

**LOCATION:** St James Catholic High School

**REFERENCE:** 17/5329/FUL

**Received:** 15 August 2017

**Accepted:** 18 August 2017

**WARD:** Colindale

**Expiry:** 17 November 2017

**APPLICANT:** London Borough of Barnet

**PROPOSAL:** Redevelopment, reconfiguration and expansion of St James Catholic High School including. Part two, part three storey extension fronting Great Strand to provide a new 2 form entry primary school to accommodate the relocated Blessed Dominic School and a new sixth form and year seven block. Construction of a new school hall within the existing internal courtyard. Associated ancillary works

**Recommendation:** Approve subject to conditions

AND the Committee grants delegated authority to the Head of Development Management or Head of Strategic Planning to make any minor alterations, additions or deletions to the recommended conditions/obligations or reasons for refusal as set out in this report and addendum provided this authority shall be exercised after consultation with the Chairman (or in his absence the Vice- Chairman) of the Committee (who may request that such alterations, additions or deletions be first approved by the Committee)

### **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:

#### Architecture Drawings

General Arrangement First Floor Plan BDSJ-CAP-00-01-DR-A-061001 P01

General Arrangement Existing First Floor Plan BDSJ-CAP-00-01-DR-A-061101 P00

General Arrangement Second Floor and Lower Roof Plan BDSJ-CAP-00-02-DR-A-061002 P01

General Arrangement Ground Floor Plan BDSJ-CAP-00-GF-DR-A-061000 P02

General Arrangement Existing Ground Floor Plan BDSJ-CAP-00-GR-DR-A-061100 P00

General Arrangement Upper Roof Plan BDSJ-CAP-00-R0-DR-A-061003 P01

Land Ownership in Boundaries BDSJ-CAP-00-XX-DR-L-15-1020 P01  
Planning Application Boundary BDSJ-CAP-00-XX-DR-L-15-1100 P01  
General Arrangement Elevations BDSJ-CAP-00-ZZ-DR-A-062000 P02  
Existing Elevations BDSJ-CAP-00-ZZ-DR-A-062002 P00  
Existing Courtyard Elevations BDSJ-CAP-00-ZZ-DR-A-062101 P00  
General Arrangement Sections BDSJ-CAP-00-ZZ-DR-A-063000 P01  
Binstore Plan, Section and Elevations BDSJ-CAP-BS-ZZ-DR-A-060100 P01  
General Arrangement Main Hall Elevations BDSJ-CAP-MH-ZZ-DR-A-062001  
P02

External Works:

Planning Application Boundary BDSJ-CAP-XX-00-DR-L-15-1100 P01  
Land Ownership in Boundaries BDSJ-CAP-XX-00-DR-L-15-1020 P01  
Top of Field General Arrangement BDSJ-CAP-XX-00-DR-L-15-1101 P01  
Ground Floor General Arrangement BDSJ-CAP-XX-00-DR-L-15-1102 P01  
Planting Strategy 1 of 4 BDSJ-CAP-XX-00-DR-L-15-1200 P01  
Planting Strategy 2 of 4 BDSJ-CAP-XX-00-DR-L-15-1201 P01  
Planting Strategy 3 of 4 BDSJ-CAP-XX-00-DR-L-15-1202 P01  
Planting Strategy 4 of 4 BDSJ-CAP-XX-00-DR-L-15-1203 P01  
Tree Retention and Protection Plan 1 of 2 BDSJ-CAP-XX-00-DR-L-15-1250  
P01  
Tree Retention and Protection Plan 2 of 2 BDSJ-CAP-XX-00-DR-L-15-1251  
P01  
Site Section A BDSJ-CAP-XX-00-DR-L-15-1900 P01  
Site Section B&C and Ramp Section Sections BDSJ-CAP-XX-00-DR-L-15-1901  
P01  
Site Lighting Planning Drawing Sheet 1 of 2 BDSJ-CAP-00-0-DSP-ES-610-010 P1  
Site Lighting Planning Drawing Sheet 2 of 2 BDSJ-CAP-00-0-DSP-ES-611-010 P1

Supporting Documents

Planning Statement by GL Hearn  
Air Quality Assessment by Regional Enterprise Ltd Consultancy;  
Bat Survey Report September 2015 by Capita  
Design and Access Statement by Capita;  
Drainage Report by Capita;  
Energy Statement by Capita;  
Flood Risk Assessment by Capita;  
Ground Investigation and Assessment by Capita;  
Planning Statement by GL Hearn;  
Preliminary Ecology Statement by Capita;  
Landscaping Strategy by Capita;  
Noise Impact Assessment by Capita;  
Remediation Strategy by Capita;  
Transport Assessment and Travel Plan by Capita; and  
Tree Survey by Capita.  
Construction Management Plan by John Graham Construction Ltd

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, no above 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 first 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. 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. Prior to the first occupation of the development, parking spaces shall be provided in accordance with the approved drawings. 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.

6. Prior to the first occupation of the development 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.

7. Prior to the first occupation of the development, the proposed cycle parking and cycle storage facilities shall be installed in accordance with the approved plans 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.

8. Before the development hereby permitted is occupied; details to show access and egress arrangements, pedestrian walkways and visibility splays 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.

9. The development shall accord with the provisions contained within the submitted Construction Management Plan by John Graham Construction Ltd dated 21 November 2017, except as otherwise agreed 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 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.

10. Before the development hereby permitted is first occupied, full details of the electric vehicle charging points to be installed in the development shall be submitted to the Local Planning Authority and approved in writing. These details shall include provision for not less than 10% active and 10% passive spaces. The development shall be implemented in full accordance with the approved details prior to first occupation and thereafter be permanently 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.

11. b) Where remediation of contamination on the site is required completion of the remediation detailed in the approved document Phase 2 Ground Investigation & Assessment June 2017 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 2016.

12. a) Prior to the installation of all extraction and ventilation equipment, details of all such equipment, including a technical and acoustic report shall be 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 as well as an acoustic report from a competent acoustic consultant 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).

13. 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.

14. Notwithstanding the details shown on the plans submitted and otherwise hereby approved, the development shall not be occupied 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 the development 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 policies DM01 and DM02 of the Barnet Local Plan.

15. All hard and soft landscaping shall be carried out in accordance with the approved landscaping scheme and shall be completed within the first planting and

seeding seasons following the completion of each phase of the development or the occupation of the buildings, whichever is the earlier period.

The new planting and landscape operations should comply with the requirements specified in BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs' and in BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. Thereafter, the areas of hard and soft landscaping shall be permanently retained.

Any tree, shrub or area of turfing or seeding shown on the approved landscaping scheme which, within a period of 5 years from the completion of the development, dies, is removed or in the opinion of the Local Planning Authority becomes seriously damaged or diseased, shall be replaced in the same place in the next planting season with another such tree, shrub or area of turfing or seeding of similar size and species unless the Local Planning Authority first gives written consent to, any variation.

Reason: To ensure that the landscaped areas are laid out and retained in accordance with the approved plans in order to preserve and enhance the visual amenities of the locality in compliance with Policies CS7 of the Core Strategy (2012) and DM16 of the Development Management Policies (2012).

16. The development shall be carried out in strict accordance with the provisions and tree protection methods outlined in the submitted Arboricultural Method Statement by Capita dated July 2017.

Reason: To safeguard the health of existing trees which represent an important amenity feature in accordance with policies CS5 and CS7 of The Core Strategy (2012) and DM01 of the Development Management Policies (2012).

17. 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.

18. 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.

19. Within 9 months of first occupation of the new school buildings, 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).

20. 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.

21. Prior to the first occupation of the new school buildings 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.

22. Prior to the first occupation of the new school buildings the developer must enter into a S278 agreement to deliver the highway improvements identified in the PERS audit, the extent of which works shall be agreed in writing by the Local Planning Authority. The improvements shall be carried out prior to occupation at the applicant's expense.

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.

23. No works on public highway including creation of new accesses or removal of existing accesses as a result of the proposed development shall be carried out until

the detailed design drawings have been submitted and approved by the highway authority. Works shall be carried out under S278 of the Highways Act and in accordance with the approved plans. The development shall not be occupied until the highway works approved by the Planning Authority are fully implemented and any consequential damage to public highway as a result of the proposed development is made good at the applicant's expense.

Reason: 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.

24. Notwithstanding the content of plans hereby approved, prior to the first occupation of the new school buildings, details comprising a scheme of measures to enhance and promote biodiversity within the development shall be submitted to the Local Planning Authority and approved in writing. The approved scheme of measures shall be implemented in full in accordance with the approved details before the development is first used.

Reason: To ensure that the development represent high quality design and 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 policies 5.11 and 7.19 of the London Plan 2015.

25. Prior to the first occupation of the new school buildings a full Delivery Service 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.

26. No development of the Artificial Grass Pitch of Multi Use Games Area shall take place until details of the surface design of the Artificial Grass Pitch and Multi Use Games Area has been submitted to and approved in writing by the Local Planning Authority [after consultation with Sport England]. The Artificial Grass Pitch and Multi Use Games Area shall not be constructed other than in accordance with the approved details.

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

27. No development of the Artificial Grass Pitch of Multi Use Games Area shall take place until a scheme setting out the type, design, lux levels and measures to control glare and overspill light from sports lighting, and measures to ensure sports lights are switched off when not in use, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall accord with Sport England's "Outdoor Sports Lighting" Briefing Note published in 2012 and FA technical standards. The lighting plan shall also be accompanied by a statement from a qualified ecologist confirming that the proposed lighting plan will not



adversely affect bats or other wildlife. After commencement of use of the sports facilities the sports lighting shall be operated in accordance with the approved scheme

Reason: To balance illuminating the sports facility for maximum use and benefit to sport with the interest of amenity and sustainability and to ensure that any protected species present are not adversely affected by the development in accordance with Policies DM01, DM04 and DM16 of the Development Management Policies (2012).

28. Use of the development shall not commence until a community use agreement prepared in consultation with Sport England has been submitted to and approved in writing by the Local Planning Authority, and a copy of the completed approved agreement has been provided to the Local Planning Authority. The agreement shall apply to Artificial Grass Pitch, Multi Use Games Area and ancillary facilities and include details of pricing policy, hours of use, access by non-educational establishment users, management responsibilities and a mechanism for review. The development shall not be used otherwise than in strict compliance with the approved agreement.

Reason: To secure well managed safe community access to the sports facility/facilities, to ensure sufficient benefit to the development of sport and to accord with Development Plan Policy.

#### **INFORMATIVE(S):**

1 A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing [wwriskmanagement@thameswater.co.uk](mailto:wwriskmanagement@thameswater.co.uk). Application forms should be completed on line via [www.thameswater.co.uk/wastewaterquality](http://www.thameswater.co.uk/wastewaterquality)."

2. In complying with the contaminated land condition parts 2, reference should be made at all stages to appropriate current guidance and codes of practice. This would include:

- 1) The Environment Agency CLR & SR Guidance documents (including CLR11 'Model Procedures for the Management of Land Contamination');
- 2) National Planning Policy Framework (2012) / National Planning Practice Guidance (2014);
- 3) BS10175:2011 - Investigation of potentially contaminated sites - Code of Practice;
- 4) Guidance for the safe development of housing on land affected by contamination, (2008) by NHBC, the EA and CIEH;
- 5) CIRIA report C665 - Assessing risks posed by hazardous ground gases to buildings;
- 6) CIRIA report C733 - Asbestos in soil and made ground: a guide to understanding and managing risks.

Please note that in addition to the above, consultants should refer to the most relevant and up to date guidance and codes of practice if not already listed in the above list.

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

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

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

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

The assessment and report on the noise impacts of a development should use methods of measurement, calculation, prediction and assessment of noise levels and impacts that comply with the following standards, where appropriate:

- 1) BS 7445(2003) Pt 1, BS7445 (1991) Pts 2 & 3 - Description and measurement of environmental noise;
- 2) BS 4142:2014 - Method for rating industrial noise affecting mixed residential and industrial areas;
- 3) BS 8223: 2014 - Guidance on sound insulation and noise reduction for buildings: code of practice;
- 4) Department of Transport: Calculation of road traffic noise (1988);
- 5) Department of Transport: Calculation of railway noise (1995);
- 6) National Planning Policy Framework (2012)/ National Planning Policy Guidance (2014).

Please note that in addition to the above, consultants should refer to the most relevant and up to date guidance and codes of practice if not already listed in the above list.

4. The Air Quality Stage 4 Review and Assessment for the London Borough of Barnet has highlighted that this area currently experiences or is likely to experience exceedances of Government set health-based air quality standards. A list of possible options for mitigating poor air quality is as follows: 1) Use of passive or active air conditioning; 2) Use of acoustic ventilators; 3) Altering lay out so habitable rooms are sited away from source of poor air quality; 4) Non residential usage of lower floors; 5) Altering footprint by siting further away from source of poor air quality.

For developments that require an Air Quality report; the report should have regard to the air quality predictions and monitoring results from the Stage Four of the Authority's Review and Assessment available from the LPA web site and the London Air Quality Network. The report should be written in accordance with the following guidance: 1) Environmental Protection UK Guidance: Development Control: Planning for Air Quality (2010); 2) Environment Act 1995 Air Quality Regulations; 3) Local Air Quality Management Technical Guidance LAQM.TG(09); 4) London Councils Air Quality and Planning Guidance (2007).

Please note that in addition to the above, consultants should refer to the most relevant and up to date guidance and codes of practice if not already listed in the above list.

5. The report submitted to the LPA should be written in accordance with the following guidance: 1) Environmental Protection UK Guidance - Development Control: Planning for Air Quality (2010); 2) Environment Act 1995 Air Quality Regulations; 3) Local Air Quality Management Technical Guidance LAQM.TG(09); 4) London Councils Air Quality and Planning Guidance (2007); 5) The report should also have regard to the air quality predictions and monitoring results from the Stage Four of the Authority's Review and Assessment available from the LPA web site and the London Air Quality Network.

Please note that in addition to the above, consultants should refer to the most relevant and up to date guidance and codes of practice if not already listed in the above list.

6. The applicant is advised to engage a qualified kitchen extraction consultant to advise on the scheme, including the specifications of any materials, construction, fittings and equipment necessary to achieve satisfactory smoke and odour control. Please note that:

- Flue(s) must be 1.5 m\* above eaves or any open able windows in the vicinity (within 20 metres of the flue) if there are sensitive premises in the vicinity. The final discharge must be vertically upwards. There should be no hat or cowl on the top of the flue. If flues are to be attached to neighbouring noise/vibration sensitive premises they must incorporate anti-vibration mounts, flexible couplings and silencers. \*If the flue is in a Conservation area then this height may be reduced to 1m above eaves.

- The assessment and report on the noise impacts of a development should use methods of measurement, calculation, prediction and assessment of noise levels and impacts that comply with the following standards, where appropriate: DEFRA Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems (DEFRA, January 2005); DEFRA Odour Guidance for Local Authorities (DEFRA, March 2010). Please note that in addition to the above, consultants should refer to the most relevant and up to date guidance and codes of practice if not already listed in the above list.

7. The applicant must submit an application under Section 184 of the Highways Act (1980) for all the proposed vehicular accesses. The proposed access design details, construction and location will be reviewed by the Development Team as part

of the application. Any related costs for alterations to the public highway layout that may become necessary, due to the design of the onsite development, will be borne by the applicant.

To receive a copy of our Guidelines for Developers and an application form please contact: Traffic & Development Section –Development and Regulatory Services, London Borough of Barnet, Barnet House, 1255 High Road, Whetstone, N20 0EJ.

8. 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.

9. The Highway Authority will require the applicant to give an undertaking to pay additional costs of repair or maintenance of the public highway in the vicinity of the site should the highway be damaged as a result of construction traffic movements. The construction traffic will be deemed "extraordinary traffic" for the purposes of Section 59 of the Highways Act 1980. Under this section, the Highway Authority can recover the cost of excess expenses for maintenance of the highway resulting from excessive weight or extraordinary traffic passing along the highway. It is to be understood that any remedial works for such damage will be included in the estimate for highway works. The applicant is advised that photographic records should be kept of the public highway likely to be affected by the development proposal prior to commencement of any construction or demolition works on site.

10. The applicant is advised that any street furniture or lighting column affected by the proposed works would be relocated under a rechargeable works agreement by the Council's term contractor for Highway Works. You may obtain an estimate for this work from Development & Regulatory Services, Barnet House, 1255 High Road, Whetstone, N20 0EJ.

11. The applicant is advised that the proposed development may involve alterations to the existing on-street waiting and loading restrictions. Alterations to on-street waiting and loading restrictions will be subject to a statutory consultation period. The Council cannot prejudge the outcome of the consultation process.

12. The costs of any associated works on the public highway, including reinstatement works, will be borne by the applicants and will require the Applicant to enter into a rechargeable agreement or a 38 Agreement under the Highways Act 1980.

13. The costs of any associated works on the public highway, including reinstatement works, will be borne by the applicants and will require the Applicant to enter into a rechargeable agreement or a 278 Agreement under the Highways Act 1980.

14. The applicant is advised that the design and layout of the facilities should comply with the relevant industry Technical Design Guidance, including guidance published by Sport England, National Governing Bodies for Sport. Particular attention is drawn to Artificial Surfaces for Outdoor Sport.

15. The applicant is advised that the pitch should be tested in accordance with The FA standard code of rules and be registered on the FA Register for 3G Football Turf Pitches.

16. Guidance on preparing Community Use Agreements is available from Sport England. <http://www.sportengland.org/planningapplications/> For artificial grass pitches it is recommended that you seek guidance from the Football Association/England Hockey/Rugby Football Union on pitch construction when determining the community use hours the artificial pitch can accommodate.

## **1. MATERIAL CONSIDERATIONS**

### **1.1 Key Relevant Planning Policy**

#### Introduction

Section 38(6) of the Planning and Compulsory Purchase Act (2004) requires that development proposals shall 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.

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.

#### National Planning Policy Framework

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.

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.

#### London Plan

The London Plan is the development plan in terms of strategic planning policy for the purposes of the Planning and Compulsory Purchase Act (2004). In March 2016, the Mayor published (i.e. adopted) the London Plan 2011 consolidated with: the further alterations to the London Plan published in March 2015, the Housing Standards Minor Alterations to the London Plan published in March 2016 and the Parking standards Minor Alterations to the London Plan published in March 2016.

The London Plan policies (arranged by chapter) most relevant to the determination of this application are as follows:

Context and Strategy:

1.1 (Delivering the Strategic Vision and Objectives for London)

London's Places:

2.2 (London and the Wider Metropolitan Area)

2.7 (Outer London Economy)

2.8 (Outer London Transport)

2.13 (Opportunity Areas and Intensification Areas)

2.18 (Green Infrastructure: The Multi-Functional Network of Green and Open Spaces)

London's People:

Policy 3.1 (Ensuring equal life chances for all)

Policy 3.6 (Children and young people's play and informal recreation facilities)

Policy 3.16 (Protection and Enhancement of social Infrastructure)

3.18 (Education facilities)

Policy 3.19 (Sports facilities)

London's Response to Climate Change:

5.1 (Climate Change Mitigation)

5.2 (Minimising Carbon Dioxide Emissions)

5.7 (Renewable Energy)

5.10 (Urban Greening)

5.11 (Green Roofs and Development Site Environs)

5.12 (Flood Risk Management)

5.13 (Sustainable Drainage)

5.21 (Contaminated Land)

London's Transport:

6.1 (Strategic Approach)

6.2 (Promoting 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)

6.13 (Parking)

London's Living Places and Spaces:

7.4 (Local Character)

7.6 (Architecture)

7.8 (Heritage assets and archaeology)

7.14 (Improving Air Quality)

7.15 (Reducing and Managing Noise)

7.18 (Protecting Open Space and addressing deficiency)

7.19 (Biodiversity and Access to Nature)

7.21 (Trees and Woodlands)

### Mayoral Supplementary Guidance

#### **Sustainable Design and Construction (April 2014)**

The Sustainable Design and Construction (SPG) seeks to design and construct new development in ways that contribute to sustainable development.

#### **The Mayor's Climate Change Mitigation and Energy Strategy (October 2011)**

The strategy seeks to provide cleaner air for London. This strategy focuses on reducing carbon dioxide emissions to mitigate climate change, securing a low carbon energy supply for London and moving London to a thriving low carbon capital.

#### **Accessible London: Achieving an Inclusive Environment (October 2014)**

The strategy sets out to provide detailed advice and guidance on the policies in the London Plan in relation to achieving an inclusive environment.

#### **Planning for Equality and Diversity in London (October 2007)**

This guidance sets out some of the overarching principles that should guide planning for equality in the London context.

#### **All London Green Grid (March 2012)**

This strategy provides guidance for designing and managing green and open spaces to bring about previously unrealised benefits. In doing so, we aim to encourage boroughs, developers, and communities to collectively increase the delivery of green infrastructure for London.

#### **The control of dust and emissions during construction and demolition (July 2014)**

The aim of this supplementary planning guidance (SPG) is to reduce emissions of dust, PM<sub>10</sub> and PM<sub>2.5</sub> from construction and demolition activities in London.

#### **Relevant Local Plan (2012) Policies**

Barnet's Local Plan is made up of a suite of documents including the Core Strategy and Development Management Policies Development Plan Documents (DPD which were both adopted on 11 September 2012. The Local Plan development plan policies of most relevant to the determination of this application are:

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 integrated community facilities and uses)

CS11 (Improving health and wellbeing in Barnet)

CS13 (Ensuring the efficient use of natural resources)

CS15 (Delivering the Core Strategy)

**Development Management Policies (Adopted 2012):**

DM01 (Protecting Barnet's character and amenity)

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 Documents and Guidance

The Council has a number of adopted Supplementary Planning Documents (SPDs) which provide detailed guidance that supplements policies in the adopted Local Plan, and sets out how sustainable development will be delivered in Barnet including generic environmental requirements to ensure that new development within Barnet meets sufficiently high environmental and design standards. They are material considerations for the determination of planning applications:

*Local Supplementary Planning Documents and Guidance:*

Sustainable Design and Construction SPD (April 2013)

**1.2 Key Relevant Planning History**

**17/2189/FUL** - Provision of access for construction vehicles and school deliveries from Grahame 4.3Park Way and the relocation of the existing staff/visitor car park to a temporary location. New temporary reception area adjacent to the temporary car park and the demolition of the existing Caretakers house. 09/08/2017

**H/00353/10** - Single storey infill extension to school. The application was approved subject to 4.6conditions: 05/03/2010.

**H/01007/08** - Infill of existing external courtyard to create enlarged school common room. The 4.7application was approved subject to conditions: 18/06/2008.

**W01731LC/07** - Two storey extension to provide enlarged dining hall, sixth form facilities and dance 4.8studio. The application was approved subject to conditions: 11/02/2008.

**W01731JP/03** - Lowering level of land and construction of a synthetic turf pitch, with sports fencing 4.9and floodlighting, pavilion, access road, parking, perimeter fencing and soft landscape scheme. This application was approved subject to conditions: 17/04/2003.

**W01731JG/02** - Formation of all-weather playing pitch with associated fencing and floodlighting and 4.10provision of single storey changing room building. This application was approved subject to conditions: 04/12/2002.



**W01731JB/01** - Formation of all-weather playing pitch with associated fencing and flood-lighting, 4.11 and provision of new changing room facility to replace pitch, required to be provided by legal agreement imposed upon planning permission Ref. W01731GB issued 18.12.95. This application was approved subject to conditions: 27/02/2002.

**W06810J** - Erection of two single storey temporary classroom units. This application was approved 4.12 subject to conditions: 24/05/1996.

**W06810H** - Provision of secondary access to car park. This application was approved subject to 4.13 conditions: 19/03/1996.

**W06810G** - Single storey music block with outdoor performance area. This application was 4.14 approved subject to conditions: 14/02/1996.

**W06810E** - Erection of a new 2 storey teaching block and single storey gymnasium, re-siting of 4.15 existing temporary building, provision of new hard play areas and alterations to existing landscaping. This application was approved subject to conditions: 08/06/1995.

**W06810D** - Erection of building to form library and one classroom. This application was approved 4.16 subject to conditions: 07/07/1992.

**W06810A** - Extension to existing secondary school. This application was approved subject to 4.17 conditions: 22/04/1983.

**W06810** - Filling and grading of land and formation of school playing fields. This application was 4.18 approved: 22/07/1981

**W01731DS** - Caretaker's House for proposed St. James R. C. High School. This application was 4.19 approved: 16/03/1977

### **1.3 Pre-application Consultation by the Applicant**

The applicant engaged in pre application discussions with the London Borough of Barnet and also carried out pre planning public engagement in March 2017 with residents, parents and staff.

### **1.4 Public Consultations by the Council and Views Expressed**

#### Public Consultation

**525** local residents were consulted on the planning application by letter on 18<sup>th</sup> September 2017. The application was advertised in the local press on 22 August 2017 and site notices were put up on site on 24 August 2017. The consultation process carried out for this application is considered to be appropriate for a development of this nature. The extent of consultation exceeded the requirements

of national planning legislation and the Council's own adopted policy.

### Public Representations

As a result of the consultation, a total of 1 response has been received. The response is in objection to the proposal.

The comments raised are as follows:

*'I object to this proposal as if it goes ahead the roads and pavements etc will be far too overcrowded. The area can barely cope now and the thought of a primary school being built onto this site fills me with horror. How on earth will the infrastructure cope?'*

### Officer Comment

The above representation has been taken into account in the officer assessment, which form part of the report below.

### **Elected Representatives.**

No comments received.

### **Consultation responses from neighbouring associations other non-statutory bodies.**

No comments received from these bodies.

### **Consultation Responses from Statutory Consultees**

#### **Sport England**

#### **Sport England –Statutory Role and Policy**

It is understood that the proposal 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). The consultation with Sport England is therefore a statutory requirement.

Sport England has considered the application in the light of the National Planning Policy Framework (particularly Para 74) and Sport England's policy on planning applications affecting playing fields 'A Sporting Future for the Playing Fields of England' (see link below): [www.sportengland.org/playingfieldspolicy](http://www.sportengland.org/playingfieldspolicy)

Sport England's policy is to oppose 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.

### **The Proposal and Impact on Playing Field**

The proposed development intends to construct a Multi-Use Games Area (MUGA), Artificial Grass Pitch (AGP), mounding and peace garden which would result in the loss of almost all the southern playing field.

### **Assessment against Sport England Policy**

This application relates to the provision of a new indoor/outdoor sports facility or facilities on the existing playing field at the above site. It therefore needs to be considered against exception E5 of the above policy, which states:

- E5 - 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.

I have therefore assessed the existing and proposed playing fields against the above policy to determine whether the proposals meet exception E5.

The proposed development would result in the loss of almost the whole of the southern playing field and, therefore, the loss of the existing/past playing pitches on that playing field. This would result in two playing pitches of the same size as the existing not being able to be accommodated and the proposed facilities would restrict the flexibility for other sports to be marked out on the site in the future. The London Borough of Barnet's Playing Pitch Strategy (PPS), however, indicates that there is a need for AGP's within the borough and highlights this proposal when discussing AGP/football provision, although the Action Plan does not refer to a new AGP at this site. Notwithstanding the loss of both existing playing pitches, one senior and two/four smaller pitches on the AGP would result and the floodlighting would allow greater use of the facility into the evenings. It is also noted that the Football Foundation and Middlesex FA have now removed their objection to the scheme. The proposed AGP and MUGA, the latter would be floodlit, appear to broadly meet Sport England/FA design requirements and would have a shock pad that would enable rugby use of the proposed AGP. However, as previously noted, detail regarding the proposed surfacing, the management and maintenance, including the provision of sink fund, and floodlighting are still not clear at this stage. The community use of the facility also has not been secured. Sport England considers, however, that these matters can be addressed through the discharging of conditions to any approval. .

### **Conclusions and Recommendation**

Given the above assessment, Sport England does not wish to raise an objection to this application as it is considered to broadly meet exception E5 of the above policy. The absence of an objection is subject to the following conditions being attached to

the decision notice should the local planning authority be minded to approve the application:

1. *No development shall commence until details of the surface design of the Artificial Grass Pitch and Multi Use Games Area has been submitted to and approved in writing by the Local Planning Authority [after consultation with Sport England]. The Artificial Grass Pitch and Multi Use Games Area shall not be constructed other than in accordance with the approved details.*

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

*Informative: The applicant is advised that the design and layout of the facilities should comply with the relevant industry Technical Design Guidance, including guidance published by Sport England, National Governing Bodies for Sport. Particular attention is drawn to Artificial Surfaces for Outdoor Sport.*

*Informative: The applicant is advised that the pitch should be tested in accordance with The FA standard code of rules and be registered on the FA Register for 3G Football Turf Pitches.*

2. *No development shall commence until a scheme setting out the type, design, lux levels and measures to control glare and overspill light from sports lighting, and measures to ensure sports lights are switched off when not in use, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall accord with Sport England's "Outdoor Sports Lighting" Briefing Note published in 2012 and FA technical standards. After commencement of use of the sports facilities the sports lighting shall be operated in accordance with the approved scheme*

*Reason: To balance illuminating the sports facility for maximum use and benefit to sport with the interest of amenity and sustainability and to accord with Development Plan Policy.*

3. *Use of the development shall not commence until a community use agreement prepared in consultation with Sport England has been submitted to and approved in writing by the Local Planning Authority, and a copy of the completed approved agreement has been provided to the Local Planning Authority. The agreement shall apply to Artificial Grass Pitch, Multi Use Games Area and ancillary facilities and include details of pricing policy, hours of use, access by non-educational establishment users, management responsibilities and a mechanism for review. The development shall not be used otherwise than in strict compliance with the approved agreement."*

*Reason: To secure well managed safe community access to the sports facility/facilities, to ensure sufficient benefit to the development of sport and to accord with Development Plan Policy .*

*Informative: Guidance on preparing Community Use Agreements is available from Sport England. <http://www.sportengland.org/planningapplications/> For*

*artificial grass pitches it is recommended that you seek guidance from the Football Association/England Hockey/Rugby Football Union on pitch construction when determining the community use hours the artificial pitch can accommodate*

If you wish to amend the wording of the recommended conditions, or use another mechanism in lieu of the conditions, please discuss the details with the undersigned. Sport England does not object to amendments to conditions, provided they achieve the same outcome and we are involved in any amendments.

Should the local planning authority be minded to approve this application against the recommendation of Sport England; then in accordance with The Town and Country Planning (Consultation) (England) Direction 2009 the application should be referred to the Secretary of State via the National Planning Casework Unit.

There is a free online resource from Sport England (Use Our School) that offers further guidance and information for local authorities and other education providers on how to make the best use of school facilities for the benefit of the local community. It is especially useful for those who have responsibility within a school for establishing, sustaining and growing community activity on school sites. 'Use Our School' can be accessed here; [www.sportengland.org/useourschool](http://www.sportengland.org/useourschool)

Sport England would also like to be notified of the outcome of the application through the receipt of a copy of the decision notice.

The absence of an objection to this application, in the context of the Town and Country Planning Act, cannot be taken as formal support or consent from Sport England or any National Governing Body of Sport to any related funding application, or as may be required by virtue of any pre-existing funding agreement.

**Officer Comment:**

*Sport England have subsequently advised that they have no objection to the alteration of the trigger points for conditions 1 & 2 from prior to commencement to prior to the erection of the AGP and MUGA.*

**Thames Water (TW)**

**Waste Comments**

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. The contact number is 0800 009 3921. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

There are public sewers crossing or close to your development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted for extensions to existing buildings. The applicant is advised to visit [thameswater.co.uk/buildover](http://thameswater.co.uk/buildover)

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

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.

'We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission: "A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing [wwriskmanagement@thameswater.co.uk](mailto:wwriskmanagement@thameswater.co.uk). Application forms should be completed on line via [www.thameswater.co.uk/wastewaterquality](http://www.thameswater.co.uk/wastewaterquality)."

#### 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.

#### Internal Consultation responses

#### **Urban Design**

No objections raised detailed comments incorporated in officer report below.

### **Transport and Regeneration**

No objections subject to appropriate conditions. Detailed comments incorporated in officer comments below.

### **Environmental Health**

No Objections raised subject to the attachment of appropriate conditions regarding construction method extraction, noise mitigation and contamination.

## **2. DESCRIPTION OF THE SITE, SURROUNDINGS AND PROPOSAL**

### **2.1 Site Description and Surroundings**

The site currently comprises St James Catholic High School; a 6FE mixed sex secondary school with 900 pupils, 218 sixth form students and 130 FTE members of staff.

The School is located off Great Strand, within the London Borough of Barnet and encompasses an area of 5.7ha. The school buildings are concentrated in the centre of the site, with two elevated plateaus containing the sports fields to the north and south. Open space is restricted to the north and south ends of the site, beyond the embankments flanking the plateaus, and is where much of the existing vegetation can be found.

Vehicular and pedestrian access to the site is gained from Great Strand. Towards the south of the buildings is a parking area with capacity for 100 vehicles. The site is bound to the north by Corner Mead; to the east by Grahame Park Way; to the south by a five aside football pitch off Great Strand; and to the west by Great Strand.

The area immediately surrounding the site is predominantly residential, with two, three and four storey properties located along Great Strand. Residential properties overlook the site from the western side.

There is a mix of uses located towards the south eastern corner of the site, most notably the Royal Airforce Museum is located just off Grahame Park Way. Colindale Police Station and a series of shops and restaurants are located approximately 375m south of the site, accessed via Grahame Park Way and Aerodrome Road.

The school is located approximately 820m north east of Colindale Underground Station, operating on the Northern Line. Mill Hill Broadway Train Station, operating Thameslink services to Sutton, Luton, St Albans and Seven Oaks, is located approximately 1.3km north of the school.

### **2.2 Description of the Proposed Development**

The proposed description of development is:

*“Redevelopment and reconfiguration of St James Catholic School to support the expansion of the school, and to accommodate for the relocation of Blessed Dominic Primary School onto the school site. Construction of a new Hall within an internal courtyard and the erection of a new school building fronting onto Great Strand.”*

The following section sets out the details of the proposed development. For further information, 5.1 please refer to the Design and Access Statement prepared by Capita.

The proposed description of development is:

*“Redevelopment and reconfiguration of St James Catholic School to support the expansion of the school, and to accommodate for the relocation of Blessed Dominic Primary School onto the school site. Construction of a new Hall within an internal courtyard and the erection of a new school building fronting onto Great Strand.”*

The proposed works would provide for an additional 3847.4 sqm of D1 floorspace incorporating the relocated Blessed Dominic Primary School along with extensions and alterations to the St James’s School accommodation. This would be provided in the form of two adjoining buildings, ; a three-storey building for St James’, and a recessed two-storey building for Blessed Dominic Primary School. The proposed development also includes the relocation of the existing St James’ School Hall, which will be placed in the centre of the school building.

The proposed expansions would also allow for the expansion of the number of pupils at both these schools. Blessed Dominic would increase from a 1.5 to a 2 form entry. St James would also have a 2 form entry expansion as illustrated by the following tables.

St James’ Catholic High School Expansion		
	Existing	By 2022
Pupils	900	1200
Sixth Form Pupils	200	300
Staff (FTE)	130	156

**Table 3: St James’ Catholic High School Expansion**

St James Catholic High 156 FTE members of staff.

Blessed Dominic Primary School Expansion		
	Existing	By 2020
Pupils	315	420
Nursery Pupils	24	52
Staff (FTE)	54	66

**Table 4: Blessed Dominic Primary School Expansion**



The application also proposed alterations to the landscaping around the school, providing a new primary school playground, seating areas around the proposed sixth form block along with the creation of a new all-weather full sized 3g pitch predominately for the secondary school, and smaller MUGA incorporating 5 a side football, mini tennis and basketball for the primary school.

#### Changes post Submission

The applicant has made some changes to the proposed 3G pitch incorporating floodlighting to address the Sport England objections.

### **3. PLANNING CONSIDERATIONS**

#### **3.1 Principle of Development**

##### School Buildings

Section 14 of the Education Act 1996 (the 1996 Act) places a general duty on local authorities to secure sufficient schools for providing primary and secondary education for their area. Schools available will be sufficient if they are sufficient in number, character and equipment to provide all pupils with appropriate education. Subsection (3A) requires a local authority to exercise its functions under this section with a view to securing diversity in the provision of schools and increasing opportunities for parental choice.

In relation to planning law Paragraph 72 of the NPPF advises 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.’

In terms of regional guidance London Plan Policy 3.18 advises that:

#### **‘Policy**

A The Mayor will support provision of childcare, primary and secondary school, and further and higher education facilities adequate to meet the demands of a growing and changing population and to enable greater educational choice, including in parts of London with poor educational performance.

B The Mayor strongly supports the establishment of new schools, including free schools and opportunities to enable local people and communities to do this.

#### **Planning decisions**

C Development proposals which enhance education and skills provision will be supported, including new build, expansion of existing or change of use to educational purposes. Those which address the current and projected shortage of

primary school places and the projected shortage of secondary school places will be particularly encouraged. Proposals which result in the net loss of education facilities should be resisted, unless it can be demonstrated that there is no ongoing or future demand

D In particular, proposals for new schools, including free schools should be given positive consideration and should only be refused where there are demonstrable negative local impacts which substantially outweigh the desirability of establishing a new school and which cannot be addressed through the appropriate use of planning conditions or obligations.

E Development proposals which maximise the extended or multiple use of educational facilities for community or recreational use should be encouraged.

F Development proposals that encourage co-location of services between schools and colleges and other provision should be encouraged in order to maximise land use, reduce costs and develop the extended school or college's offer. On-site or off-site sharing of services between schools and colleges should be supported.

G Development proposals that co-locate schools with housing should be encouraged in order to maximise land use and reduce costs.'

In terms of local Policy. Policy DM13 advises in relation to new community or educational uses that:

*'New community or educational uses should be located where they are accessible by public transport, walking and cycling, preferably in town centres or local centres. New community or educational uses should ensure that there is no significant impact on the free flow of traffic and road safety. New community or educational uses will be expected to protect the amenity of residential properties.'*

In terms of the need for secondary school places along with many parts of London, Barnet has seen an unprecedented growth in demand for school places. Children in the additional primary school places that have been provided in Barnet since 2009 will require a secondary school place at the end of the primary phase. The borough is already operating at almost full capacity in the secondary sector.

GLA projections indicate that between 18- 20 forms of additional entry at the secondary sector will be required to meet demand through to the beginning of the next decade. The need for more secondary provision is proposed to be met by a combination of school expansions and free school applications. The provision of additional forms of entry at St James Catholic High School would contribute towards meeting this requirement.

#### Sports Facilities and Playing fields.

The existing sports provision at St James High School is split between the northern and southern field plateau's. On the northern field lies a full size rugby pitch and during the summer months it is used for athletics. On the southern field there is a full size football pitch. Both sports fields are accessed by a set of steps with the southern field having to be accessed through the existing school car park first. Currently there is no ramped access to these sports fields which means access for all is not achieved.

Due to the primary school being relocated onto the secondary school site, a degree of the southern sports field will be given over to the primary school for use as a playground. However, the proposals aim to maximise the remaining space as use for sports. The sport improvements will include;

- A new 3G all weather pitch that will be used by both the primary and secondary school.
- Associated training area for lessons
- A new MUGA for the primary school.
- Improved access to both the northern and southern plateau's
- Relocation and improved surface for the existing basketball court.
- Introduction of community use of certain sport facilities which will be used outside of school hours.
- Proposed MUGA area in KS2 playground.
- Dedicated sports equipment storage.

The proposed 3D pitch includes the provision of a shock absorber to maximise the number of sports which can be played on the pitch including rugby. The originally submitted plans proposed the installation of ducting for future lighting, however the plans have been amended post submission to incorporate flood lighting in order to overcome Sports England objections.

Overall it is considered that the marginal reduction in the size of the southern playing field is adequately covered by the proposed improvements to the sporting facilities outlined above. This is confirmed by Sports England who have raised no objection subject to the attachment of appropriate conditions.

### **3.2 Design**

High quality design underpins the sustainable development imperative of the NPPF 2012, as well as London Plan (2016) chapter 7 'London's Living Places and Spaces', in particular policies 7.6 'Architecture' and 7.7 'Location and Design of Tall and Large Buildings'. In addition, Barnet Core Strategy DPD (2012) policies CS NPPF, CS1 and CS5 as well as Development Management Policies DPD (2012) DM01, DM02, DM03, DM05.

#### **Height, bulk, scale and massing**

The proposed buildings are in the form of a simple linear block running along the existing school frontage facing west along Great Strand. The two schools are distinguished as the two storey Primary School and the taller three storey High School extension.

In addition to these building, the application proposes the erection of the new St James Assembly Hall in the centre of the building, within an existing courtyard. This structure would measure 5m in height, providing sufficient height for tiered seating while minimising the massing the hall when viewed from surrounding school buildings.

The proposed scale and massing of the buildings as proposed are considered proportionate to the existing school buildings and prevailing pattern of development in the locality with four storey blocks of flats being located immediately to the west of the site and would be in keeping with the character and appearance of the surrounding area.

### Layout and Materials

The positioning of the proposed school buildings have been informed by the goal of optimising as much space as possible for playspace, sports pitches and car parking. The orientation of the new build also enables external playspace to be sheltered from Great Strand; reinforcing safety through design.

St James' Sixth Form will be located on the ground floor of the new build; projecting a strong presence and active frontage. The first and second storey of the building will contain year 7 classrooms.

The two-storey Primary School building will comprise Foundation, Nursery and Reception classrooms on the ground floor, which will be directly accessed from the street frontage. Key Stage 2 classrooms on the second floor will be accessed via a new access ramp being stalled on the existing embankment on Great Strand. The use of multiple access points will limit pressure on the Great Strand frontage.

### Materials

The proposed design uses predominantly a STO insulated render system and brickwork throughout, making use of the system's extensive colour offering to integrate an agreed range of colours into the window-banding of the facades and particularly around the nursery entrance. A brick plinth roots the render system, providing a robust junction with the ground plane.

The new Saint James' Assembly Hall uses a similar composition of insulated render broken down into pale shades running in vertical to accentuate the height of the storey-and-a-half structure. A brickwork plinth, this time 2m high, separates the render from the courtyard ground plane. A vertical strip of glazing articulates the junction between new and existing.

The frontage of St James' will also be made good, works including:

- Removing existing fascia film, cleaning generally;
- Preparing and applying 'Renolt Reface ' ( by Metamark) type renovation film to high level fascia;
- Preparing and repainting external soffit boards;
- Preparing and repainting patent glazing. Applying obscure film to lower glazed panel; and
- Application of StoRend Flex Cote to existing brickwork facade (StoLevell levelling coat, StoArmat Calssic reinforcing coat, STO glass-fibre reinforcing mesh embedded into latter, Stolit finish render).

- Contrasting colour treatment in the external finish of the facades reinforces the separate identities. Consistent use of materials and a graduated colour palette maintains cohesiveness.

The proposed layout and detailed design of the proposed school buildings is considered acceptable, resulting in a legible layout and design which would provide for a robust road frontage, incorporating substantial areas of brickwork softened by appropriate use of colour to provide a softer appearance more welcoming to younger pupils.

### **3.5 Amenities of Neighbouring and Future Residents**

Part of the 'Sustainable development' imperative of the NPPF 2012 is pursuing improvements to amenity through the design of the built environment (para 9). Amenity is a consideration of London Plan 2016 policy 2.6 'Outer London: Vision and Strategy' and is implicit in Chapter 7 'London's Living Places and Spaces'. In addition Barnet Development Management Policies DPD (2012) DM01 as well as the Sustainable Design and Construction SPD provide further requirements and guidance.

#### Privacy, overlooking and outlook

The Barnet Residential Design Guidance SPD states there should be a minimum distance of about 21 metres between properties with facing windows to habitable rooms to avoid overlooking, and 10.5 metres to a neighbouring garden. Shorter distances may be acceptable between new build properties where there are material justifications.

All of the proposed buildings are located over 21m from the closest residential properties located to the west of the site on the opposite side of Great Strand. As such it is not considered that the proposed new school buildings would result in any demonstrable loss of privacy or outlook to these properties.

#### Noise and general disturbance

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 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 and would not justify a refusal of planning permission.

Conditions are attached requiring the attachment of conditions covering construction management and noise from plant in order to minimise disturbance to neighbouring residential properties.

#### Air quality

In respect of air pollution, the applicant has submitted an air quality assessment which concludes that the development would be air quality neutral as it involves the relocation of 2 close existing schools onto a single site. While some increase in

pupil numbers will arise this will be balanced out by the introduction of an improved sustainable travel plan.

### Daylight and Sunlight

The application proposals are accompanied by a daylight sunlight assessment which demonstrates that the proposal would not result in any demonstrable impact on daylight/ sunlight levels to adjoining residential properties in accordance with the criteria contained within the Building Research Establishment (BRE) Daylight/ Sunlight Guidelines.

### **3.6 Transport, highways and parking**

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.

#### **Pedestrian and Cycle movement**

Pedestrian and cycle access is available at the north eastern edge of the development. Footways around the school are between 1.4 and 1.8m wide. The submitted application proposes no changes to the surrounding pedestrian and cycle network.

A PERS audit has been undertaken, which assess 17 links surrounding the school. It highlights a number of issues with substandard footways (in terms of quality, provision and width) and generally poor provision for pedestrian movement. It's expected that the upgrade to pedestrian and cycle facilities will be delivered via the surrounding regeneration projects as depicted in the Colindale AAP.

Although the surrounding area will have significantly upgraded pedestrian facilities in the near future, Great Strand falls outside of the AAP/Grahame Park estate regeneration area, therefore pedestrian upgrade facilities will be required in connection with this application. These details were agreed during pre-application discussion.

The need for upgrades to pedestrian facilities around the site is highlighted by the lack of foot way sections of each side of Great Strand (for its entirety), the alleyway behind the houses at the northern end of Great Strand and no pedestrian facilities on the developments northern boundary with Corner Mead. Upgrades to pedestrian facilities around the application site are proposed and will be delivered as part of the S278 agreement.

### **PTAL and Public Transport**

The PTAL is 1b (poor) with bus available as the only public transport mode available within the PTAL calculation area. Three bus routes serve the development, they are the 204, 186 and 303. Colindale tube station is approximately 1100 from the school (14min walk) which is outside of the PTAL calculation area although is likely to be used by staff and students. It is considered that there is sufficient capacity on the surrounding public transport network to sustain the up lift in pupil and staff movements associated with this application.

### **Parking**

The development is not located in a controlled parking zone at present however there are parking restrictions planned for this area in the near future.

A total of 128 car parking spaces are provided across the two schools. These are broken up to 33 for Dominic Catholic Primary School (27 which are provided on the existing site and an additional 6 car parking spaces) and 95 (79 existing and an additional 16) car parking spaces for St James' Catholic High School will be provided once fully operational in 2022.

All of the staff parking associated with the proposed development will be accessed from Grahame Park Road, visibility splays have been provided to show the access meets these criteria. These proposals will reduce the impact of traffic on Great Strand and the junction Great Strand and the junction of Grahame Park Road.

The access will be from the location of the current temporary access, there are minor differences between the two accesses, the main one being that the southern kerb line will be moved further south and a pedestrian island will be placed in the access.

Swept paths have been submitted to show vehicle's entering and exiting the access in a forward gear, the submitted swept paths also show vehicles successfully manoeuvring around the car park and being able to turn into and out of spaces in all sections of the parking area.

No details of electric charging points in the submission. It is expected that the demand for electric charging facilities to be monitored via the travel plan and facilities provided in line with required demand.

The London Plan states that for workplaces, 1 space is to be provided for each disabled employee with 5% of total car park capacity for disabled visitors with a further 5% for future provision. This has been provided.

The possibility of the implementation of on street parking restrictions in the surrounding area will remove the current trend in commuter parking on the surrounding highway network and provide further kerb side opportunities for vehicles associated school drop off and collection. These proposals do not form part of this application, however the introduction of parking restrictions in the surrounding area will benefit future users of the school and local residents significantly. The restrictions will be in operation by the time of both of the school's first occupation.

Parking surveys have been submitted which show that there is a suitable level of available curb side space for vehicles associated with drop off/collection. Site visits have shown that parking demand is high on Great Strand with very little available on street parking availability. The future parking restrictions should significantly reduce kerb side parking stress around the development.

The improved drop off facilities will reduce the likelihood of congestion on Great Strand, in turn reducing the perceivable impact of the above proposals.

Eighty eight cycle parking spaces have been proposed across the two schools which is in line with London plan minimum levels. The Schools travel plan will access the demand and provide cycle parking in line with monitored demand.

Scooter parking should be monitored in a similar way. Scooters are an effective and time efficient way of enabling young children to access active travel in primary and infant school.

Cycle parking facilities should be convenient, secure and weather proof. Staff and student cycle parking should be segregated. Changing and storage facilities should be provided for staff to facilitate a genuine modal shift toward cycle usage.

### **Modal split/ Trip generation**

No staff travel data was collected for either school. A robust and ambitious school travel plan should look to make sustainable and active travel accessible and attractive to staff. The site has low PTAL score and is not within a CPZ therefore the likelihood that staff use private vehicles to access the schools is high. It should be noted that the majority of teachers will be in school by the time the AM peak starts, and not leave the school during the Schools PM peak hour operation period. Therefore the impact of teacher generated trips will be minimal. The reduced impact by staff vehicle trips is supported by the removal of staff trips from Great Strand and relocation on to Grahame Park Road.

St James undertook a pupil travel survey in May 2014, the survey had a 91% participation outcome. The survey gave the following modal split for existing pupils of St James.

Mode	Percentage	Extra Trips
Car passenger	22%	68
Car driver	2%	6
Car Share	5%	16
Walk	12%	37
Cycle	0%	1
Bus	24%	74
School Bus	31%	96
Rail	0%	0
Taxi	1%	3
Park and Stride	3%	10
Park and Ride	0%	0



A pupil travel survey was undertaken in April 2016, the survey had a 99% participation outcome. The survey gave the following modal split for the pupils of Blessed Dominic.

Mode	Percentage	Extra trips
Car passenger	29%	33
Car share	2%	3
Park and Stride	4%	5
Tube	1%	2
Bus	7%	8
School Bus	1%	1
Cycle	1%	1
Buggy	4%	5
Scooter	2%	3
Walk	53%	61

This application benefits from the existing close proximity of the primary school which enables a vast number of the schools existing trips to be incorporated on the sites surrounding highway network.

Also the percentage increase of students/ staff is not of a significant amount. The surrounding highway network has been modelled the following junctions have been considered

- Grahame Park Way/Aerodrome road/ Colindale Avenue/ Eagle drive round about.
- Grahame Park Way/ Lanacre Avenue priority.
- Grahame Park Way/ Great Strand Priority.
- Grahame Park Way/ Bunns Lane Mini Round about.

Traffic flows has been factored for 2019 and 2024 the impact of the schools relocation and expansion equates to between 2% and 22% of the total flows on the above junctions. The junctions immediately serving the site obviously have the highest level of impact.

Modelling shows that the junctions are operating at capacity. These calculations take into account trip gen from Graham Park phase 1B and proposed signalisation of the junction of Grahame Park Way/ Lanacre Avenue. These proposed junction arrangements may promote some school traffic to navigate through Percival Ave/ Lower Strand.

To assess an absolute worst case all school traffic has been pushed through the junction of Great Strand and Grahame Park Way. In practise the result may be that vehicles may use Percival Ave/ Lower Strand which will reduce the impact on the two junctions, GPR/Lanacre Avenue being the other one, which bare the intensity of the majority of the two schools vehicular traffic. Improved permeability, way finding and public realm associated with the surrounding regeneration projects may also significantly reduce vehicular trips to both schools in the future.

Modelling also takes into account the alterations proposed at the junction of Bunn's lane (N&E) and Grahame Park Way. The growth figures show that the revised junction will be operating at capacity.. The increase in trips associated with the above application will account for between 2% and 3% of AM and PM traffic flows on this section of the highway network.

It is also expected that the improvements to sustainable travel routes delivered via the AAP and Grahame Park Estate regeneration phase will help facilitate the school to reduce the use of private vehicles and further curtail the impact of the school on the operation of the surrounding highway network.

It's worth noting that as the Grahame Park Estate is redeveloped to higher levels of density the school will be attended by pupils from the immediately surrounding area and the attraction of private vehicle usage in association with the school will be significantly reduced. Start and finish times for each of the schools will be staggered to reduce the impact of the schools and spread associated trips out over a further elongated period.

### **Road Safety**

An extensive assessment of recorded road accidents on the surrounding highway network has been undertaken between March 2011 and January 2016. There have been 48 minor incidents and three serious. In the study area as depicted in appendix B. No clear trends have emerged in terms of nature of accident or geographical location. It is worth noting that while the nature of accident's didn't follow any particular type of pattern there were a larger number of slight accidents which contained cyclists, which indicates that cycles are used more widely than the travel survey suggests.

### **Construction and Servicing**

Detailed information relating to construction routing and trip generation are conditioned in the form of construction management and servicing management plans to ensure the inclusion of suitable forms of mitigation to reduce impact on the surrounding highway network and its users, through the inclusion of measures such as avoiding the am and pm school peaks.

A key objective of the construction management plan on this site should be to eliminate interaction between vulnerable road users and construction generated vehicle trips. The most direct route to the strategic highway should be also used.

### **S278-(Public Realm Works) including improvements in surrounding area**

Changes to the access associated with the revised drop off facilities will require highway approval. The current temporary construction route on to Graham Park Road will also require construction to adoptable standards and adoption.

Upgrades as mentioned in the PERS audit will need to be incorporated along with public realm works as part of the proposed S278 works.

The applicant has submitted a PERS audit in support of the application. Following an assessment of this document and following an officer assessment of the roads

surrounding the site, the following improvements along with the indicative costings are considered necessary and will need to be secured under a S278 agreement.

<b>Works</b>	<b>Cost</b>	<b>Benefit</b>
Footway widening by 2m on eastern section of Great strand	£27,000	Provide adequate footway on a section of road which has narrow, over grown footway on only one side of the road
Improvements to footway, removal of vegetation and provision of lighting	£39,000 (does not include lighting figure)	The proposal will provide a suitable and safe link along a likely well used desire line. Currently the alley way between Great Strand and corner mead is overgrown dark and poor quality, as such it is currently an unsafe pedestrian facility
Provision of a 2.4m footway along the sites northern boundary on Corner Mead	£22,000 (does not include the footway build out on top of the redundant underpass)	Providing new and safe ped facility Currently there is not footway on the southern section of this section of highway(northern boundary of the site)
Provision of Ramp to facilitate movement between the separated levels	£51,000	Safely and comfortably facilitates the change in level for ped's, cycle's and mobility impaired persons between corner mead and the alleyway to the north of Great Strand.

The above package of works provides approximately 450m of new and improved public realm around the site for the use of sustainable modes of travel. These improvements are considered proportionate and necessary in order to mitigate the impact of the development.

### **3.7 Waste and Recycling**

Although the NPPF does not contain specific waste policies, it does state that part of the environmental dimension to 'sustainable development' is waste minimisation (para 7). As part of London Plan 2011 Chapter 5 'London's Response to Climate Change' policy 5.17 seeks suitable waste and recycling storage provision in new developments as does the Barnet Core Strategy DPD 2012 policy CS14 which also promotes waste prevention, reuse, recycling, composting and resource efficiency over landfill.

A delivery and servicing management plan condition is attached to this approval, which would include details of proposed waste collection and recycling.

### **3.8 Energy, Sustainability, and Resources**

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

London Plan Policy 5.2 'Minimising Carbon Dioxide Emissions' requires all residential developments to achieve zero carbon on new residential developments post 2016. Policy 5.3 of the London Plan goes on to set out the sustainable design and construction measures required in 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. The Further London Plan Chapter 5 policies detail specific measures to be considered when designing schemes including decentralised energy generation (Policies 5.5 and 5.6), renewable energy (Policy 5.7), overheating and cooling (Policy 5.9), urban greening (Policy 5.10), flood risk management and sustainable drainage (Policies 5.13 and 5.15).

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 demonstrate compliance with the Mayors targets for reductions in carbon dioxide emissions, within the framework of the Mayor's energy hierarchy. Proposals are also expected to comply with the guidance set out in the council's Supplementary Planning Documents (SPD) in respect of the requirements of the Code for Sustainable Homes.

An Energy Report has been support of the application. The energy statement advises that the proposal would aim to meet the mayor's energy requirements predominately through the use of efficient building fabrics and materials along with the use of PV panels on the roof. Consideration was given to connecting into the proposed district heat and power network on Grahame Park, however due to the timescales involved in delivering this project are not incorporated into the energy strategy. Connections have however been put in place to enable the site to connect in the future if required.

The ventilation and cooling strategy has been defined based on the ventilation hierarchy of London Plan Policy 5.9 by prioritising the minimisation of internal heat gains, the use of passive measures where feasible, with low-energy artificial cooling used only as a last resort.

The energy and sustainability design strategies of this development are to be quantified via a BREEAM assessment with a target of Very Good, and by compliance with significantly improving upon Building Regulations Approved Document L2A (2013), *Conservation of fuel and power in new buildings other than dwellings* – the improvement is estimated to be at least 35%.

### **3.9 Landscaping, Trees and biodiversity**

The 'sustainable development' imperative of NPPF 2012 includes enhancing the natural environment and improving biodiversity (para 7). London Plan 2016 policy 7.19 states that development proposals, where possible, should make a positive contribution to the protection, enhancement, creation and management of biodiversity. Barnet Local Plan policy DM16 states that when it is considering development proposals the council will seek the retention, enhancement or creation of biodiversity.

### Trees

The previously approved advanced infrastructure works application involved the removal of 37 trees as follows:

Category	Number of trees
Category A	2
Category B	7
Category C	25
Category U	3
<b>Total</b>	<b>37</b>

The current application is accompanied by an arboricultural impact assessment which outlines tree protection measures which will be put in place to protect retained tree on the site. In addition to this 161 replacement trees are proposed to be planted including a significant number of larger mature trees. This is considered appropriate and satisfactory mitigates the tree loss which has arisen as a result of the school proposals.

### Landscaping

The application proposes the use of feature paving along the frontage of the development along with tegula paving of various colours along footpaths within the site.

The application also proposes varies landscape strategies within the school site which are as follows.

### Great Strand

Proposed planting along the Great Strand will be sympathetic to the street scene so that it improves the character and not to create a detrimental effect, such as over shadowing or confinement. In light of this as much tree planting will be retained so that the impact on the street scene is reduced. Shrub planting will be proposed along the boundary to complement the existing retained trees and also to act as a security barrier.

### Playgrounds

Within the playgrounds proposed planting will be used to enhance the students experience by dividing the playgrounds into specific uses through the use of raised planters. Shrub planting will be proposed to create seasonal interest as well as sensory play. Seating areas will be softened and secluded by shrub planting creating retreats and reflection areas away from the busy playgrounds, whilst tree planting will be used to filter and screen areas and create visual interest.

### Forest School Area

The application plans to propose the creation of a 'forest school' area which will be created by informal native tree and shrub planting providing an area where children can learn about outdoor skills such as bush craft and ecology.

### Peace Garden

The Peace garden will be retained but extended to provide a large area dedicated to the chapel. The existing planting will be enhanced and expanded to create a truly peaceful area that feels separated from the schools. It will be here that the existing memorial garden will be relocated. New seating areas will be surrounded by ornamental shrub planting. Existing young trees from the existing memorial garden will potentially be relocated here as well as the memorial plaques.

### Courtyard Planting

The courtyard planting will be carefully considered due to its aspect. Shade tolerant shrubs will be proposed to soften an area that is dominated by built form. Shrubs will be chosen to provide seasonal interest and compliment the proposed and existing built forms.

### Embankments

The embankments will be generally left grassed but additional shrub and tree planting will be proposed where possible to mitigate against the trees lost due to the proposals.

### Biodiversity

The applicant has submitted a Bat survey in support of the planning application. This survey found no evidence of bats roosting on the site although evidence of bats traversing the site was found in the survey. The report considers that the impact of the proposal in relation to bats can be mitigated through measures such as tree protection and control of lighting. As previously mentioned a significant amount of replacement planting is proposed and existing trees retained. Details of lighting are secured by condition which would also ensure that such lighting is directly to minimise impact on wildlife.

### **Ecological and Enhancement Measures**

The Biodiversity report also proposes the following ecological mitigation and enhancement measures:

- Installation of a green roof and / or living wall on the new primary school building (if not already required as a compensatory measure);

- Creation of a 'wildlife friendly' pond with native planting, if suitable in line with health and safety considerations; and
- Installation of bat boxes on new and / or existing buildings.

These measures are considered proportionate and are acceptable to the Council. A suitable condition is attached requiring final biodiversity enhancement measures to be agreed by the Local Planning Authority.

#### Flood risk, Water Resources, Drainage and SUDs

In support these considerations Flood Risk is considered within the submitted floor risk assessment and drainage strategy.

In respect of flood risk, the site is within Flood Zone 1 which is classified as being of low risk of flooding. The proposed development is acceptable in this zone and there is no requirement for exception and sequential testing of the acceptability of the scheme.

There are existing foul and surface water drains located within the proposed main building footprint and within the courtyard where the proposed hall building is located. Such drains are to remain live and in use during construction and in the future, and therefore require diverting. The foul and surface water drainage diversions are to be routed through the proposed building with access chambers to be located within areas such as toilets and stores.

The Greenfield runoff rate (QBAR) for the site has been calculated at 8.7 l/s. This value has been used as the total allowable discharge rate for the proposed surface water system. To manage the effects of climate change, an additional 20% allowance has been added to storm water runoff rates for the purposes of attenuation volumes.

A range of sustainable drainage techniques have been considered in formulating the drainage strategy for the proposed development. Due to the site being underlain by London Clay Formation, infiltration SuDS were deemed not appropriate. Instead, an attenuation tank and numerous sealed pervious pavement methods have been proposed to receive and store surface water flows.

Thames Water have been consulted on the application. No in principle objection has been raised in relation to the proposed drainage strategy.

### **3.10 Other matters**

#### Utilities

Thames Water have provided comments confirming no objections to the proposal subject to the attachment of a condition requiring the submission of a piling method statement in order to avoid potential contamination of ground water supplies. A suitable condition to this effect is recommended.

#### Ground conditions and Contamination

In regards to potential contamination, the applicant has submitted a contaminated land report. The contents of this have been examined by the Council's Scientific Services Team who raise no objections subject to the attachment of appropriate conditions.

#### **4. EQUALITY AND DIVERSITY ISSUES**

Section 149 of the Equality Act 2010, which came into force on 5th April 2011, imposes important duties on public authorities in the exercise of their functions, including a duty to have regard to the need to:

- “(a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;*
- (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;*
- (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.”*

For the purposes of this obligation the term “protected characteristic” includes:

- age;
- disability;
- gender reassignment;
- pregnancy and maternity;
- race;
- religion or belief;
- sex; and
- sexual orientation.

Officers have in considering this application and preparing this report had regard to the requirements of this section and have concluded that a decision to grant planning permission for this proposed development will comply with the Council's statutory duty under this important legislation.

The site is accessible by various modes of transport, including by foot, bicycle, public transport and private car, thus providing a range of transport choices for all users of the site.

The development includes level, step-free pedestrian approaches to the main entrances to the school building to ensure that all occupiers and visitors of the development can move freely in and around the public and private communal spaces. Dedicated parking spaces for people with a disability are also provided in accordance with Policy.

#### **7. CONCLUSION**

In conclusion, the scheme is considered acceptable on balance having regard to relevant national, regional and local planning policies and guidance. The principle of the enlargement of the school is considered acceptable providing much needed



additional school places and accords with national, regional and local plan policy guidance

The proposed detailed design is considered to be high quality with appropriate levels of informal and formal play facilities.

The amenities of neighbouring residential occupiers are not considered to be unduly impacted by the proposals.

The potential transport impacts of the scheme have been considered and appropriate mitigation proposed in the form of a detailed travel plan as well as improvements to footpaths in the vicinity of the site

A suitable approach is taken to landscaping and biodiversity with retention of trees where possible as well as enhancement of the biodiversity values within the site with appropriate replacement planting,

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires the Council to determine any application in accordance with the statutory development plan unless material considerations indicate otherwise. All relevant policies contained within the development plan, as well as other relevant guidance and material considerations, have been carefully considered and taken into account by the Local Planning Authority. It is concluded that the proposed development generally and taken overall accords with the relevant development plan policies. It is therefore considered that there are material planning considerations which justify the grant of planning permission. Accordingly **APPROVAL** is recommended subject to conditions as set out above.

**SITE LOCATION PLAN: St James Catholic High School, Great Strand,  
London NW9 5PE**

**REFERENCE: 17/5329/FUL**

