para 72 states that, "The Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities. Local Planning Authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education.

They should:

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

Para 73 goes on to identify that planning authorities should only refuse planning permission for a new school if the adverse planning impacts on the local area outweigh the desirability of establishing a school in that area.

Para 74 states that:

"Existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:

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

The Mayor's London Plan 2016

The London Development Plan is the overall strategic plan for London, and it sets out a fully integrated economic, environmental, transport and social framework for the development of the capital to 2050. It forms part of the development plan for Greater London and is recognised in the NPPF as part of the development plan.

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

Barnet's Local Plan (2012)

Barnet's Local Plan (2012)

Barnet's Local Plan is made up of a suite of documents including the Core Strategy and Development Management Policies Development Plan Documents. Both were adopted in September 2012.

- Relevant Core Strategy Policies:

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)

CS9 (Providing safe, effective and efficient travel)

CS10 (Enabling inclusive and integrated community facilities and uses)

CS11 (Improving health and well being in Barnet)

CS12 (Making Barnet a safer place)

CS13 (Ensuring the efficient use of natural resources)

CS14 (Dealing with our waste)

CS15 (Delivering the Core Strategy)

- Relevant Development Management Policies:

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)

DM16 (Biodiversity)

DM17 (Travel impact and parking standards)

Supplementary Planning Documents

Sustainable Design and Construction SPD (adopted October 2016)

- Provides detailed guidance that supplements policies in the adopted Local Plan, and sets out how sustainable development will be delivered in Barnet.

Strategic Supplementary Planning Documents and Guidance:

Accessible London: Achieving an Inclusive Environment (2004)

Planning for Equality and Diversity in London (2007)

All London Green Grid (2012)
Shaping Neighbourhoods: Play and Informal Recreation (2012)
Sustainable Design and Construction (2014)
Accessible London: Achieving an Inclusive Environment (2014)

5.2 Assessment of proposals

Principle of Development

The application is within the grounds of Ashmole Academy Secondary School and associated playing fields. That being the case, the lawful use of which is as a School. Ashmole School currently accommodates 1500 secondary school students. The proposal would provide the accommodation and facilities for the site to support 420 primary school students.

This application follows the permission granted in July 2016 under application reference 16/1258/FUL which gave temporary permission for the following:

'The erection of 2no temporary single storey administration blocks comprising offices, staffroom and WC, 1no temporary single storey educational block comprising two classrooms, lobby, WC and storeroom with improved access from Summit Way, canopy to provide covered play area, hard standing including car parking and the erection of boundary fence to provide 2 form entry primary school until 30th September 2017

The temporary school is seen as the first phase of what is a two stage strategy, and has in its first year supported two classes of 30 reception age pupils. This application represents the second phase of the scheme, to provide a permanent primary school from the site.

The proposed development however will be located on a part of a playing field that is not capable of accommodating a playing field use by reason of drainage. The thrust of national, regional and local planning policy is to resist the loss of open space and playing fields unless it can be demonstrated that they are surplus to requirements or equivalent or better provision can be made within the area. In this instance the clear and strong protection given by planning policies to playing fields, sporting facilities and open space needs to be considered carefully alongside the significant support given by national planning guidance to the provision of new state funded schools.

These matters are therefore explored further below.

Principle of additional school

The Department for Communities and Local Government has published two documents which are of significance in the determination of planning applications for educational facilities such as this:

- Policy Statement - Planning for Schools Development (August 2011)
- National Planning Policy Framework (March 2012)

Each of these documents gives strong support to the provision of new, state funded educational facilities and they go as far as creating a presumption in favour of educational development.

The National Planning Policy Framework states at section 72 that:

"The Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities. Local Planning

Authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. They should:

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

It goes on to identify that planning authorities should:

only refuse planning permission for a new school if the adverse planning impacts on the local area outweigh the desirability of establishing a school in that area.

The policy statement 'Planning Schools Development' should be given weight in the making of planning decisions on relevant applications (such as this). It states that:

The Government believes that the planning system should operate in a positive manner when dealing with proposals for the creation, expansion and alteration of state funded schools

It then identifies that:

'There should be a presumption in favour of the development of state funded schools, as expressed in the National Planning Policy Framework'.

It is clear that national policy is strongly in favour of providing state funded schools, and this is a material consideration in the determination of this planning application.

In principle Barnet's Local Plan policies are generally supportive of new school development proposals. The Council as the Local Education Authority (LEA) has a statutory duty to provide primary and secondary school places for children aged from 5 to 16 years. In order to meet the educational needs of Barnet's growing population the Council will seek to ensure that there is an adequate provision of education facilities in the borough and supports proposals for education facilities which will help meet an identified need.

Barnet Core Strategy policy CS10 identifies that the Council will work with its partners to ensure that schools and facilities for older and younger people are provided for Barnet's communities. It also promotes the role of schools as community hubs.

The policy goes on to state that in addressing educational needs in Barnet the Council will support proposals for parent promoted or free schools that:

- Conform with Department for Education guidance on becoming a new school; and
- Meet parental demand for school places; and
- Provide educational facilities that conform with basic school requirements as set out in relevant Department for Education guidance.

Policy DM13 of the Barnet Development Management Policies document identifies that new education and community uses:

- Should be located where they are accessible by public transport, walking and cycling, preferably in town centres.
- Should ensure that there are no significant impacts on the free flow of traffic and road safety.
- Will be expected to protect the amenity of residential properties.

This policy also states that the loss of community or educational uses will only be acceptable in exceptional circumstances where:

- * New community or education use of at least equivalent quality or quantity are provided on the site or at a suitable alternative location; or
- * There is no demand for continued community or education use, and that the site has been marketed effectively for such use.

The Council's Education and Skills Service have confirmed their support for the application. They have also identified that the school is needed specifically to meet demand for school places in the local area and that children have already been registered to attend the school. The application is supported by the Education Funding Agency (EFA) which is the Department for Education's agency set up to deliver funding as part of the governments Free School Programme.

The Council published in 2015 their 'Planning for New School Places 2016/2017 to 2019/2020. This outlines that the Ashmole Primary School is supported by the Department for Education.

At this point the temporary school located on the site provides 60 school spaces over two reception classes. It is the intention for two new classes of 30 pupils of reception age would enrol at the school in September 2017. The aim is for the school to continue to grow at this rate until 2022 when it would reach its intended capacity.

It is recognised that concerns have been expressed that a new school would be more appropriately situated in one of the Council's growth areas to meet the demand for school places being generated. However, on the basis of the above information it is accepted that there is a clear local need for the places this school would provide.

The submission confirms that the facilities provided by the school have been developed through engagement with representatives of the Education Funding Agency and that the new school would meet the requirements of the Department for Education Building Bulletin 103 Area Guidelines for mainstream Schools.

It is concluded that there is a clear local need for the places which this school would deliver and that, having considered the relevant elements of planning policy and guidance, the principle of developing and continuing the use of the site for educational purposes is acceptable and compliant with development plan policies, subject to the need for careful consideration of the proposal against planning policies on the protection of open space, sporting facilities and playing fields. This is a matter of planning balance, and it is clear that there is an established need for a primary school in this area.

Other issues in relation to the open space and sports facilities, drainage, the accessibility of the school and the impact that it would have on parking and highway safety, the impact that the new school would have on residential amenity, biodiversity and design and character matters will be outlined in subsequent sections of this report. However, the principles of the school of the new school being provided from this site is acceptable and is supported by the Department for Education as part of the Free School Programme.

MUGA

The proposed MUGA does not introduce a new use or activity that would ordinarily occur within a school on an appropriate surface as an ancillary use to the school. Details of surfaces will be secured by condition. The new surface will however intensify the use as a play area. That said, given the fact that the school can operate at its leisure, the intensification of the play space is not considered to be reason in itself to warrant a reason

for refusal. The hours of operation of the MUGA will be restricted by condition and owing to this area not being flood lit, will in any case be self-regulated.

Impact on Open Space/Playing Fields

The schemes impact on playing fields, sporting facilities and open space Paragraph 74 of the National Planning Policy Framework (NPPF) states that: Impact on Open Space/Playing Fields

"Existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:

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

The Sport England document 'A Sporting Future for the Playing Fields of England' (1996) provides further guidance on development relating to playing fields. London Plan policy 3.19 states that proposals which result in a net loss of sports and recreation facilities, including playing fields, should be resisted. Policy 7.18 states that the loss of local protected open spaces must be resisted unless equivalent or better quality provision is made within the local catchment area. Replacement of one type of open space with another is unacceptable unless an up to date needs assessment shows that this would be appropriate.

Policy CS7 (Enhancing and protecting Barnet's open spaces) of the Barnet Core Strategy identifies that the council will:

- * Meet increased demand for access to open space and opportunities for physical activity by tackling deficiencies and under provision.
- * Secure additional on-site open space or other open space improvements in the identified growth areas.
- * Improve access to open spaces particularly in areas of public open space deficiency.
- * Securing improvements to open spaces including provision for children's play, sports facilities and better access arrangements, where opportunities arise, from all developments that create an additional demand for open space.

Policy DM15 of the Barnet Development Management Policies Document states that open space will be protected from development. In exceptional circumstances loss of open space will be permitted where the following can be satisfied:

- (i) The development proposal is a small scale ancillary use which supports the use of the open space; or
- (ii) Equivalent or better quality open space provision can be made.

Any exception to this will need to ensure that it does not create further public open space deficiency and has no significant impact on biodiversity.

If approved the proposal would result in the change of the site from a playing field to an educational use which includes a new school building. The development would therefore result in a net loss of open space and playing field. The proposed school would be located on and displace approximately 0.5 hectares of useable playing field area which is currently used by the Ashmole Academy. As part of this application it is the intention to move the existing full size adult football pitch to the north and for the pitch to retain its existing dimensions.

The applicant has outlined that due to the drainage conditions of the pitch, certain areas of the playing field are not being fully utilised during a number of the months of the year, a fact that has been accepted by Sport England. The Application has outlined that as part of this application it is their aim to rectify the existing drainage issues, which will improve the usability of the pitch for sports for a greater period of the year, and as such this application would represent betterment to the facilities at the site.

The development must be considered in the context that it is contrary to national guidance and development plan policies on the protection and loss of open space, playing fields and sporting facilities.

Having acknowledged this position it needs to be evaluated if there are material planning considerations which would outweigh the harm caused by the schemes conflict with planning policies on open space, playing fields and sporting facilities. As the previous section of this report explores the provision of new school places for which there is an identified local need is a very important material planning consideration and significant weight is placed on this by Officers.

While it is accepted that the application is in conflict with national guidance and development plan policies on the protection of open space, playing fields and sporting facilities, in this instance there are considered to be factors which, to some extent, limit the actual harm caused by this conflict with policy.

Conclusions on the principle of the proposed development

Having evaluated the relevant development plan policies and material planning considerations in this case officers conclude that on balance, the improved drainage leading to the better use of playing fields and the provision of a MUGA for public use outweighs the harm of a loss of this limited area of playing field.

Design and character matters

The main school building proposed is a two storey flat roofed structure located towards the south east corner of the proposed 'U' shaped site. The building would extend west to east, and would be located directly to the north of the residential dwelling at 58 Summit Way.

Play areas would be located to the north and north east of the main building, the parking area for the school would be positioned to the west of the main building, to utilise the access proposed.

It is considered that the proposed design, which would be contemporary in nature, would complement the site and would ensure a good use of space for the site to accommodate the school alongside the requirement parking and play space, whilst ensuring that the proposal would satisfy the Council's privacy distances to residential dwellings.

It is considered the proposed design of the building would therefore be appropriate, and would comply with Council policy. Whilst issue is taken with the proposed materials, it is not considered to be reason in itself to refuse the application. Details of materials (external surfaces) shall be secured by condition. Overall it is considered that the proposed scheme would not result in any significant adverse visual impacts. Subject to conditions, It is found that the new school building would be provided with an adequate setting and is considered to be acceptable and compliant with the objectives of planning policies more widely (subject to the imposition of the conditions recommended).

Tree matters are considered more fully in subsequent sections of this report. However, the proposals would retain a group of trees located along the site's eastern edge. This is considered beneficial for the natural screening of the site that it would achieve for dwellings to the east of the site.

The refuse and recycling facilities proposed are also considered to be acceptable subject to the conditions recommended.

Parking, access and highway safety matters are addressed more fully in subsequent sections of this report. However, the design approach is found to be acceptable in all these respects.

The application is found to deliver an appropriate design solution in all regards which, subject to the conditions recommended, is found to be acceptable and compliant with development plan policies as they relate to design and character matters.

Impacts on amenities of neighbouring and surrounding occupiers and users

Policy DM01 of the Local Plan states that developments should be designed to allow for adequate daylight, sunlight, privacy and outlook for adjoining occupiers and users.

The site is bounded to the north west by a chain link fence which abuts residential gardens (Nos 61- 79 Cecil Road), to the north and east by a sports field, to the west by Summit Way. In terms of its siting the main school building proposed is positioned in the South East corner of the wider Ashmole School site. Play areas would be located to the north east of the proposed main building and the parking area for the school would be positioned to the south of the main building.

The proposed two storey school building proposed would be located in excess of 25m from the nearest residential property (58 Summit Way) and it is considered that the design, size, layout and siting of the proposed school building and associated spaces are such that they would not have an unacceptable impact in terms of outlook, privacy, light and overshadowing at the uses surrounding the site, including the adjacent residential properties.

The school is siting to ensure that it would not appear overly obtrusive, and the height of the school would not be significant to have a severe detrimental impact on outlook of neighbours.

Visually the proposed MUGA fencing would be 1.8m high. This height is not considered to be sufficiently high to prevent loose balls going astray. As such details of fence materials and height shall be secured by condition. The proposed MUGA will be screened by established trees, the new school MUGA and will be sufficiently far away from neighbouring amenity to minimise any potential impact. The area would be used during school hours and primarily utilised as a supervised area. Further the MUGA will not benefit from flood lighting, as such late night disturbance is not a concern here.

The application is therefore considered to be acceptable and compliant with development plan policy in these respects.

Noise Impacts

Local Plan policy DM04 identifies that proposals to locate noise sensitive developments (such as schools) in areas with existing high levels of noise will not normally be permitted.

Officers in the Council's Environmental Health Service have assessed the submission, including this report.

It is anticipated that a level of noise would be generated from the development during the hours of use of the school. However the site is already in use as a school and the portion of the site in question is already a playing field as such noise of this nature already exists.

In this instance it is therefore not considered to be such that it would be detrimental to the amenities of surrounding occupiers and users (subject to the imposition of the conditions recommended) and would not justify a refusal of planning permission.

A condition has been recommended limiting the hours of use of the new facility.

This would ensure that their use is kept within reasonable hours. A condition has also been included to ensure that any noise from plant installed on the site is kept within acceptable parameters.

Subject to the imposition of the conditions recommended Environmental Health officers have confirmed that they do not object to the proposal.

A condition requiring the submission of a Construction Management Plan has been included in those recommended. This would ensure that the construction of the development did not have an unacceptable impact on the amenities neighbouring properties in terms of noise.

Lighting Impacts

Local Plan Policy DM04 states that lighting proposals for developments should not have a demonstrably harmful impact on residential amenity. In this instance no new lighting has been proposed as part of the development sought.

Drainage

A preliminary drainage scheme was provided in the Appendices of the Flood Risk Assessment, however a sufficiently detailed drainage scheme (with accompanying plans, cross sections and calculations) is required. Details of which shall be secured by condition.

Trees

The site contains large playing fields with mature (and some protected) trees present around the boundary of the site and throughout the site as a whole. Having assessed the proposal the construction of the main building does not impact on trees and therefore acceptable in principle.

A short section of hedgerow will need to be removed to accommodate new access road into the school. There are minor impacts into the root protection area of trees T13 & T14 (applicant's plan) growing close to Summit Way. The arboricultural method statement provides sufficient measures to ensure that these impacts can be managed and will not significantly affect tree health.

The soft landscaping excludes the retained wooded areas (G2) around the proposed new building to the south and east. Within the red line boundary the soft landscape plans does

not show any planting to enhance the new built environment. Research shows that children's academic performance is improved by having high quality green spaces around a school and therefore additional soft landscaping shall be secured by condition.

No objections to the proposal on condition that the submitted arboricultural method statement and tree protection plan is strictly adhered to throughout all phases of the development.

Highways issues and access

Transport, parking and highways matters

Policy Context

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, take a comprehensive approach to tackling the school run, ensure that development is matched to capacity, deliver high quality transport systems in regeneration areas and town centres, seek more environmentally friendly transport networks 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.

Proposals with the potential for significant transport implications will be expected to be in locations which are, or will be made, accessible by a range of modes of transport and supported by a Transport Assessment that fully assesses the transport implications of the development across all modes. The occupiers of new schemes are also required to develop, implement and maintain a satisfactory Travel Plan to minimise increases in road traffic and meet mode split targets.

Policy DM13 (Community and education uses) specifically identifies that new education uses should be located where they are accessible by public transport, walking and cycling, preferably in town centres or local centres, and should ensure that they do not result in significant adverse impacts on the free flow of traffic and road safety.

Existing Conditions

The Public Transport Accessibility Level for the site using Transport for London model is calculated as 1a at the Summit Way entrance and 3 for the remainder of the site. This would be considered a poor to moderate accessibility level. The assessment has been made on the basis that this area benefits from a poor PTAL rating. Bus routes 184, 121, 125, 298, 299, 382, W6, W9, and school buses 616, 628/688, 692/699 and night bus 91 are within walking distance of the site. There are existing double yellow lines on the Summit Way junction with Arlington Road which will also serve to prevent people parking on the corners of the junction.

The Proposal

Key highway, access and parking related elements of the proposal comprise:

- 'School Keep Clear' markings are provided in the vicinity of the existing Summit Way access of the site
- The inclusion of 22 of the on-site parking spaces and 1 disabled standard parking space.
- The provision of 60 cycle parking spaces on the site.
- Vehicle and pedestrian access to the school will be provided from the existing disused access on Summit Way. The formation of the pedestrian access from Summit Way will be segregated from the vehicular access (in the interests of safety). This route also leads to the cycle parking facilities proposed.

The development proposal includes on-site drop off / pick up facilities at the school, with approximately 36 car parking spaces provided in parking bays located parallel to the onsite circulation roadway and around the MUGA sports facility to be located to the northwest side of the school building.

It is predicted that a total of 86 car trips are expected to drop-off and pick-up children at the school. During the AM peak hour demand for spaces in the on-site drop-off facility would be expected to largely cater for the expected demand, given that some pupils would be dropped off from 08:00 hours to attend the breakfast club while the general school starting time is to be 08:50 hours.

The earlier start time for the breakfast club is likely to attract parents who need to drop children on their way to work rather than making a special 'school run'. Given the very local catchment area for the school, the parents likely to use car travel for dropping off as part of a linked onward journey therefore occupying the on-site drop-off bays for short periods only. Therefore it is proposed that the 22 parking spaces located in the car parking for dropping off zone should be adequate to accommodate the demand. In general the morning drop-off tends to be made quite quickly with a short dwell time for parking.

In the PM peak hour the pick-up of pupils can create demand for more parking than during the morning drop-off because the dwell time for vehicles is generally longer than during the AM peak. It is therefore proposed that the school would operate after-school clubs from 15:30 hours to 16:30 hours and this would, as in the case of the AM peak breakfast club, help to spread the demand for parking spaces during the PM school pick-up period. The 36 on-site spaces would therefore be expected to provide parking for at least 70 cars collecting children from the school; 35 for the 15:30 pick-up and 35 for the 16:30 pick-up.

The TA states that due to the extended dwell times and arrival time for parents and carers, It is difficult to predict how many additional cars would be accommodated during these times. Notwithstanding these unpredictable circumstances, additional demand could be accommodated in the HGV turning head located at the northern end of the car park. This area could accommodate circa six additional cars.

The existing secondary school students are allowed on site from 8am (though some may arrive earlier from time to time), until 6pm (and leave later at school events).

On-Site facilities

60 cycle parking spaces are proposed. This quantum of cycle parking is in accordance with the London Plan cycle parking standards and is found to be acceptable.

Conditions have been recommended to ensure that the car and cycle parking facilities proposed are implemented prior to the school being brought into use. Subject to these the proposal is considered to be acceptable and compliant with the objectives of development plan policies in terms of the parking facilities proposed.

Trip Generation, Highway and Pedestrian Safety and Accessibility

The proposed development is predicted to generate approximately 142 pupil vehicular vehicle pick-ups and drop-offs associated with parents and pupils in the Peak Period (08:00-09:00 and 15:30-16:30). Staff will arrive before or after pick and drop off peak times. Therefore, staff trips (19) are unlikely to coincide with pupil trips and will spread the total vehicle demand.

Further, breakfast clubs and after-school activities will spread out pupil pick-up/drop off activity ensuring pupils travelling by car do not all arrive and depart at the same time.

The dropping off and departure trips to the site are expected to occur between 8:00 - 9:00 in the morning and 15:30-16:30 in the afternoon. The pick-up will be more staggered, owing to afterschool activities. After school clubs are expected to take place for up to an hour after school (assumed until 5:30pm). It is therefore considered the proposed facilities to be acceptable.

The submission has demonstrated adequate parking for staff and parents that miss their drop slots and require a waiting area. It is also pertinent to note that the staggered drop off- pick-up approach will be monitored. If the approach is found to be unsound it will amended accordingly. Monitoring fees will be secured by a Legal agreement.

A site drop off/collection Strategy and review will form a part of the legal agreement. The afternoon traffic generation would not coincide with the PM peak (17:00-18:00), and therefore not result in additional impact.

Given 71% (300) of students live within walking distance (500m as defined by the Institution of Highways and Transportation), public transport trips (rail and bus) during the peak period is unlikely to increase drastically. When viewed in the context of the current public transport facilities available in the vicinity of the site it is not considered that the proposal would have a material impact on public transport services. The application is therefore found to be acceptable in this regard. It is also concluded that the site is sufficiently accessible by public transport, walking and cycling to meet the objectives of development plan policy in this regard.

It is considered that the design and layout of the development proposed are such that it would provide suitable access arrangements for pedestrians and vehicles and that it would not raise any specific concerns from a highway and pedestrian safety perspective, subject to the conditions recommended. The application is therefore found to be acceptable and compliant with the objectives of development plan policy in these regards.

Delivery and Servicing Management

It is proposed that servicing takes place off-street via the Summit Way access. The nature of the school and its operations are such that deliveries are likely to be infrequent and undertaken by small to medium sized vehicles (e.g. transit vans). In the event the occasional delivery is made by a larger vehicle such as 7.5t box van, servicing would take place on-street on Summit Way.

Servicing activity would be managed to mitigate any potential impacts on the highway, with any deliveries scheduled to avoid school opening and closing times where possible.

A designated area for refuse storage is provided within the site. The applicant has commented that subject to agreement with the Council, it is anticipated that refuse collection will take place on-street, with bins transferred by school staff prior to collection.

Construction Vehicles

The conditions recommended include requirements for the submission and implementation of a Construction Management Plan, in order to ensure that potential construction logistical issues and highways impacts are adequately addressed. Subject to this the proposal is found to be acceptable in this regard.

School Travel Plan

In accordance with the requirements of planning policies an appropriate School Travel Plan will need to be provided and implemented in respect of the development to encourage shifts to more sustainable modes of transport. A condition securing this has therefore been recommended. Details of which will be secured by a Legal Agreement.

Sustainable design and construction matters

London Plan policies state that applications should demonstrate that sustainable design standards are integral to a proposal, including its construction and operation, and that they are considered from the beginning of the design process. Barnet Local Plan policy DM01 states that developments should demonstrate high levels of environmental awareness and contribute to climate change mitigation and adaptation.

The documents submitted with the application identify a number of ways in which the proposal would be constructed and operated in a sustainable way. These are discussed in more detail in the various relevant sections of this report, but include elements such as the creation of new education facilities for the community, the retention of trees, the provision of appropriate recycling storage equipment and the installation of facilities for cyclists.

The approach proposed is found to be acceptable and reasonable for the permission that is sought in this instance. It is considered that the details provided in the submission are acceptable and policy compliant in respect of sustainable design and construction matters and that, taken in the round, the application would result in a development which reaches an appropriate standard in respect of sustainable design and construction matters.

Refuse and Recycling

A designated area for refuse storage is provided within the site. The applicant has commented that subject to agreement with the Council, it is anticipated that refuse collection will take place on-street, with bins transferred by school staff prior to collection. A condition would be applied for the provision of a Delivery Service Plan on the application.

Ecology

The site was of limited value to wildlife. The amenity grassland contained only a small range of species, with forbs scarce throughout the sward, although the scattered trees did provide habitat for nesting birds.

There were no signs of Badger activity, and only low potential for significant invertebrate assemblages, in particular those species listed as a priority in the UK Biodiversity Action Plan and/or Local Biodiversity Action Plan.

None of the trees contained features such as decay cavities, woodpecker holes, fissures and exfoliating bark, that would be considered suitable for bat roosting and/or hibernation, whilst the site itself had limited value to foraging bats, as it was generally open, although the trees provided some cover for foraging.

Although there were damp areas within the grassland, there was no standing water on the site, even following recent prolonged periods of heavy rain. As such the site had negligible potential for reptiles and amphibians. Furthermore, there was only a single record of a Slow-worm and Common Lizard within 2.0 km, and no records of Great Crested Newts. The presence of reptiles or amphibians was therefore considered to be unlikely

The site clearance works and construction works associated with the implementation of the development hereby approved shall be carried out in full accordance with the nesting and breeding bird and bat protection measures identified in the Ecology Report submitted as part of this application.

Possible impacts of proposed work and recommendations

Since all in-use bird's nests and their contents are protected from damage or destruction, any tree or shrub removal or works which may affect a nest should be undertaken outside the period 1st March to 31st August inclusive. If this time frame cannot be avoided, a close inspection of the trees, shrubs or structures to be removed should be undertaken prior to clearance.

Despite the presumed absence of reptiles and amphibians, at all times care will be taken when carrying out earthworks, as small mammals could be present. Any small mammals disturbed or uncovered will either be caught by hand and relocated to a safe area, or left to vacate the work site in their own time.

Unexploded Ordnance

The site was formerly used as an allotment, and this was the use of the site during WWII. A preliminary study has been submitted as part of this application which outlines that the site is of medium risk of unexploded bombs. The study recommends that a further assessment should be undertaken at the site, and it is considered that this would be effectively managed through ensuring that this information is provided as a condition to any planning permission.

5.4 Response to Public Consultation

Access via Blagdens Lane:

Through the information that has submitted they have outlined that access from Blagdens' Lane would be hard to achieve due to the narrow nature of that street. Access from Summitt Way was considered to be the most appropriate means of access to the site.

Safety of the access of the site, and the impact that it would have on the surrounding highways.

A separate entry and exit gates for vehicles and a separate gate for pedestrians is proposed providing direct access to the proposed school arrival plaza. The site of the access is located nearby to a bend in the road, and concerns have been raised in relation to visibility. As part of the works 'School Keep Clear' signs are proposed which to the northern kerbside of Summit Way, so to improve visibility.

As outlined Highways Developments, a contribution would need to be submitted to allow the Council to amend the traffic order for the signs to be implemented. As a part of the amendment to the traffic order, consultation would have to take place prior to the agreement to install the signs, and therefore their installation cannot be guaranteed through this application. That being the case, as well as the intention to install the new sign, there are also double yellow lines at the corner of Summit Way and Arlington Road which restrict parking at this location. Based on the information that is provided,

amendments will need to be made to the width of the proposed access points, as at present they appear to be greater than the 6m which is recommended. Highways Development outline that in light of this and the above the application would have entered into agreement to submit to resolve the access and to enter in a S278 agreement to implement the approved work to the public highway. Taking this into account, it is considered that the applicant has demonstrated that the access point can be utilised in a safe way, and that visibility at the site can be maintained. It is considered that subject to the proposed agreement and the agreement of the works required to the public highways, the proposed access point would be acceptable.

6. Equality and Diversity Issues

The proposal does not conflict with either Barnet Council's Equalities Policy or the commitments set in the Equality Scheme and supports the Council in meeting its statutory equality responsibilities.

7. Conclusion

Whilst the proposal would result in the loss of limited and restricted area of the larger playing field, the development will also result in a much needed school and improved playfields and a MUGA. The impacts on highways and neighbouring amenity are noted to be at an acceptable level. Balancing these considerations, the proposed development is considered to be acceptable.

The application is therefore recommended for APPROVAL subject to obtaining the Secretary of State's respective decisions not to direct refusal of permission and/or to call in the application and upon completion of the above Section 106 agreement the Director of Planning and Development Management be instructed to APPROVE the application reference 16/5606/FUL under delegated powers and grant planning permission subject to conditions.

