

LOCATION: Former Mill Hill Sports Club, Grahame Park Way, London, NW7 2AL

REFERENCE: H/01731/12

Received: 22 May 2012

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WARD: Hale

Expiry: 21 August 2012

APPLICANT: Corporate Programmes, London Borough of Barnet

PROPOSAL: Demolition of existing sports pavilion buildings and construction of a two storey 4 form entry primary school with 52 place nursery, 21 place Autistic Spectrum Condition Unit and associated landscape works including staff parking, hard play and sports games areas.

Summary of School Proposal

This application is for the construction of a new 4 form entry (4FE) primary school on the former Mill Hill Sports Club site on Grahame Park Way. The site lies at the southern end of Hale Ward on the border of the Colindale and Burnt Oak wards.

The site is owned by Barnet Council. The original tenant of the property, the Mill Hill Cricket Hockey and Squash Club, had the sports pavilion built and they laid out the cricket square in the 1970s. In July 2008 the lease for the site was assigned to Really Fine Leisure Mill Hill Limited (RFLMH). A report was taken to Cabinet Resources Committee of the 27th September 2011, entitled 'Purchase of leasehold interest in land at Grahame Park Way NW7'. This report recommended that the Council accept surrender of the lease for the site. The lease was surrendered and the tenant vacated the site in October 2011.

The proposed new school will allow the existing Orion School to be relocated and expanded to from 2FE to 4FE thereby raising pupil capacity from 420 to 840 pupils. The new school includes a 52 place nursery and a 21 place Autistic Spectrum Condition (ASC) unit to provide for primary school-aged children with autism.

The new school will also include associated external play areas, multi-use halls, sports pitches and multi-use games courts which will be available for use by the community outside of school hours.

A total of 36 car parking spaces will be provided along with 3 minibus spaces. There will be 50 covered cycle parking spaces.

The proposed school building will be two storeys and is to be located in the eastern part of the site along Grahame Park Way. The existing vehicular access will be retained and widened. Parking spaces will be in front of the school building adjacent to Grahame Park Way. The playgrounds for the primary school will be at the rear of the building sheltered from the noise from the M1. The main sports pitches occupy the remainder of the site. This includes a grass playing pitch in the southern part of the site and a synthetic all-weather playing pitch in the northern part of the site along with two hard court play areas.

The building is designed to operate as two 2FE schools - Orion 1 and Orion 2 which are linked in the middle by the nursery and the 'Goldstar Centre'. The playgrounds are organised around the west side of the building adjacent to the ground floor classrooms. These are split into three areas; the Foundation stage garden, Orion 1, and Orion 2 playgrounds.

A pond and seasonal wetland will be provided to the south-west corner of the site to attenuate water on site as part of the drainage strategy. There will be earth bunding along this edge to ensure no off site flooding.

Why is the Council building a new school on the Mill Hill Sports Club site?

There is an increasing demand for school places in the Colindale and Burnt Oak wards (postcode areas HA8 0, NW9 5 and NW9 6). Over 120 more children were born in these areas in 2008/09 than in 2002/03. As well as an increasing number of births in the area, there is substantial planned residential development in the Colindale area as set out in the Colindale Area Action Plan. In total a target of 10,000 new homes are proposed and over 5,000 have been given planning consent.

Primary schools in the Colindale area are already at full capacity. If unmitigated, the following shortfalls in Reception places are projected:

- Shortfall for September 2012 – 4FE (120 Reception places)
- Shortfall for September 2015 – 7FE (210 Reception places)
- Shortfall for September 2018 – 10FE (300 Reception places).
- Shortfall for September 2020 – 11FE (330 Reception places).

An ongoing shortfall of 60 to 90 Reception places each year is also projected in the adjacent planning area (the Hale, Mill Hill, Edgware and Totteridge planning area) over the next five years.

Action already taken

In order to meet emerging demand from the Beaufort Park development, Colindale Primary School was rebuilt and permanently expanded from 2FE to 3FE for September 2009 to accommodate an additional 30 children in each year group. Parkfield School was also permanently expanded by 15 places for September 2009. These account for the slight increase shown in the pink line above.

Even with this additional provision, further temporary capacity has been required since 2010/11. 60 Reception places were added in the Burnt Oak ward (Barnfield and Woodcroft) to meet demand in September 2010, and 90 more Reception places have been added in the Colindale and Burnt Oak wards for this academic year (Barnfield, Blessed Dominic and The Orion).

Options to permanently increase primary school capacity in the Burnt Oak/ Colindale area

The greatest concentration of additional demand is in the Grahame Park area. The two schools in the heart of the pressure area (Orion and Blessed Dominic) share a constrained site with no capacity for adding additional classroom accommodation.

Four schools on the perimeter of the area (within approximately two miles walking distance of some parts of Grahame Park) potentially have space on which they could expand. However there are significant obstacles at two of the sites in terms of site topography and site ownership and three of the schools are separated from the area of highest demand by the M1 and A41. There is insufficient space for permanent expansion at those schools closest to the Grahame Park area.

In light of the pressing need for additional primary school places in the area, a site is needed that can deliver capacity as soon as possible.

The Colindale Area Action Plan identifies two development sites where land for new primary schools will be set aside. These are the Barnet College site on Grahame Park Way and the Metropolitan Police Peel Centre on Aerodrome Road. In both instances the school land will not be available until these sites come forward for redevelopment. The Barnet College site relies on the ability of Barnet College to relocate from the site to a new more accessible location closer to Colindale Tube Station. The College has been delayed in its plans for relocation due to the collapse of the Learning and Skills Council funding in 2010 and it is still in the process of considering alternative sites for relocation. This site is therefore not available and will not come forward for a number of years. The Peel Centre site is in the later phases of the AAP. The MPS are intending to rationalise their facilities on the Peel Centre and release land for development, however they are only in the early stages of master planning and the school site will not come forward for at least 5 years.

There are no other available sites that are large enough to deliver a 4FE primary school in the relevant area where school place demand requires one. The former Mill Hill Sports Club site is currently the only potential option of sufficient size in the epicentre of demand that is available for development. The site is of sufficient size to provide a 4FE primary school and is in a location where impacts on existing residential properties would be minimal. The site is considered to be appropriate for a new school.

The relocation of the existing Orion School will deliver 2 additional forms of entry by expanding it from 2FE to 4FE. The vacated Orion School buildings will then be taken over by the Blessed Dominic primary school which will expand from 1FE to either 2FE or 3 FE depending on their requirements, with scope for other educational services to be provided from the site. This strategy of relocation and expansion will therefore allow the Council to deliver 4 additional forms of entry in the Colindale Area. This is the most effective and efficient way of meeting the urgent school place demand.

Autistic spectrum condition (ASC) unit

Barnet currently has three Additional Resourced Provisions (ARPs) for primary school-aged children with autism, providing 41 places. There has been an increase in demand for provision for children with complex needs, especially autism, and there is currently insufficient provision for those with autism within the borough. Creating a 21 place ASC unit within the new school will result in improved access to education and wider school activities for children with autistic spectrum condition.

RECOMMENDATION

It is recommended that the Committee resolve to APPROVE the application subject to:

- 1) The application being referred to the Mayor of London under Article 5 of the Town & Country Planning (Mayor of London) Order 2008 and no direction being received under Article 6 to refuse the application; and
- 2) The application being referred to the Department for Communities and Local Government and no call-in Direction being made by the Secretary of State; and
- 3) Subject to obtaining the Mayor's and the Secretary of State's respective decisions not to direct refusal and/or to call in the application in accordance with sub-paragraph 1) and 2) above the application shall be approved subject to the following conditions:

1. Approved Plans

This development hereby permitted shall be carried out in accordance with the following approved plans and documents:

CQA-A-0-100 PL1 - Site location plan
CQA-A-0-101 PL1 - Proposed block plan

CQA-A-0-206 PL1 - Ground floor plan
CQA-A-1-207 PL 1- First floor plan
CQA-A-2-208 PL1 - Roof plan

CQA-A-210 PL1 - Long elevations (north east / south west)
CQA-A-212 PL1 - Elevation 03 / 04
CQA-A-213 PL1 - Elevation 05 / 06
CQA-A-214 PL1 - Substation enclosure
CQA-A-215 PL1 – Bin store
CQA-A-216 PL1 - Sprinkler tank enclosure

CQA-A-221 PL1 - Site elevations

CQA-A-230 PL1 - Building Sections
CQA-A-2108 PL1 - Energy centre elevations
CQA-A-5001 PL1 - Window details
CQA-A-5012 PL1 - Rooftop plantroom plan details

CQA-A-241 PL1 - Pedestrian entrance view
CQA-A-242 PL1 - Nursery view
CQA-A-243 PL1 - Site entrance view
CQA-A-244 PL1 - Side (south) view
CQA-A-245 PL1 - Daylight/Sunlight assessment
CQA-A-246 PL1 - Long view from pitches
CQA-A-247 PL1- East pedestrian entrance view
CQA-A-248 PL1 - North entrance from site boundary
CQA-A-249 PL1 - ASC Fence view

CQA-A-250 - Construction phase site arrangement and access

929-GAP-001 PL2 - Landscape masterplan

929-GAP-002 PL1 - Tree protection & removal plan
929-GAP-003 PL1 - Landscape boundary treatment plan
929-GAP-004 PL1 - Landscape levels plan & site sections
929-GAP-005 PL1 - Landscape access strategy

56600_P_A Rev.A - Topographical & utility mapping survey (1 of 3)
56600_P_A Rev.A - Topographical & utility mapping survey (2 of 3)
56600_P_A Rev.A - Topographical & utility mapping survey (3 of 3)

11373/E/002 PL1 – Proposed external lighting philosophy
11373/E/003 PL1 – Proposed external CCTV layout

- Planning Statement – Vincent and Gorbing (May 2012)
- Transport assessment – Stomor Ltd ref: ST2221/TA-1201 rev.4 (January 2012)
- Design and Access Statement – RHP
- Air Quality Assessment - Air Quality Consultants ref: 1397/1/D1 (January 2012)
- Tree constraints report – Landmark Trees ref KRL/MS/TCP/01b (18th April 2012)
- Tree constraints plan (1 of 2)
- Tree constraints plan (2 of 2)
- External Lighting Assessment Report – CPW ref: 11373 revision P2 (4th May 2012)
- Outline M&E Services & Sustainability Planning Report Rev.C (3rd May 2012)
- BREEAM 2011 Education Pre-Assessment (January 2012)
- Explosive ordnance desk top study – EOD Contracts Ltd ref: EOD/11/11311/DTS/Orion Primary School (20th December 2011)
- Noise Report - Sandy Brown ref: M001-A (30th April 2012)
- Phase 1 habitat survey – Wold Ecology (September 2011)
- Bat Survey – Wold Ecology (January 2012)
- Flood Risk Assessment – MLM ref: SJC/663085/JRC rev.D (4th July 2012)
- Report on Ground Investigation – Soils Limited ref: 12743/GIR rev.1 (December 2011)

Reason:

For the avoidance of doubt and in the interests of proper planning.

2. Time Limit

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

Reason:

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

3. Replacement Cricket Facilities in Sunny Hill Park

Within three months of the date of this decision, an appropriately experienced fine turf consultant shall undertake an assessment and specification for the construction of the new cricket pitch within Sunny Hill Park and a report shall be submitted to and agreed in writing by the Local Planning Authority in consultation with Sport England which shall include a detailed specification for the new cricket square and outfield including any drainage works necessary to bring it up to the appropriate standard for match play cricket. The cricket square and outfield shall then be laid out and constructed in accordance with the approved details prior to the occupation of the school hereby approved.

Reason:

To ensure that adequate cricket facilities are provided in the area to mitigate the loss of the existing cricket pitch from the site in accordance with London Plan policy 3.19.

4. Levels

Prior to the commencement of the development hereby approved details of the levels of the building(s), road(s) and footpath(s) in relation to the adjoining land and highway(s) and any other changes proposed in the levels of the site shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with such details as approved.

Reason:

To ensure that the work is carried out at suitable levels in relation to the highway and adjoining land having regard to drainage, gradient of access, and the amenities of adjoining occupiers and the health of any trees on the site in accordance with policies GBEnv1, GBEnv2, GBEnv3, M13, D5, D11, D12 and D13 of the Barnet UDP 2006 and policies 7.2, 7.4, 7.5, 7.6, 7.13 of the London Plan (2011).

5. Materials

Prior to commencement of the development hereby approved details and samples of the materials to be used for the external surfaces of the buildings shall be submitted to and approved in writing by the Local Planning Authority. This shall include:

- (i) A mock up of a sample window constructed within a sample panel of buff brickwork including window reveal and cil details;
- (ii) 1sqm sample of dark brick;
- (iii) 1sqm sample of architectural louver system to kitchen plant room;
- (iv) Sample of rainscreen cladding for the main energy centre;
- (v) Sample of metal cladding for Air Handling Units;
- (vi) Sample of metal rainwater goods and down pipes;
- (vii) Sample of coloured aluminium panel;
- (viii) Detail of free standing metal framed glass canopies to classroom entrances;
- (ix) Detail and sample of aluminium coping.

The development shall be implemented in accordance with the details as approved.

Reason:

To ensure the delivery of high quality development and to safeguard the visual amenities of the locality in accordance with policies GBEnv1, GBEnv2, D1, D2 and D11 D13 of the Barnet UDP 2006, policies 3.5 and 7.6 of the London Plan (2011).

6. Contaminated Land (Part 1)

Before development commences other than for investigative work:

- a. A desktop study shall be carried out which shall include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no risk of harm, development shall not commence until approved in writing by the Local Planning Authority.-
- b. If the desktop study and Conceptual Model indicate any risk of harm, a site

investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. This shall be submitted to, and approved in writing by, the Local Planning Authority prior to that investigation being carried out on site. The investigation must be comprehensive enough to enable:-

- a risk assessment to be undertaken,
- refinement of the Conceptual Model, and
- the development of a Method Statement detailing the remediation requirements.

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

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

Reason:

To ensure the development can be implemented and occupied with adequate regard for environmental and public safety in accordance with policy ENV14 of the Barnet UDP 2006 and policy 5.21 of the London Plan 2011.

7. Contaminated Land (Part 2)

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

Reason:

To ensure the development can be implemented and occupied with adequate regard for environmental and public safety in accordance with policy ENV14 of the Barnet UDP 2006 and policy 5.21 of the London Plan 2011.

8. Asbestos Removal

Before the development hereby permitted commences on site a method statement for the identification and removal of asbestos shall be submitted to and approved in writing by the Local Planning Authority and implemented in accordance with agreed details before the use is commenced.

Reason:

To ensure that the proposed development does not prejudice the health of pupils and occupiers of adjoining residential properties.

9. Details of Mechanical Plant

Prior to commencement of the development hereby approved details of all mechanical plant including the CHP, air handling equipment and kitchen extraction and ventilation equipment associated with the school shall be submitted to and approved by the Local Planning Authority and implemented in accordance with agreed details before the use is commenced.

Reason:

To ensure that the development does not harm the amenities of the occupiers of neighbouring properties in accordance with policies GBEnv2, D1 and ENV12 of the Barnet UDP 2006 and policy 7.15 of the London Plan 2011.

10. Noise from Site Plant

The level of noise emitted from the any site plant hereby approved shall be at least 5dB(A) below the background level, as measured from any point 1 metre outside the window of any room of any neighbouring residential property adjoining the site.

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 that property.

Reason:

To ensure that the proposed development does not prejudice the amenities of occupiers of neighbouring properties, in accordance with policies GBEnv2, D1, Env12, Env13 of the Barnet UDP 2006 and policy 7.15 of the London Plan 2011.

11. Noise Report

Prior to the commencement of the development hereby approved, a report shall be carried out by a competent acoustic consultant that assesses the likely noise impact from the mechanical plant and boilers as well as the use of the outdoor sports and play areas on the neighbouring residential properties. The report shall clearly outline mitigation measures needed to reduce these noise impacts to acceptable levels. It should include all calculations and baseline data, and be set out so that the Local Planning Authority can fully audit the report and critically analyse the contents and recommendations. The approved mitigation measures shall be implemented in their entirety before the school is occupied.

Reason:

To ensure that the amenities of neighbouring premises are protected from noise from the development.

12. Noise mitigation measures

Prior to the commencement of the development hereby approved, a detailed specification for mitigating the impacts of external noise on the classrooms and other teaching space within the school hereby approved shall be submitted to and approved by the Local Planning Authority. The approved mitigation scheme shall be implemented in its entirety before any of the building is occupied.

Reason:

To ensure that satisfactory noise levels within the building can be achieved in accordance with policy ENV13 of the Barnet UDP 2006.

13. Air Quality Report for Heating and Power Plant

Prior to the commencement of the development hereby approved, an air quality assessment report, written in accordance with the relevant current guidance, for the main energy centre plant shall be submitted to and approved by the Local Planning Authority. It should also have regard to the air quality predictions and monitoring results from the Stage Four of the Authority's Review and Assessment, the London Air Quality Network and London Atmospheric Emissions Inventory.

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

Reason:

To ensure that the amenities of neighbouring

14. Tree Protective Fencing

Prior to the commencement of the development hereby approved, temporary fencing shall be erected around existing trees which are to be retained in accordance with details to be submitted and agreed in writing by the Local Planning Authority. The details shall conform with BS 5837:2012 Trees in relation to design, demolition and construction – Recommendations. This fencing shall remain in position until after the development works are completed and no material or soil shall be stored within these fenced areas.

Reason:

To safeguard the health of existing trees which represent an important amenity feature in accordance with policies D12 and D13 of the Barnet UDP 2006 and policy 7.21 of the London Plan 2011.

15. Services in Relation to Trees

Prior to commencement of the site drainage and buried services installations details of the location, extent and depth of all excavations for drainage and other services in relation to trees to be retained shall be submitted and approved by the Local Planning Authority and the development carried out in accordance with such approval.

Reason:

To safeguard the health of existing trees which represent an important amenity feature in accordance with policies D12 and D13 of the Barnet UDP 2006 and policy 7.21 of the London Plan 2011.

16. Method Statement – Trees

No site works or works on this development shall be commenced before a dimensioned tree protection plan in accordance with Section 5.5 of British Standard BS5837: 2012 *Trees in relation to design, demolition and construction - Recommendations* and a method statement detailing precautions to minimise damage to trees in accordance with Section 6.1 are submitted to and approved in writing by the Local Planning Authority and the development shall be carried out in accordance with such approval.

Reason:

To safeguard the health of existing trees which represent an important amenity feature in accordance with policies D12 and D13 of the Barnet UDP 2006 and policy 7.21 of the London Plan 2011.

17. Tree Works – Detailed Specification

Prior to the commencement of the development hereby approved a detailed tree felling / pruning specification has been submitted to and approved in writing by the local planning authority and all tree felling and pruning works shall be carried out in full accordance with the approved specification and British Standard 3998: 2010 *Recommendation for Tree Works* (or as amended).

Reason:

To safeguard the health of existing trees which represent an important amenity feature in accordance with policies D12 and D13 of the Barnet UDP 2006 and policy 7.21 of the London Plan 2011.

18. Landscaping - Details

Within six months of the date of this decision a scheme of hard and soft landscaping, including details of existing trees to be retained, shall be submitted to and agreed in writing by the Local Planning Authority. The details of landscaping shall include but not be limited to the following:

- the position of all existing trees to be retained;
- new tree and shrub planting including species, plant sizes and planting densities;
- means of planting, staking and tying of trees, including tree guards as well as a detailed landscape maintenance schedule for regular pruning, watering and fertiliser;
- existing contours and any proposed alterations such as earth mounding;
- areas of hard landscape works including paving, proposed materials, samples, and details;
- trees to be removed;
- timing of planting;
- specific proposals for landscaping and planting along the ASC Unit boundary.

Reason:

To ensure a satisfactory appearance to the development in accordance with policies D1, D2, D3 and D11 of the Barnet UDP 2006 and policy 7.21 of the London Plan 2011.

19. Landscaping - Implementation

All work comprised in each phase of the approved scheme of landscaping shall be carried out before the end of the first planting and seeding season following occupation of any part of the buildings within that phase or completion of the phase, whichever is sooner.

Reason:

To ensure a satisfactory appearance to the development in accordance with policies D1, D2, D3 and D11 of the Barnet UDP 2006 and policy 7.21 of the London Plan 2011.

20. Landscaping - Maintenance

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

Reason:

To ensure a satisfactory appearance to the development in accordance with policies D1, D2, D3 and D11 of the Barnet UDP 2006 and policy 7.21 of the London Plan 2011.

21. Boundary Treatments

Within six months of the date of this decision, details of all boundary treatment, including the treatment to the garden of the ASC unit, shall be submitted to and approved in writing by the Local Planning Authority and the development shall be implemented in accordance with the approved details.

Reason:

To ensure that the proposed development does not prejudice the appearance of the locality and/or the amenities of occupiers of adjoining residential properties in accordance with policies GBEnv1, GBEnv2, GBEnv4, D2 and D9 of the Barnet UDP 2006 and policies 7.3, 7.4 of the London Plan 2011.

22. Entrance Gates

Prior to the first occupation of the school hereby approved, details of all gates to the vehicular and pedestrian entrances into the site including the access from Woodcroft Park, including times and management arrangements for their operation and maintenance arrangements, shall be submitted to and approved in writing by the Local Planning Authority. The gates shall be installed in accordance with the details approved and maintained thereafter.

Reason:

To ensure that the proposed development does not prejudice the appearance of the locality and in the interests of pedestrian and highway safety and the free flow of traffic, in accordance with policies GBEnv1, GBEnv2, GBEnv4, D2, D9, M11, M12, M13, M14 of the Barnet UDP 2006 and policies 7.3, 7.4 of the London Plan 2011.

23. Parking Spaces

Before development hereby permitted is occupied the car parking spaces, disabled parking spaces, minibus bays, loading/servicing bays and electric vehicle charging points shall be provided and marked out within the site in accordance with the plans hereby approved and shall be retained thereafter. The parking spaces shall not be used for any purpose other than for the parking and turning of vehicles associated with the school hereby approved. All vehicle turnings will be accommodated within the 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 policies GBEnv2, D1, M11, M12, M13, M14 of the Barnet UDP 2006 and policies 5.1, 5.2, 6.13 of the London Plan 2011.

24. Parking Management Plan

Prior to the occupation of the school hereby approved, a Parking Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall include the following:

- (i) details on how the proposed parking spaces will be allocated, managed and maintained;
- (ii) how the dual use of the assessable parking bays will be managed to give priority to disabled users;
- (iii) management of coach arrival/departure;
- (iv) management of car parking for community uses, activities and events.

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 policies GBEnv2, D1, M11, M12, M13, M14 of the Barnet UDP 2006 and policies 5.1, 5.2, 6.13 of the London Plan 2011.

25. Travel Plan

Two months prior to the school opening a School Travel Plan that meets the current Transport for London criteria as detailed in the document 'What a School Travel Plan should contain' shall be submitted to and approved in writing by the Local Planning Authority. The documents 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. Details of the start and finish times for pupils shall also be incorporated in order to minimise conflict on the local highways network. The scheme as submitted shall be approved in writing by the local planning authority and the use shall be carried out in accordance with the School Travel Plan as approved.

The School Travel Plan should include the appointment of a School Travel Plan Champion, measurable targets and a clear action plan for implementing the measures. The School Travel Plan should be reviewed annually in accordance with the targets set out in the Plan.

Reason:

To encourage the use of sustainable forms of transport to the site in accordance with policies GSD and M3 of the Barnet UDP 2006.

26. Hours of Use

The use of the premises for the purposes hereby permitted shall only take place between the hours of 7.am and 9.pm Monday to Thursday, 7.am and 10.pm on Friday and 9.am and 6.pm on Saturdays and Sundays or as otherwise specified and agreed by the Council in the Community Use Agreement.

Reason:

In the interests of the amenity of occupiers of neighbouring residential properties.

27. Community Use Agreement

Prior to first occupation of the school hereby permitted a Community Use Agreement shall be submitted to and approved in writing by the Local Planning Authority. The CUA shall include, but not be limited to the following:

- (i) Hours of opening for the different sporting and other facilities within the site;
- (ii) Pricing schedule for charging for facilities;
- (iii) Management arrangements for the site and facilities;
- (iv) Scale and frequency of events taking place on a weekly, monthly and annual basis and how these events will be managed;
- (v) Parking arrangements and controls for events;
- (vi) Code of conduct for users of the site;
- (vii) Links with sports clubs (existing or new)

Reason:

In order to ensure that the development is accessible and available to the community and to ensure that the amenities of occupiers of neighbouring residential properties are not prejudiced in accordance with policies CS5, GBEnv1 and ENV12 of the Barnet UDP 2006.

28. BREEAM 'Very Good' standard

The development hereby approved shall achieve a minimum of BREEAM 'Very Good'. A formal design stage assessment shall be undertaken by a licensed BREEAM Assessor and submitted to the Local Planning Authority prior to occupation of the school hereby approved.

Reason:

To ensure that the development is sustainable in accordance with policy 5.3 of the London Plan (2011) and the requirements of the Barnet Sustainable Design and Construction Supplementary Planning Document (June 2007).

29. CHP and Photovoltaic Panels

Before the development hereby permitted commences, full details of the proposed CHP unit and photovoltaic panels, shall be submitted to and approved in writing by the Local Planning Authority. The systems or facilities shall be installed and fully operational prior to the occupation of the building and thereafter permanently maintained in accordance with these details.

Reason:

To ensure that the development is sustainable in accordance with policy 5.2 and 5.7 of the London Plan (2011) and the requirements of the Barnet Sustainable Design and Construction Supplementary Planning Document (June 2007).

30. Drainage Strategy

The development permitted by this planning permission shall be carried out in accordance with the approved Flood Risk Assessment (MLM Consulting Engineers Ltd, reference SJC/663085/JRC Rev C, dated 30 April 2012). In particular:

1. Limiting the surface water run-off rate to the calculated Greenfield run-off rate for the site for all events up to and including the 1 in 100 year storm event.
2. Provision of on-site surface water storage to attenuate all storm events up to and including the 1 in 100 year critical duration storm event, including an appropriate allowance for climate change.
3. Surface water storage to be achieved through the use of sustainable drainage systems including an attenuation pond with seasonal wetland and permeable paving.

The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

Reason:

To prevent flooding by ensuring the satisfactory storage and disposal of surface water from the site in line with your policy CS 13 (Ensuring the efficient use of natural resources) and policy 5.13 of the London Plan (Sustainable drainage).

31. Refuse Storage and Collection

Prior to the occupation of the development hereby approved the following refuse and recycling details shall be submitted to and approved in writing by the Local Planning Authority:

- i. enclosures and screened facilities for the storage of recycling containers and wheeled refuse bins and/or other refuse storage containers where applicable;
- ii. a satisfactory point of collection; and
- iii. details of any collection arrangements.

The refuse facilities shall be provided in accordance with the approved details before the development is occupied and shall be maintained thereafter.

Reason:

To ensure a satisfactory appearance for the development and satisfactory accessibility and to protect the amenities of the area in accordance with policies D2, D3 of the Barnet UDP 2006.

32. Hours of Construction

No construction work in relation to the development hereby approved shall be carried out on the premises at any time on Sundays, Bank or Public Holidays, before 8.00 am or after 1.00 pm on Saturdays, or before 8.00 am or after 6.00pm on other days unless previously approved in writing by the Local Planning Authority.

Reason:

To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties in accordance with policies GBEnv1 and ENV12 of the Barnet UDP 2006.

33. Demolition and Construction Management Plan

Prior to the commencement of the development hereby approved a Demolition and Construction Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be implemented in accordance with the approved details. This Demolition and Construction Management Plan shall include, but not be limited to, the following information:

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

- ix. details of interim car parking management arrangements for the duration of construction;
- x. details of a community liaison contact for the duration of all works associated with the development.

Reason:

To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties and in the interests of highway safety in accordance with policies GBEnv1, ENV7, ENV12, M2, M8, M10, M11, M12 and M14 of the Barnet UDP (2006) and polices 5.3, 5.18, 7.14 and 7.15 of the London Plan (2011).

34. Removal of Permitted Development Rights

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 and safeguarding the appearance of the locality, in accordance with policies GBEnv1, GBEnv2, GBEnv4, O1, O2, O3, O6, D1, D2 of the Barnet UDP 2006 and policies 7.4, 7.16 of the London Plan 2011.

35. External Lighting

No external lighting, floodlighting or other means of external illumination shall be affixed to the external elevations of the buildings, or placed/erected within the site other than those shown on the approved plans without the prior written consent of the local planning authority pursuant to a planning application. .

Reason:

To enable the local planning authority to retain control over these matters in the interests of the amenities of the adjoining properties.

INFORMATIVES:

1. The reasons for this grant of planning permission or other planning related decision are as follows: -

The proposed development accords generally and taken as a whole with strategic planning guidance and policies as set out in the London Plan (2011), the Adopted Barnet Unitary Development Plan (UDP) Saved Policies (May 2009) and the London Borough of Barnet Core Strategy Submission Draft. In particular the following policies are relevant:

London Plan (2011):

3.18, 3.19, 5.1, 5.2, 5.3, 5.7, 5.12, 5.13, 5.21, 6.3, 6.9, 6.10, 6.11, 6.13, 7.1, 7.2, 7.3, 7.4, 7.14, 7.15, 7.16, 7.19.

Adopted Barnet Unitary Development Plan (2006):

GSD, GBEnv1, GBEnv2, GBEnv3, GRoadNet, GParking, GCS1, ENV6, ENV7, ENV12, ENV13, ENV14, D1, D2, D3, D4, D5, D9, D10, D11, D13, M3, M5, M10, M11, M12, M13, M14, CS1, CS4, CS5.

Core Strategy (EIP Version) May 2012:
CS1, CS5, CS7, CS9, CS10, CS12.

Development Management Policies (Examination Draft) May 2012:
DM01, DM03, DM04, DM13, DM15, DM16, DM17.

ii) The proposal is acceptable for the following reason(s): -

The proposal is considered to be acceptable with regard to development plan policies subject to appropriate planning conditions. The proposed new school would provide much needed primary school accommodation in the Colindale and Burnt Oak area. The proposed new school building would not harm the character and appearance of the site or wider locality and would not have a significant impact on the amenities of neighbouring occupiers. The proposed school can be accommodated on this site without significant adverse impact on local roads and the highway network.

New sports facilities will be provided at the school and will be accessible to the wider public. The loss of the existing playing field has been weighed against the benefits of the provision of new education facilities for which there is an urgent demand in the Colindale and Burnt Oak area. Enhanced cricket facilities will be provided at Sunny Hill Park to mitigate the loss of the cricket facilities from the existing site. It is considered that the proposal is consistent with the requirements of both the National Planning Policy Framework section 74. The proposal is therefore considered to be in accordance with relevant national planning policy guidance, the London Plan, the Adopted Barnet Unitary Development Plan and emerging Local Development Framework.

2. Any and all works carried out in pursuance of this planning permission will be subject to the duties, obligations and criminal offences contained in the Wildlife and Countryside Act 1981 (as amended). Failure to comply with the provisions of the Wildlife and Countryside Act 1981 (as amended) may result in a criminal prosecution.
3. In complying with the contaminated land condition parts 1 and 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;
 - 2) Planning Policy Statement 23 (PPS 23) - England (2004);
 - 3) BS10175:2001 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.

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

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

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

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

The assessment and report on the noise impacts of a development should use methods of measurement, calculation, prediction and assessment of noise levels and impacts that comply with the following standards, where appropriate: 1) BS 7445 (1991) Pts 1, 2 & 3 (ISO 1996 pts 1-3) - Description and & measurement of environmental noise; 2) BS 4142:1997 - Method of rating industrial noise affecting mixed residential and industrial areas; 3) BS 8223: 1999 - Sound insulation and noise reduction for buildings: code of practice; 4) Department of transport: Calculation of road traffic noise (1988); 5) Department of transport: Calculation of railway noise (1995); 6) Department of transport : Railway Noise and insulation of dwellings.

5. Refuse collection points should be located within 10 metres of the Public Highway; otherwise, unobstructed access needs to be provided to the refuse vehicle on the day of the collection. The development access needs to be designed and constructed to allow refuse vehicles to access the site. Alternatively, the dustbins will need to be brought to the edge of public highways on collection days. Any issues regarding refuse collection should be referred to the Cleansing Department.
6. The applicant is advised that any alteration to the public highway will require approval from the Highways Authority. The applicant is advised to contact Traffic and Development Team to progress any works affecting the public highway under Section 184 and 278 of the Highways Act 1980. Highways advice can be sought from Traffic and Development Team based at Building 4, North London Business Park (NLBP), Oakleigh Road South, London N11 1NP

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 published July 2011 and the saved policies of the London Borough of Barnet Unitary Development Plan (UDP), which was adopted May 2006. These statutory development plans are the main policy basis for the consideration of this planning application. A number of other documents, including the emerging Core Strategy and Development Management Policies Development Plan Documents, supplementary planning guidance and national planning guidance are also material to the determination of the application.

More detail on the policy framework relevant to the determination of this development and an appraisal of the proposal against the development plan policies of most relevance to the application is set out below and in **Appendix 1**. In subsequent sections of this report dealing with specific policy and topic areas, there is further discussion, where appropriate, of the key policy background.

The London Plan and Barnet Unitary Development Plan

Appendix 1 examines the London Plan and Barnet UDP policies of most relevance to this planning application and appraises the proposal against these policies.

The tables list the policies, describe them and then provide a brief commentary to assess how the proposed development conforms to the requirements of the specific policies.

The officers have considered the development proposals against the relevant policy criteria and have concluded that that the development will fulfil them to a satisfactory level, subject to the conditions recommended. The proposed development is considered to comply with the requirements of the development plan.

The Emerging Local Development Framework/Local Plan

The Planning & Compulsory Purchase Act 2004 (as amended by the Planning Act 2008 and the Localism Act 2011) reformed the development plan system by replacing the UDP with the Local Development Framework (LDF). The LDF will be made up of a suite of documents, including the Core Strategy and Development Management Policies Development Plan Documents (DPD). Until the LDF documents are adopted the relevant saved policies within the adopted UDP still constitute part of the development plan.

The Council published its Core Strategy – Submission Stage Development Plan Document (DPD) in May 2011. The document has been subject to four rounds of public consultation and is in general conformity with the adopted London Plan therefore weight can be given to it as a material consideration in the determination of planning applications.

The Council published its Development Management Policies – Submission Draft DPD in May 2011. The document has been subject to two rounds of public consultation and therefore weight can be given to it as a material consideration in the determination of planning applications. The Development Management policies document sits beneath the Core Strategy in the hierarchy of the Local Plan.

Following the publication of the above two documents two further rounds of consultation have been carried out on them. The first (commenced in January 2012) reflected proposed changes to the documents following the Joint Examination in Public of them. The second consultation (commenced in April 2012) reflects changes to the documents following the publication of the National Planning Policy Framework (see below). The changes under this round include the renaming Local Development Frameworks as Local Plans.

Appendix 1 sets out the Core Strategy and Development Management DPD policies which are relevant to the consideration of this application.

Colindale Area Action Plan (AAP)

The Colindale Area Action Plan (AAP) was adopted in March 2010. This provides a planning policy and design framework to guide and inform the development and regeneration of Colindale up to 2021 in response to the London Plan's designation as an Opportunity Area.

The AAP contains guidance on sustainable development and identifies a number of key infrastructure improvements needed to support the delivery of growth in Colindale. It identifies four character areas, the "Corridors of Change", which identify specific development sites and set specific policy objectives to be achieved from redevelopment.

Colindale AAP Policy 7.6 (Learning in Colindale) states:

Development will deliver at least 4 new forms of entry in primary schools within Colindale, either through new schools or expansion/relocation of existing schools. The Barnet College site (subject to the College relocating) and Peel Centre East site are identified to each provide a 2 form entry primary school (420 pupils per school). Developers will be required to meet the costs associated with meeting the additional need for nursery and school places generated by their development proposals in line with the Council's Contribution to Education SPD. New buildings for education uses in Colindale will be of the highest quality of design befitting their important community function. They will be prominent buildings and fully integrated into the local environment and where potential exists they will be 'exemplars' in sustainability and green education building design.

The Mill Hill Sports Club site is within the red line boundary for the Colindale AAP however there are no proposals identified for the site.

The Three Strands Approach:

In November 2004 the Council approved its "Three Strands Approach", setting out a vision and direction for future development, regeneration and planning within the borough. It updated this document and brochure in 2008, to reflect ongoing policy development and regeneration. The approach, which is based around the three strands of protection, enhancement and consolidated growth, will protect Barnet's Green Belt and designated open spaces; enhance its high quality suburbs and deliver new housing and successful sustainable communities, whilst protecting employment opportunities. The HGHT site falls within the consolidated growth strand.

National Planning Guidance

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

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

1.2 Relevant Planning History

W02665

Mill Hill Sports Ground, Bunns Lane, London NW7
Erection of new pavilion
Approved 23/09/1970

W02665A

Mill Hill Sports Ground, Bunns Lane, London NW7
Two squash courts, changing rooms, clubrooms, steward's flat and car parking
Approved 23/12/1971

W02665C

Mill Hill Cricket Hockey Squash Club, Grahame Park Way, London NW7
Two storey side extension.
Approved 05/08/1987

W02665E

Mill Hill Cricket Hockey Squash Club, Grahame Park Way, London NW7
Two storey side extension to provide squash court and viewing gallery and construction of external staircase and an additional 22 car parking spaces.
Approved 12/07/1989

W02665G

Mill Hill Cricket Hockey Squash Club, Grahame Park Way, London NW7
Erection of sports hall building (OUTLINE APPLICATION).
Approved 23/09/1992

1.3 Pre-Application Public Consultation

The application is accompanied by a Statement of Community Involvement which sets out the process and outcomes of pre-application public consultation that has been undertaken in the preparation of the plans for the new school.

Three public exhibitions which were held at the Orion School on Lanacre Avenue on 16th November 2011, 17th January 2012 and the 22nd February 2012.

Residents were notified by letter in advance of each of the exhibitions.

A total of 127 people attended the three exhibitions and a total of 108 completed questionnaires were returned. Of the questionnaires returned at the first exhibition, 89% of the respondents agreed with the principle of providing a primary school on the site. At the January exhibition 86% of respondents agreed with the proposed design for the school and the layout of the site.

The Statement of Community Involvement sets out the issues that were raised by local residents, some of which were concerns, but the vast majority of which were positive comments on the proposal.

The comments were taken on board and led to amendments to the proposal in a number of instances, as summarised below:

- The building has been orientated to reduce its visual impact on neighbouring houses and gardens
- The soft landscaping strategy has been carefully reviewed, particularly at the boundary to adjacent residential properties, to ensure that hard landscaped surfaces are “buffered” from neighbouring gardens.
- Pedestrian access points have been incorporated into the scheme to improve access for foot traffic for parent drop-off and collection.
- Community use facilities reflect the aspirations of the local community for sports use, performances and community social and educational courses – eg. cookery.
- Soft landscaping and natural habitats to the perimeter of the site will encourage local wildlife.
- On site storm water storage and attenuation will reduce the risk of flooding to neighbouring gardens.

1.4 Public Consultation and Views Expressed

A total of 1271 local properties were consulted by letters dated the 22nd May 2012. A site notice was displayed from the 31st May 2012 and a notice was placed in the local press. Statutory bodies were also consulted.

Neighbours Consulted:	1271	Replies:	1
Neighbours Wishing To Speak	0		

The Mill Hill Preservation Society have made the following objections to the application:

- The new Orion School is being expanded from its current two-form entry to four, and the school would eventually cater for 840 Reception to Year 6 children. Although it is claimed that a high proportion of pupils walk or use public transport in the school's current location, we would argue that by moving the school to the proposed new location and with the likely probability that the catchment area will have to expand to fill the increase to a four-form intake, a serious traffic problem will be created in the area.
- There will be an increase in traffic congestion at least twice a day, with the pick-up and delivery of young children and arrival and departure of staff. The high volume of traffic combined with all the additional children attending the proposed school, will make the area far more dangerous.
- We feel that the provision of parking on-site seems inadequate with just 35 bays and no visitor parking provided. The increase in staffing numbers needed to cater for a school of double the existing size will put great pressure on adjoining streets which are already very busy with traffic.

- The layout of the adjacent roads does not lend itself to additional on street parking, with Bunns Lane already an extremely busy road and a main bus route. Its capacity is already greatly reduced by parked vehicles and there is severe congestion during peak times. Likewise, Grahame Park Way is also severely compromised by excessive parking in many locations and the proposed development will only exacerbate the problem of congestion and delays in the area.

Officer Response

- A detailed assessment of the traffic impact is provided in Section 3.9 of this report.
- Waiting restrictions have now been installed on Bunns Lane on the approach to the roundabout to prevent commuter parking on both sides of the road and therefore allow vehicles to pass. Further restrictions on the approach along Grahame Park Way and in front of the school will be investigated by the Council and implemented prior to the opening of the school.
- As part of the wider growth planned in the Colindale Area Action Plan, the Council has identified improvements to key junctions including the Bunns Lane / Grahame Park Way roundabout. Funding has been set aside from the Growth Area Fund (GAF) to the value of £3million to undertake three major junction schemes including the Bunns Lane junction. These works are identified to be delivered during 2014 in time for the new school opening.
- Management of school start and finish times, along with provision of breakfast and after school clubs, and flexibility in arrival times will minimise the peak parent parking demand on nearby roads. 'Park and Stride' will be heavily promoted to encourage parents to park away from the school and walk the remaining distance, which will help to reduce the parking demand immediately adjacent to the school and improve safety for pedestrians entering or emerging from the school. Circulation Routes will also be encouraged within the local road network.
- Car parking provision on site is based on known car parking requirements at the existing school and takes into account the sites location close to Mill Hill Broadway station, Colindale Tube station and access by bus.

1.5 Statutory Consultation Responses

Sport England - objection

Sport England has considered the application in the light of its playing fields policy 'a Sporting Future for the Playing Fields of England'. The policy seeks to protect all parts of the playing field from development and not just those which, for the time being, are laid out as pitches. The Policy states that;

"Sport England will oppose the granting of planning permission for any development which would lead to the loss of, or would prejudice the use of, all or any part of a playing field, or land last used as a playing field or allocated for use as a playing field in an adopted or draft deposit local plan, unless, in the judgement of Sport England, one of the Specific circumstances applies."

Sport England submitted an initial objection (letter dated 18th June 2012) to the application regarding the loss of cricket facilities from the existing site.

The Council has continued to discuss the proposals with Sport England to agree a suitable mitigation strategy to address the loss of the cricket pitch.

The Council has agreed the following strategy with Sport England: The Council will invest in carrying out enhancements to the cricket pitches available at Sunny Hill Park. It is proposed that the existing cricket pitch at Sunny Hill Park will be relocated to another area of the park where the pitch will benefit from being away from the football pitches, reducing the likelihood of use of the table for football. A new drainage system will also be provided to the outfield including a series of lateral drains to a collector mainline that discharges at a suitable outfall location.

Sport England has submitted an updated letter (dated 9th July) which states that Sport England has consulted the ECB on this mitigation proposal and the ECB accepts that, in principle, the mitigation offer could be acceptable, however further measures would need to be put in place to ensure the new pitch and drainage will be provided to an appropriate standard.

In particular, the ECB have requested that an ECB pitch advisers report be undertaken to assess the quality of the existing playing field and make recommendations as to how to bring it up to the appropriate standard for match play cricket. The relocated cricket square and outfield should then be laid out and constructed in accordance with these recommendations.

Sport England has therefore requested that a commitment be provided by the Council to commission an ECB pitch advisors report and to construct the relocated cricket pitch and any drainage system in accordance with the recommendations of that report. This requirement should be secured either legal agreement or by Grampian condition attached to any grant of planning permission.

Sport England recognise that in terms of the sporting benefits associated with the proposed new school an area of playing field will be created. This area of grass playing field is stated to be capable of accommodating 2no football pitches measuring 45.75 x 27.45m or 1no U9-10 pitch of 68.25m x 45.75m. In addition, a new artificial grass pitch (AGP) is to be constructed, together with three hard courts and an area of grass playing field. The artificial grass pitch is shown on the plans to be 60.9m x 42.6m.

Sport England has requested further clarity on the proposed surface type of the AGP and hard courts, together with detailed layout plans of the AGP itself. This information has been provided to Sport England. Any further detailed specification and information that may be needed can be secured by condition.

Subject to receiving further clarity on the above points, Sport England has stated that it will review its position and consider whether its position remains one of objection.

Officer Response

- Officers have agreed a suitable condition with Sport England which requires an appropriately experienced fine turf consultant to undertake an assessment and specification for the construction of the new cricket pitch within Sunny Hill Park and submit a report to the Council. The Council will consult Sport England on the report which shall include a detailed specification for the new cricket square and outfield including any drainage works necessary to bring it up to the appropriate standard for match play cricket. The Council has committed to laying and installing the cricket square and outfield in Sunny Hill Park prior to the occupation of the school. On this basis officers are confident that this will enable Sport England to lift its objection.

Environment Agency – no objection subject to conditions

The Environment Agency have confirmed (letter dated 15 June 2012) that they have been in pre-application discussions with the consultants for the project regarding this site and are satisfied that all of their issues have been addressed. They have requested the following condition

“The development permitted by this planning permission shall be carried out in accordance with the approved Flood Risk Assessment (MLM Consulting Engineers Ltd, reference SJC/663085/JRC Rev C, dated 30 April 2012). In particular:

- 4. Limiting the surface water run-off rate to the calculated Greenfield run-off rate for the site for all events up to and including the 1 in 100 year storm event.*
- 5. Provision of on-site surface water storage to attenuate all storm events up to and including the 1 in 100 year critical duration storm event, including an appropriate allowance for climate change.*
- 6. Surface water storage to be achieved through the use of sustainable drainage systems including an attenuation pond with seasonal wetland and permeable paving.*

The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

Reason:

To prevent flooding by ensuring the satisfactory storage and disposal of surface water from the site in line with your policy CS 13 (Ensuring the efficient use of natural resources) and policy 5.13 of the London Plan (Sustainable drainage).”

Natural England – no objection

Natural England have advised that the proposal does not appear to affect any statutorily protected sites or landscapes, or have significant impacts on the conservation of soils, nor is the proposal EIA development. They have no formal comments to make on the application but have set out their standing advice using the flowchart on page 10 of the Standing Advice Species Sheet: Bats beginning at box (i) and came to the following conclusion:

- Box (i) - Using Nature on the Map they determined that **No**, the application is not within/close to a SSSI or SAC notified for bats. This took them to Box (v).
- Box (v) - they looked at the survey report and determined that **Yes**, it did highlight that there are suitable features for roosting within the application site (eg buildings, trees or other structures) that are to be impacted by the proposal. This took us to Box (iv).
- Box (iv) – they determined that **No**, whilst detailed visual inspections (internal and external where appropriate) had/have been undertaken, no evidence of a roost was found. This took them to Box (vii).
- Box (vii) – they determined that **No**, the application does not involve a medium or high risk building as defined in our standing advice. This took them to Box (iii).
- Box (iii) advises the authority that “Permission could be granted (subject to other constraints)” and that the authority should “Consider requesting enhancements”.

Greater London Authority

A Stage 1 response has been received from the GLA which states that in general, the application complies with London Plan policies on education, open space-playing fields, design and accessibility, energy and transport are relevant to this application, however whilst the application is broadly acceptable in strategic planning terms, it does not comply with some of the policies. The letter accompanying the Stage 1 Report states that the Mayor has also expressed concern about the loss of playing pitch land.

Paragraph 64 of the Stage 1 report states that the following changes might, however, remedy the above deficiencies, and could possibly lead to the application becoming compliant with the London Plan:-

Education and community facilities:

The proposed development of education and sports facilities and welcomed and comply with London Plan Policy 3.19. A definitive minimum level of community access should be agreed and secured via condition. Further information is required on alternative site searches for the relocation of the school.

Inclusive design:

The application does not comply with London Plan Policies 3.1, 6.13, 7.2 and 7.2. Further information is required on design inclusivity which is absent from the Design and Access Statement submitted.

Climate change mitigation and adaptation:

Further information is required to determine whether the application complies with London Plan climate change mitigation and adaptation policy. The applicant should confirm in tonnes carbon dioxide reductions per annum and use the GLA Energy guidance specified to provide the necessary outstanding energy details in table format.

Transport:

Further information is required to determine whether the application complies with London Plan transport policy. A construction and logistics plan and a travel plan should also be submitted for review and secured by condition. Information relating to cycling and provision for pupils who cycle should be reconsidered as emphasised in the transport section of the report.

Officer Response

- Part of the vision for the proposed new school is that it can be used as community facility outside of school hours. Alongside the outdoor sports facilities the proposal includes the new 'Goldstar Centre' at the heart of the school which is designed to provide facilities for both the Goldstar federation (The Orion Primary and visiting Goldbeaters Primary School) and out of school hours use and hire by the wider community. The facilities available to the public include the following:
 - 2 Small Football Pitches
 - 1 Netball Court
 - Multi Use Games Area (MUGA) (capacity 22 persons)
 - 180sqm hall for badminton and sports
 - Changing rooms with shower facilities
 - 120 seat theatre
 - Recording studio
 - Dance studio (86sqm)

- Learning Resource Centre
- 2 specialist food/science/design technology and language rooms

A Community Use Agreement is required to be submitted prior to occupation of the school which will identify capacities, costs and usage times of the different facilities.

- Justification for the need to build a primary school on the site in terms of education demand is provided in Section 1.9 below.
- The loss of the existing playing pitch is dealt with in detail in Section 2.2 below. The re-provision of sports facilities within the school development along with a commitment from the Council to invest in relocating a cricket pitch within Sunny Hill Park along with drainage improvements to bring the pitch up to match play standard is considered to mitigate the loss of the existing cricket pitch from the Mill Hill Sports Club site.
- Further detailed information has been sent to the GLA to demonstrate how the building complies with requirements for inclusive design.
- Further detailed information has been sent to the GLA to demonstrate carbon dioxide reductions in tonnes per annum.
- A Demolition and Construction Management Plan is required to be submitted through condition. The principles of the School Travel Plan are set out in the TA. A final STP is required to be submitted through condition. The number of cycle parking spaces is based on existing cycle usage at the Orion School. The level of cycle parking will be reviewed as part of the STP and an area has been identified where further cycle parking spaces can be provided in the future if required.
- The above issues will be resolved before the application is referred back to the Mayor at Stage 2.

Thames Water – comments to be reported in the Addendum

Barnet Police - no objection

Barnet Police has no objections in principle to the outline development proposed. Should the application move toward a full submission the Police recommend consultation with the Barnet Borough Police Crime Reduction Department to fully gauge the proposals' compliance with Secured By Design.

1.6 Internal Consultation Responses

Children's Service

The Children's Service supports the application. They have confirmed the urgent demand for primary school places in the Colindale and Burnt Oak wards. More detailed information on the demand for school places is provided in Section 1.9 below.

Traffic and Development

No objection subject to the imposition of conditions set out in the recommendations to this report and subject to a contribution of £61,699 towards dropped kerbs, traffic markings and other pedestrian footpath improvements in the vicinity of the site. A full technical assessment of the traffic impact, car parking and travel plan is set out in Section 2.9 below. Conditions in relation to the following were requested:

- Provision of car parking spaces
- Car parking management plan

- Travel Plan
- Construction management plan
- Pedestrian access gates
- Refuse storage and collection

Environmental Health

No objections subject to the imposition of conditions in relation to:

- Contaminated land
- Air quality assessment for the CHP boiler
- Details of mechanical plant
- Noise from site plant
- Method statement for dealing with Asbestos

1.7 Environmental Impact Assessment

The Council issued an EIA Screening Opinion on the 2nd December 2011 (ref: H04279/11) which concluded that the characteristics of the proposed development, its location and the nature of the potential impacts arising from the development are such that it would not be likely to give rise to significant effects on the environment, in the sense intended by the Environmental Impact Assessment Regulations (2011). Whilst the proposals amount to a Schedule 2 development by virtue of the site area, it was considered that the proposed school development does not constitute an EIA development and that an Environmental Statement was not required to be submitted with the application. Notwithstanding this, the application is supported by a comprehensive suite of documents which adequately assess the impacts of the proposal and set out suitable mitigation.

1.8 Referral to Secretary of State

The planning application was initially advertised as a departure from the development plan as a precautionary measure in the event it was considered necessary to refer the application to the Secretary of State for Communities and Local Government (“the Secretary of State”).

Legislation

The Town and Country Planning (Consultation) (England) Direction 2009 sets out the directions for the Secretary of State under articles 10(3), 14(1) and 27 of the Town and Country Planning (General Development Procedure) Order.

The direction requires local planning authorities in England to consult the Secretary of State before granting planning permission for certain types of development.

This Direction applies to any application for planning permission which:

- is for Green Belt development, development outside town centres, World Heritage Site development, playing field development or flood risk area development; and
- is received by a planning authority on or after 20 April 2009.

Paragraph 7 of the Order states that for the purposes of the Direction, “playing field development” means development of a description where –

- the land (or any part of the land) which is the subject of the application –
 - is land of a local authority; or

- (ii) is currently used by an educational institution as a playing field; or
 - (iii) has at any time in the five years before the application is received been used by an educational institution as a playing field; **and**
- (b) the English Sports Council (“Sport England”) has been consulted pursuant to article 10(1) of the Order, and has made representations objecting to the whole or part of the development on one or more of the following grounds –
- (i) that there is a deficiency in the provision of playing fields in the area of the local authority concerned;
 - (ii) that the proposed development would result in such a deficiency; or
 - (iii) that where the proposed development involves a loss of a playing field and an alternative or replacement playing field is proposed to be provided, that alternative or replacement does not match (whether in quantity, quality or accessibility) that which would be lost.

Assessment

The application site includes an area of approximately 1.4ha that was used as a playing pitch for cricket and football within the last 5 years with cricket being last played at the site in summer 2011.

Sport England have been consulted on the application and they have submitted a formal objection. The application site constitutes a playing field under paragraph 7 of the Town and Country Planning (Consultation) (England) Direction 2009. With a formal objection from Sport England the application is currently required to be referred to the Department for Communities and Local Government to decide whether the Secretary of State wishes to call the application in.

Officers have been in discussions with Sport England to address the issues raised in their objection. To address the loss of the existing cricket pitch from the site the Council will invest in the relocation and improvement of a cricket pitch in Sunny Hill Park. Following these discussions, a second letter has been submitted by Sport England which states that they are satisfied in principle with the proposed mitigation strategy but have sought further clarification on detail. Should a satisfactory position be agreed with Sport England prior to the Committee meeting and subject to Sport England withdrawing their objection, the Local Planning Authority would be able to determine the application in accordance with the relevant development plan policies without referral to the Secretary of State. An update will be provided in the Addendum.

1.3 Background to Demand for School Places in Colindale

The Council's projections for school place demand (taking into account births, migration and housing developments) indicate a significant shortfall in primary school places across the borough and particularly in the Colindale and Burnt Oak wards (postcode areas HA8 0, NW9 5 and NW9 6).

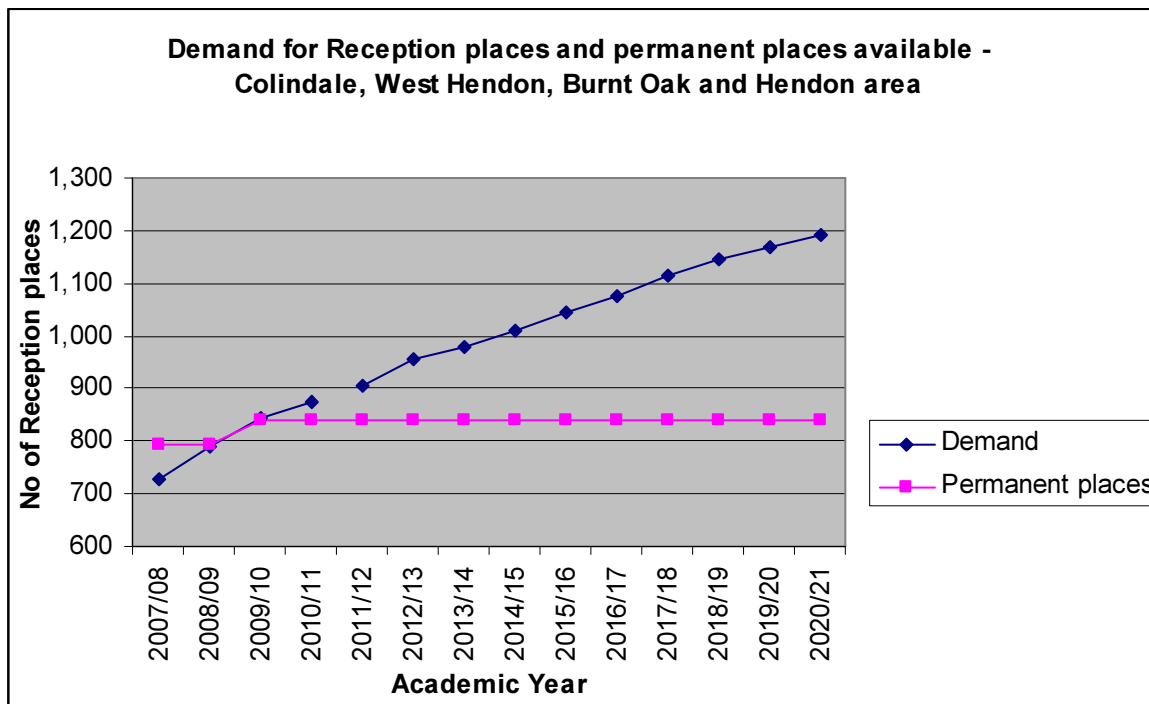
Table 1.1 below shows that over 120 more children were born in these areas in 2008/09 than in 2002/03. As well as an increasing number of births in the area, there is substantial planned residential development in the Colindale area as set out in the Colindale Area Action Plan. A total of 10,000 new homes are planned and over 5,000 already have planning consent. In the short term 1,300 units are programmed for delivery at Beaufort Park between 2011/12 and 2015/16. Over 726 homes will be delivered by 2014 on the former Colindale Hospital development and a further 765 units will be complete at Grahame Park Estate by 2016.

Table 1.1 – Birth Rates

Academic year of birth	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09
Year enter Reception	2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14
NW9 5	231	232	295	295	305	315	315
NW9 6	82	94	82	88	95	95	111
HA8 0	155	148	156	168	181	175	163
Total	468	474	533	551	581	585	589

Deficit of primary school places

Primary schools in the Colindale area are already at full capacity. The graph below shows the current number of permanent places available in the Colindale, West Hendon, Burnt Oak and Hendon planning area and the current and projected demand.



If unmitigated, the below shortfalls in Reception places are projected.

- Shortfall for September 2012 – 4FE (120 Reception places)
- Shortfall for September 2015 – 7FE (210 Reception places)
- Shortfall for September 2018 – 10FE (300 Reception places).
- Shortfall for September 2020 – 11FE (330 Reception places).

An ongoing shortfall of 60 to 90 Reception places each year is also projected in the adjacent planning area (the Hale, Mill Hill, Edgware and Totteridge planning area) over the next five years.

Action already taken

In order to meet emerging demand from the Beaufort Park development, Colindale Primary School was rebuilt and permanently expanded from 2FE to 3FE for September 2009 to accommodate an additional 30 children in each year group. Parkfield School was also permanently expanded by 15 places for September 2009. These account for the slight increase shown in the pink line above.

Even with this additional provision, further temporary capacity has been required since 2010/11. 60 Reception places were added in the Burnt Oak ward (Barnfield and Woodcroft) to meet demand in September 2010, and 90 more Reception places have been added in the Colindale and Burnt Oak wards for this academic year (Barnfield, Blessed Dominic and The Orion).

Options to permanently increase primary school capacity in the Burnt Oak/ Colindale area

Primary school places can be permanently increased by:

- expanding current primary schools on their current sites; or
- identifying new sites for the expansion and relocation of existing schools or for the building of new schools.

In order to expand an existing school there needs to be both sufficient space on which to build, and sufficient outside playing space to meet the needs of the increased number of pupils in the school. The expansion must also be in or close to the area of demand as children must be offered a primary school place within two miles walking distance of their home address.

The greatest concentration of additional demand is in the Grahame Park area. The two schools in the heart of the pressure area (Orion and Blessed Dominic) share a constrained site with no capacity for adding additional classroom accommodation.

Four schools on the perimeter of the area (within approximately two miles walking distance of some parts of Grahame Park) potentially have space on which they could expand. However there are significant obstacles at two of the sites in terms of site topography and site ownership and three of the schools are separated from the area of highest demand by the M1 and A41. There is insufficient space for permanent expansion at those schools closest to the Grahame Park area.

In light of the pressing need for additional primary school places in the area and the identified shortfall for 2012, a site is needed that can enable 4 forms of entry to be delivered as soon as possible.

The Colindale Area Action Plan identifies two development sites where land for new primary schools will be set aside. These are the Barnet College site on Grahame Park Way and the Metropolitan Police Peel Centre on Aerodrome Road. In both instances the school land will not be available until these sites come forward for redevelopment. The Barnet College site relies on the ability of Barnet College to relocate from the site to a new more accessible location closer to Colindale Tube Station. The College has been delayed in its plans for relocation due to the collapse of the Learning and Skills Council funding in 2010 and it is still in the process of considering alternative sites for relocation. This site is therefore not available and will not come forward for a number of years. The Peel Centre site is in the later phases of the AAP. The MPS are intending to rationalise their facilities on the Peel Centre and release land for development, however they are only in the early stages of masterplanning and the school site will not come forward for at least 5 years.

There are no other available sites that are large enough to deliver a 4FE primary school in the relevant area where school place demand requires one. The former Mill Hill Sports Club site is currently the only potential option of sufficient size in the epicentre of demand that is available for development. The site is of sufficient size to provide a 4FE primary school and is in a location where impacts on existing residential properties would be minimal. The site is considered to be appropriate for a new school.

The relocation of the existing Orion School will deliver 2 additional forms of entry by expanding it from 2FE to 4FE. The vacated Orion School buildings will then be taken over by the Blessed Dominic primary school which will expand from 1FE to either 2FE or 3 FE depending on their requirements, with scope for other educational services to be provided from the site. This strategy of relocation and expansion will therefore allow the Council to deliver 4 additional forms of entry in the Colindale Area. This is the most effective and efficient way of meeting the urgent school place demand.

Autistic spectrum condition (ASC) unit

Barnet currently has three Additional Resourced Provisions (ARPs) for primary school-aged children with autism, providing 41 places. There has been an increase in demand for provision for children with complex needs, especially autism, and there is currently insufficient provision for those with autism within the borough. Creating a 21 place ASC unit within the new school will result in improved access to education and wider school activities for children with autistic spectrum condition and is in line with the findings of the National Autistic Society that such provisions are the preferred educational settings for the parents/carers of children with ASC.

1.10 Description of Site and Surrounding Area

The site comprises the grounds of the former Mill Hill Sports Club located on Grahame Park Way in Colindale. The site is approximately 2.83 hectares in area. The majority of the land is made up of an open grass playing pitch which was used as a cricket pitch in the summer and for football in the winter.

Vehicular access is provided from Grahame Park Way with a driveway leading along the northern boundary of the site to a two storey sports club building and associated car park at the western end of the site.

On the site there is a large, (approx. 750 sq.m.) brick built sports pavilion which is about 30 years old. It comprises 3 squash courts, changing rooms, a small gym, a large meeting area with a small bar and kitchen off, and a 2 bedroom manager's maisonette. Externally there are several garages.

The use of the site as a sports club ceased at the end of September 2011.

The periphery of the site is screened with trees and hedge planting. A row of cypress and aspen trees separate the sports club building from the main open sports field.

The site is relatively level with a fall of approximately 2.5m from NE to SW. An earth bund is present on the western boundary providing screening to the residential properties beyond.

Residential properties from Rivington Crescent, Spalding Close and Wardell Close back onto the site along the southern and western boundaries. The site adjoins Woodcroft Park on the northern boundary and Grahame Park Way on the eastern boundary. The M1 motorway and Midland Mainline railway lie to the east of the site and are elevated approximately 3m above the level of the site.

The former Mill Hill Sports Club site falls within the red line boundary of the Colindale Area Action Plan. It is located to the north of the Grahame Park Way Corridor of Change however it is not identified as a site for specific development.

The site is wholly owned by Barnet Council.

The original tenant of the property, the Mill Hill Cricket Hockey and Squash Club, had the sports pavilion built and they laid out the cricket square in the 1970s. The previous lease was for a term of 30 years from May 1993. In July 2008 the lease was assigned to Really Fine Leisure Mill Hill Limited (RFLMH). Originally RFLMH wished to purchase a long lease of the site from the Council to enable it build a commercial sports centre. It was not possible to agree terms.

A report was taken to Cabinet Resources Committee on the 27th September 2011, entitled 'Purchase of leasehold interest in land at Grahame Park Way NW7'. This report recommended that the Council accept surrender of the lease for the site. The lease was surrendered and the tenant vacated the site in October 2011.

1.11 Description of Proposed Development

The application seeks full planning permission for:

- A new four form entry (4FE) primary school comprising of classrooms and shared teaching space with a 52 place nursery;
- Associated external play areas and sports pitches;
- A 21 place Autistic Spectrum Condition (ASC) unit;
- Community facilities comprising of multi-use halls, external pitches and multi-use games courts which will be available outside of school use;
- Erection of cycle storage area;
- Provision of car parking spaces; and
- Associated soft and hard landscaping.

The existing Orion School is located on Lanacre Avenue close to the south west of Grahame Park Estate. The existing school is currently 2FE (420 pupils capacity), and has 411 pupils on its roll along with a 70 place nursery. The new school proposed in this application will allow the Orion School to be relocated to the former Mill Hill Sports Club site and expanded to function as a 4FE school raising pupil capacity from 420 to 840 pupils. The nursery capacity will also rise to 104 places (52 morning and 52 afternoon). The capacity of the Autistic Spectrum Centre provision will be 21 places.

A plan showing the layout of the proposed new school is provided in **Appendix 2**. The proposed new school building is to be located in the eastern part of the site, and facing Grahame Park Way. The internal access road and parking spaces will be in front of the school building and immediately adjacent to Grahame Park Way. The playgrounds for the primary school will be at the rear of the building, as will two basketball courts.

Beyond the main school building and playgrounds to the west will be the main sports facilities. This includes two grass playing pitches in the southern part of the site and a synthetic all-weather playing pitch in the northern part of the site. Between the synthetic all-weather pitch and the school building will be two games courts.

The proposed building is two storeys in height and is arranged in a W-shape. The overall dimensions are 122m in length, 50m in width and 7.65m in height. The actual width from front to back across the depth of two classrooms plus a corridor is closer to 17.5m. The Gross internal floor area (GIFA) of the new school is approximately 5,008sqm, with a ground floor GIFA of 2,708sqm, first floor 2169sqm, and roof top plant area of 131sqm. In addition there are 4 air handling units proposed on the roof, measuring 3mx10m each.

The building is designed to operate as two 2FE schools - Orion 1 and Orion 2 which are linked in the middle by the nursery and the 'Goldstar Centre'. The playgrounds are organised around the west side of the building adjacent to the ground floor classrooms. These are split into three areas; the Foundation stage garden, Orion 1, and Orion 2 playgrounds.

A garden for the ASC unit is provided adjacent to the minibus drop off on the south-east of the building. This will have a 3m high acoustic timber fence to its perimeter.

To the south west of the playgrounds are the grass pitches, sized to provide for an under 12 football pitch or three under 10 pitches. Three formal porous tarmac games courts with sports lighting are provided within a 3m high weldmesh fence, these will be available for community use. Two informal games areas are also provided within the playgrounds; these are porous tarmac surfacing and will not be fenced or floodlit. An all-weather 3G synthetic

grass pitch will also be provided within a 3m high weldmesh fence, this is sized for two 5-a-side pitches and will be available for community use.

A pond and seasonal wetland will be provided to the south-west corner of the site to attenuate water on site as part of the drainage strategy. There will be earth bunding along this edge to ensure no off site flooding.

Part of the existing earth bund to the north west corner of the site will be cut away to accommodate the new all-weather pitch. The remaining section of bund along the residential boundary will remain with further bunding to balance the cut-fill on site. This area will be planted with native woodland and shrub species to provide a natural habitat and study area for the school.

The existing trees to the boundary will remain where possible and boundaries enhanced with additional native hedge species to enhance site biodiversity.

Vehicular access to the site will be as existing from Grahame Park Way. There will be no changes to the position of the existing vehicular access but it will be improved and widened to 5.5m wide and include a 5m bellmouth.

1.12 Separate Application for Floodlights

A separate application (ref H/01781/12) has been submitted in parallel to the school application for the installation of 27 floodlights mounted on twelve 10m high columns. The floodlights are proposed around the synthetic grass all weather pitch and the three porous tarmac games courts. The floodlights will enable community use of the sports facilities for a larger part of the year.

2. PLANNING APPRAISAL

The planning appraisal is provided under the following headings:

- 2.1 Principle of education use
- 2.2 Loss of playing fields
- 2.3 Layout, scale and design
- 2.4 Impacts on amenities of neighbouring properties
- 2.5 Trees and landscaping
- 2.6 Biodiversity
- 2.7 Noise impact
- 2.8 Air quality
- 2.9 Traffic impact and parking
- 2.10 Flood Risk Assessment
- 2.11 Energy and sustainability
- 2.12 Mayoral Community Infrastructure Levy

2.1. Principle of Education Use

Since the summer of 2011 the government published two documents which are of significance in the determination of planning applications for educational facilities: Policy Statement - Planning for Schools Development (CLG: August 2011) and National Planning Policy Framework (CLG: March 2012). Each of these documents gives strong support to the provision of new, state funded educational facilities. In fact they go as far as creating a presumption in favour of educational development.

The National Planning Policy Framework states at section 72 that:

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

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

It goes on to state that planning authorities should:

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

The policy statement Planning Schools Development should be given significant weight in the planning decision. It states that:

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

It goes on to state that:

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

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

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

UDP Policy CS4 (Educational Facilities) confirms that proposals for the development of educational facilities will be permitted where they:

- are easily accessible by public transport, walking and cycling;
- would not have a demonstrably harmful impact on the character of the surrounding area and amenities of nearby residential properties and other uses; and
- are designed to be accessible by people with disabilities.

Draft policy DM13 of the Barnet Development Management Policies DPD also supports the provision of new educational uses subject to similar assessments.

The application site is adjacent to a public park with residential properties on two sides and the M1 and Midland Mainline railway line to the east. The proposal to introduce an educational use on the site is not considered by officers to compromise the character or appearance of the local area. The site is considered to be accessible by public transport (see section 3.9 of this report). Officers further consider that the siting, scale and design of the proposed school (see section 3.3 of this report) are such that the proposal will not significantly impact on the residential amenities of residents (see section 3.4 of this report). Accordingly it is considered that the proposal to accommodate a school on the site would be in accordance with UDP policy CS4 and DM policy DM13.

2.2. Loss of Playing Pitches

The application proposes the redevelopment of the former Mill Hill Sports Club site to provide a new primary school. The proposal will involve the loss of the existing grass playing pitches on the site which comprise an area of approximately 1.4ha and were previously used for football and cricket.

Policy Context

The general thrust of national, regional and local planning policy is to resist the loss of open space and playing fields unless it can be demonstrated that they are surplus to requirements or equivalent or better provision can be made within the area.

London Plan policy 3.19 states that development proposals that increase or enhance the provision of sports and recreation facilities will be supported. Proposals that result in a net loss of sports and recreation facilities, including playing fields should be resisted. Policy 7.18 states that the loss of local protected open spaces must be resisted unless equivalent or better quality provision is made within the local catchment area. Replacement of one type of open space with another is unacceptable unless an up to date needs assessment shows that this would be appropriate.

There are no saved UDP policies which relate to the protection of playing fields. The UDP deferred to PPG 17 (Planning for open space, sport and recreation) on matters relating to

open space and sports fields, however PPG 17 has now been superseded by the National Planning Policy Framework (NPPF). Section 74 of the NPPF states that:

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

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

Barnet's Local Plan states that the council will meet increased demand for access to open space and opportunities for physical activity, by tackling deficiencies and under provision through (among other things):

- improving access to open spaces particularly in North and East Finchley and other areas of public open space deficiency identified by Map 10. We will seek to improve provision in these areas of deficiency with the objective of increasing the area of the borough that has access to district and local parks in accordance with the London Plan criteria.
- securing improvements to open spaces including provision for children's play, sports facilities and better access arrangements, where opportunities arise, from all developments that create an additional demand for open space.

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

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

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

Sport England

The site is considered to constitute a playing field as defined in Article 10(2) the Town and Country Planning (General Development Procedure) Order 1995 (as amended by SI 1996/1817 and SI 2009/453). Under this definition a playing field is considered to be land that has been used as a playing field within the last five years and the field encompasses at least one playing pitch of 0.2 ha or more, or for the land is allocated for the use as a playing field in a development plan or in proposals for such a plan or its alteration or replacement.

Sport England's 'A Sporting Future for the Playing Fields of England' (1996) provides exception tests under which the loss of playing fields may be considered acceptable. Exception text E1 states that the loss of a playing field may be acceptable if a carefully quantified and documented assessment of current and future needs has demonstrated to that there is an excess of playing field provision in the catchment and the site has no special significance to the interests of sport. Test E4 also states that the loss of a playing field may be acceptable if the playing field or playing fields would be replaced by a playing field or playing fields of an equivalent or better quality and of equivalent or greater quantity, in a suitable location and subject to equivalent or better management arrangements, prior to the commencement of the development.

Previous users of the site

Football

The site has previously been used for football on Saturdays and Sundays during the winter months. Colindale Cosmos were the primary users for football, but it was also used by Mill Hill County Old Boys.

Contact has been made with the organisers of the Colindale Cosmos who have confirmed that the club is no longer in operation.

The club had been in operation for a number of years and it was decided at the time of moving from the Mill Hill Sports Club that there was no longer any desire to carry on with the football club, however the club advised that the reason for closing was not that they were unable to find alternative playing pitches.

Mill Hill County Old Boys are now located at the Chase Lodge Playing Fields, with the West Hendon Playing Fields as a back-up facility. The Chase Lodge Playing Fields is one of the playing pitches within 1.5km of the proposal site.

Mill Hill County Old Boys left the application site in December 2010, due to on-going and worsening problems with the condition of the pitch, mainly down to lack of appropriate drainage. The club has been playing at the Chase Lodge site since the start of the 2011/12 season.

It is considered by Mill Hill County Old Boys that the facilities at the Chase Lodge site are comparable to those at the Mill Hill Sports Club and that the pitches are better.

Cricket

Lohana Cricket Club previously used the site for two of their teams. The club hosted matches at the site on Saturdays and Sundays during summer.

The Mill Hill ground was used by the Senior and Junior first and second eleven. A summer camp for junior cricket also ran at the site during the summer holiday period.

Lohana Cricket Club has, for a number of years, used another site in Hatch End, Harrow. The third and fourth eleven played at the Hatch End, Harrow site. Work has been underway at the Hatch End site to construct another cricket pitch, and is now complete in time for the 2012 season. All the Lohana teams will be playing at the Hatch End site from this summer.

Squash

Mill Hill Squash Club used 3 courts at the site and had around 90 members.

Members have said that the courts were busy from 4pm. The courts were made available for junior use on Saturdays between 2pm & 4pm.

It is understood that the squash club now no longer operates, although some of those who were members use the facilities at Finchley Manor, which is approximately 3km west of the Mill Hill Sports Club site.

Other uses

The club house building was used for children's Ju Jitsu classes on Friday evenings. The building also hosted a Jazz Club which operated in the bar area every Wednesday between 8pm -11pm. It is understood that the Jazz Club has now relocated to Mill Hill Golf Club. The bar area was available open for social use every day. Previous employees have said that

8-10 people visited the site for social use each per day. The venue was also made available to host birthday parties on Fridays Saturdays and Sundays.

The majority of the previous users of the site have found alternative locations for their particular activity.

Playing Pitch Assessment

The application site is adjacent to Woodcroft Park. Lyndhurst Park and Heybourne Park (formerly Grahame Park Open Space) are also nearby. The site is therefore not in an area of 'deficiency at Local Park Level' as identified on Map 6.1 of the adopted UDP.

The applicants have carried out an assessment of playing pitches in the area within 1.5km of the site. The purpose of the assessment is to demonstrate that the redevelopment of the former Mill Hill Sports and Social Club for a new primary school will not be detrimental to the provision of playing pitches in the area.

- Football -

There are a number of facilities within 1.5km of the site which include football facilities. These are set out in Table 3.1 below.

Table 2.1 – Football pitches within 1.5km

Name	Community Use	Senior	Junior	Mini
Mill Hill Sports Club	Y	Y		
Copthall Playing Fields	Y	13	1	
Dollis Infant School	N		1	
St James School	N	1		
The Peel Centre	N	2		1
Watling Park	Y	2		
Montrose Playing Fields	Y	3	1	
Chase Lodge Playing Fields	Y	3	3	3

Chase Lodge Playing Fields, are approximately 1km east of the proposal site. In April 2011, the Chase Lodge Playing Fields were transferred from Camden Council to the Camden Community Football and Sports Association (CCFSA). The CCFSA have improved the playing fields and now offer 3 mini pitches, 3 junior pitches and 3 senior pitches. As stated above the Mill Hill County Old Boys have moved from the proposal site to the Chase Lodge pitches.

Montrose Playing Fields are located approximately 1.1km to the south of the site and include three full size pitches and one junior pitch that are rented out by the Council.

At Copthall Playing Fields there are 15 football pitches rented out by the Council during the winter season and three cricket pitches made available during the summer season. There is also a Gaelic Football pitch. The 15 football pitches comprise 13 Senior pitches, 1 Junior and 1 Seven a Side pitch.

The above demonstrates the following:

- There are a number of other football pitches within walking distance of the application site (1.5km)

- All those sites within 1.5km of the application site, were being played under capacity which demonstrates that there would be no under-provision of football pitches in the vicinity of the Mill Hill Sports Club, following it ceasing to be available for football.
- Of the two teams which used the site one has moved to the newly renovated Chase Lodge site and the other has ceased to operate (for reasons other than lack of facilities).

Officers are satisfied that there is no shortfall of football facilities in the area and those clubs which used the proposal site previously and have remained in operation, have found suitable, alternative facilities. In addition, the application includes the provision of a grass playing field which can be marked out to either three Under 9/10 pitches or one Under 11/12 pitch. A synthetic grass all weather pitch will also be provided which can be used as a 7-a-side pitch or two 5-a-side pitches. The all-weather pitches will be available for community use outside of school hours. Therefore in terms of football provision, the application is considered to be acceptable.

- Cricket -

The table below contains a list of sites which are known to include cricket pitches within 1.5km of the proposal site.

Table 2.2 – Cricket pitches within 1.5km

Name	Community Use	Senior Cricket
Copthall Playing Fields	Y	Y
Mill Hill Park	Y	Y
Sunnyhill Park	Y	Y

The site is not big enough to re-provide cricket facilities as well as the new school and other sports facilities that need to be provided. In order to address the loss of the cricket pitch from the site the Council has reviewed cricket pitches within its ownership in the borough to consider how investment may enable increased usage of its available cricket facilities.

The Council currently owns and operates 18 cricket pitches across the Borough. Of these, 4 are currently unavailable due to vandalism, water leakage and H&S issues. The pitches and their conditions are detailed in **Appendix 3**.

On average the Council receives 9 seasonal bookings a year for cricket pitches on Saturdays and 8.7 seasonal bookings for pitches on Sundays. This year there are 9 seasonal bookings on Saturdays and 8 seasonal bookings on Sundays. Despite 4 pitches currently being unavailable, there is still capacity to accommodate a further 6 bookings on Saturdays and 7 additional bookings on Sundays. It is considered that the additional capacity remains due to the low standard of the available pitches.

As direct mitigation of the loss of the cricket pitch from the Mill Hill Sports Club site, the Council proposes to fund enhancements to the existing cricket pitch that is currently available at Sunny Hill Park. The existing cricket square is located between two football pitches and is therefore subject to football being played on the square. The boundary is also close to a footpath through the park and the outfield is on a gradient. The proposed enhancements will involve:

- Relocation of the existing pitch to another area of the park where the pitch will benefit from being away from the football pitches, reducing the likelihood of use of the square for football. This will also remove the existing boundary problem.

- Installation of drainage to the outfield including a series of lateral drains to a collector mainline that discharges at a suitable outfall location.

This site has been selected for the following reasons:

- Sunny Hill Park is within close proximity to the proposed site of The Orion Primary School where there will be loss of a cricket pitch
- This is the only site where the current pitch conditions are poor that has opportunity to relocate the pitch away from existing football pitches
- There is opportunity to relocate the pitch to a position away from the existing sloped area of the current outfield

An ECB pitch advisors report will be undertaken to assess the quality of the area proposed for the new cricket pitch. This will then inform a detailed specification for the works required to layout the new cricket square and outfield including any drainage works necessary to bring it up to the appropriate standard for match play cricket. A condition is attached which requires the details to be agreed with the Council in consultation with Sport England and for the cricket square and outfield to be laid out and constructed in accordance with the approved details prior to the occupation of the new school.

Community Access to facilities within the school

Schools are no longer solely for children: they are also new community centres, bringing together life long learning opportunities as well as a variety of community services.

UDP Policy CS5 states that *“the council will encourage the multiple use of existing and new educational facilities for community or leisure activities, provided that the proposed uses would:*

- *Be ancillary to the main use of the facility for education;*
- *Not interfere with the delivery of the education service; and*
- *Not have a demonstrably harmful impact on the character of the surrounding area or amenities of nearby residential properties and other uses.”*

Core Strategy policy CS10 states that the Council will: *‘promote the role of schools as ‘community hubs’, providing a wide range of educational, advice, leisure and support services to children, families and the wider community’.*

Part of the vision for the proposed new school is that it can be used as community facility outside of school hours. Alongside the outdoor sports facilities the proposal includes the new ‘Goldstar Centre’ at the heart of the school which is designed to provide facilities for both the Goldstar federation (The Orion Primary and visiting Goldbeaters Primary School) and out of school hours use and hire by the wider community. The facilities available to the public include the following:

- 2 Small Football Pitches
- 1 Netball Court
- Multi Use Games Area (MUGA) (capacity 22 persons)
- 180sqm hall for badminton and sports
- Changing rooms with shower facilities
- 120 seat theatre
- Recording studio
- Dance studio (86sqm)
- Learning Resource Centre

- 2 specialist food/science/design technology and language rooms

A community use agreement will be implemented prior to occupation of the site, which will identify capacities, costs and usage times of facilities.

The multiple use of the site for uses other than education accords with policy CS5 of the adopted UDP and draft Core Strategy policy CS10.

Conclusion for loss of playing pitches

The proposed new school will provide new facilities for the local community not currently available in the immediate area. Taking into consideration the proposed new sports facilities that will be provided as part of the school and will be accessible to the wider community, it is considered that though there would be a quantitative reduction in the provision of grass playing pitches as a result of this development, there will be a qualitative improvement in pitch facilities as a result of this development. The proposed school will provide facilities that will cater for a wider range of use by the community than the former cricket / social club pavilion.

There is not considered to be a shortage of football facilities in the vicinity of the site. The Council has agreed to provide enhanced facilities at Sunnyhill Park to mitigate the loss of the cricket facilities at Orion School site. The types of sports facilities which are being proposed as part of this development and which will be open to the community are considered to be a positive benefit to the area. This, when combined with the proposed investment in cricket facilities in Sunnyhill Park is considered to be sufficient to compensate for the loss of the existing playing pitch. It is considered that the proposal is consistent with the requirements of both the National Planning Policy Framework section 74 exception test E4 of Sport England's 'A Sporting Future for the Playing Fields of England' (1996).

2.3. Layout, scale and Design

The National Planning Policy Framework 2012 makes it clear that good design is indivisible from good planning and a key element in achieving sustainable development. This document makes it clear that permission should be refused for development which is of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions. The statement also points out that although visual appearance and the architecture of buildings are important factors, securing high quality design goes beyond aesthetic considerations. It then makes it clear that good design also involves integrating development into the natural, built and historic environment.

The policies in the Built Environment Chapter of the Adopted UDP encourage high quality design based on an understanding of local characteristics and emphasise the need to create accessible, legible environments (GBEnv2, Policies D1 and D2). Policies also emphasise the need for development proposals to respect the constraints of the site to accommodate development and to ensure that new development provides adequate daylight and outlook for adjoining occupiers and uses (Policies D3, D4 and D5). These requirements are carried through into Policy DM01 of the Development Management Policies Submission Draft.

Layout

A thorough analysis of the site has been undertaken, including topographical, utilities, acoustic, phase 1 habitat and tree surveys, and transport assessment.

Key environmental factors affecting the site and influencing the design include:

- Noise and air pollution from the north east boundary, primarily the M1 motorway and mainline railway;
- Vehicular access into the site, existing and future access restricted to Grahame Park Way;
- Pedestrian access into the site, taking into account the current and future catchment areas for the school, and considering impacts on neighbouring residents;
- Sunpath and building orientation to inform the environmental strategy;
- Reducing the impact of the development on neighbouring residents bounding the south and west of the site;
- Retention of trees and tree root protection. The general approach taken has been to retain boundary trees where possible. Low grade Leylandii crossing the site are to be removed in order to provide usable 5 aside grass playing fields and hardscape games courts; and
- Site topographical levels – the site generally falls in level from Grahame Park Way by approximately 2.5m from NE to SW.

A number of options were explored for the location of the school building within the site and assessed against the above criteria.

The proposed school building is positioned at the eastern end of the site with a frontage to Grahame Park Way. The building has been designed to act as an acoustic buffer to the site. The wings of the building fold away from the site boundary and allow views across the site from the neighbouring houses to be largely retained (see layout plan in **Appendix 2**).

The school has been designed so that it is capable of operating as two 2 form entry primary schools, thus enabling the school to be managed on a more personal and approachable scale appropriate to the age of the children and enabling the school to function in a similar manner to the existing 2FE Orion Primary School.

As a result a symmetrical design has been developed for the school, orientated around a centrally located nursery, with reception and infants to each side on the ground floor and juniors to first floor level. The 'W' shape of the building creates 3 distinct play areas one for foundation years and one for each Orion 1 and Orion 2. The building provides acoustic attenuation and shelter to these play areas from the noise pollution created by the busy M1 motorway and railway line to the east. The staff accommodation, the ASC Unit, and centrally located main entrance and community Goldstar Centre are provided on the eastern side of the building fronting onto Grahame Park Way. Collectively they provide a buffer zone to the south west facing classrooms which benefit environmentally from their southerly sheltered aspect and open views across the playing fields.

Provision has been made for hard surface and soft play in accordance with The Education (School Premises) Regulations 1999.

Scale and Design

The design of the proposed school has been prepared in collaboration with the school to ensure an understanding of the school's vision and accommodation needs.

The proposed building is two storeys in height with a flat roof. A plant room is provided centrally on the roof to enclose the energy centre.

The surrounding residential buildings are typically two and a half storeys (two storeys with pitched roofs). The scale of the proposed school building is considered to be appropriate in relation to neighbouring properties bounding the site and the surrounding area.

The main hall and performance hall are positioned within the school building so that they face the main public entrance with a large double height glazed facade. This helps identify the entrance for community use.

The proposed building will have a flat roof. Large full classroom width windows are positioned within deep brick reveals along the elevations.

The proposed design is considered to be robust. The predominant buff brick material will provide a durable building that will stand the test of time. Areas of contrasting dark blue/grey brick, louvered panels and projecting glazed canopies around the classroom entrances provide visual interest and break up the facades. Splashes of colour have been introduced along the façade in the form of coloured panels bringing the school down to a child friendly level.

The brick facades are continued up to form the parapet at roof level. This will help to screen the low level plant located at roof level.

The cladding to the central rooftop plant room is a vertical 3-tone grey cladding, with the introduction of punctuating colour to echo the coloured infill panels used at ground and first floor level. Computer generated images of the proposed school building are provided in **Appendix 4**.

Materials

The proposed materials for the school building are:

- External walls: Predominantly buff brickwork with some accent areas in dark brick / some coloured panels / coloured cladding to the “Goldstar” community frontage.
- Windows and doors: Aluminium or composite (grey aluminium to external side in both cases) / some curtain walling to stairs and community use areas.
- Rainwater goods (downpipes and hoppers): aluminium.
- Boundary: Mixture of timber close boarded fencing including to the ASC garden (3m high), and weld mesh fencing elsewhere around the perimeter (1.8m high).
- Parapet cappings: Aluminium, colour to match window frames.
- Louvre screens: Aluminium, colour to be confirmed.
- Plant enclosure on roof: composite cladding

Key architectural details and samples of materials will be secured through conditions to ensure that they are of suitable quality. Subject to conditions recommended the layout and design of the proposed school is considered to be acceptable and compliant with development plan policies as they relate to design, character and landscaping matters.

2.4. Impacts on the Amenities of Neighbouring Occupiers

The application site abuts the Woodcroft Park to the north and is bounded to the east by Grahame Park Way and the Midland Mainline railway. Residential properties back onto the site along the southern and western boundaries.

Outlook, privacy and overshadowing

The existing sports club pavilion building is located at the western end of the site and is within 45m of the properties in Blundell Road and 35m of the properties in Spalding Close.

The proposed building will be located at the eastern end of the site close to Grahame Park Way. This position has the least impact on neighbouring properties. Views from the majority of the houses on the south and west boundaries will be over the playing field.

At its closest point, the south eastern point of the proposed school building will be 22.5m from the rear elevation of two properties in Rivington Crescent. The façade of the building is positioned at an angle to the boundary with the houses due to the 'W' configuration. As a result the distance to the neighbouring houses increases the further west you move. The angled facade also means that windows in the school are positioned to face away from the houses to avoid any direct overlooking. Existing tree and shrub planting also provide a screen along this boundary.

The proposed school building is located to the north of the existing residential properties. Therefore any shadows cast by the building will be away from these properties. The architects have carried out a sunlight assessment which demonstrates that there would no impact on the properties to the south-east of the school, in Rivington Crescent, due to overshadowing.

The position of the school building is considered to have an acceptable relationship with the surrounding properties. The proposed two storey school building is not considered to detrimentally impact on the outlook or privacy of the neighbouring residential properties, or result in any unacceptable loss of sunlight or daylight in accordance with national and strategic guidance and Policy D5 of the adopted UDP.

Noise

Noise will be generated from the school during school hours. This will mainly be contained to the playtime periods when children are outside and using the sports facilities. Noise from the use of the sports pitches out of school hours has the potential to impact on the amenities of neighbouring residential properties.

The existing clubhouse building is positioned to the rear of the properties in Spalding Close and Blundell Road. The access road and car park associated with the club house is located to the rear of the gardens of these houses. A degree of noise associated with vehicle movements and sports activity would have been generated when the site was in use as a sports club. Noise would also be generated from use of the sports grounds and club house for functions and events at the weekends and evenings.

The proposed vehicular access for the new school will be in the same location as the existing access. The proposed layout is such that all vehicle movements from staff, deliveries and community use will be contained at the north-eastern end of the site along Grahame Park Way and will be away from any residential properties, unlike the existing sports club car park which is positioned at the rear of the houses in Blundell Road.

Noise from children generated during the day is expected from primary schools and is not considered to be detrimental to neighbouring properties. A condition is recommended requiring the submission of an Activities Management Plan to control the hours of use of the sports pitches and other facilities within the school such as the theatre and sports hall, out of school hours. This will ensure that the use of these facilities is kept within reasonable hours and any events at the school will be managed appropriately.

The previous use of the site as a sports ground would have generated a degree of noise from sport and other activities. It is considered that, subject to the imposition of restrictive conditions on use of the school and associated facilities out of school hours through an Activities Management Plan, that the proposal would not result in a harmful level of noise and disturbance to nearby properties.

The proposals are therefore not considered to detrimentally harm the amenity of existing residents in accordance with national and strategic guidance and Policy ENV12 of the adopted UDP.

Lighting

The applicants have submitted an External Lighting Assessment Report prepared by Couch, Perry Wilkes which assesses the external lighting services to the car park, building perimeter and pedestrian areas associated with the proposed school.

Highly directional LED units on 6m columns are proposed in the car park for high efficiency and minimal light spillage. Post top lanterns with 70 watt CDQ lamps on 4m columns are proposed to the pedestrian paths to give a decorative element. Compact fluorescent light sources luminaries are proposed to be mounted on the exterior of the building.

All lighting is designed to conform with BS5489 "Road Lighting" and minimise glare and external spillage. Lighting columns have been positioned as discreetly as possible. The design complies with the requirements of the ILE guidance notes for the Reduction of Obtrusive Light.

Officers consider that, given the nature of the proposed development and activities on site, the proposals would not increase levels of light pollution such that the amenities of occupiers of nearby properties would be affected.

The proposed floodlighting for the all weather sports pitch is considered separately under application H/01781/12.

2.5. Trees and landscaping

UDP Policy D13 states that when assessing development proposals the Council will seek to ensure that as many trees of value are retained on site as is practical, that existing trees are protected during works and that an appropriate level of new tree and shrub planting is provided.

There are a number of trees on the site. A tree survey prepared by Landmark Trees (dated September 2011) has been submitted with the application.

The tree survey identifies trees of high, moderate and low quality. Of the 120 trees which were surveyed, there were no category A trees (high quality), 29 category B trees (medium

quality), 80 category C trees (low quality), 5 C/R trees (Low-poor quality) and 6 R quality trees (poor quality).

The site has a mature landscape structure to the boundaries with a mix of tree species. The mature tree planting is of mixed quality ranging from low grade Leylandii to the occasional early mature Oak. This forms a visual asset to the site, offering a natural green screen to the new school and security fencing.

2.6. Biodiversity

Policy DM16 of the Development Management Policies DPD Submission Draft states that when considering development proposals the Council will, where appropriate, seek the retention and enhancement, or the creation of biodiversity.

Planning authorities are obliged by law (Natural Environment and Rural Communities (NERC) Act 2006) to make sure that they have all the information on the presence of protected species on site before they make a decision on the Planning Permission.

A Phase 1 Habitat Survey and Protected Species Assessment by Wold Ecology Ltd dated September 2011 has been submitted with the application. The report concludes :

- The site is not considered to support Great Crested Newt and reptiles, and no evidence was found of badgers.
- A preliminary bat survey found some potential to support roosting bats in the barge board on the southern elevation of the sports pavilion.
- The majority of the trees are less than 50 years old and so have reduced potential for biodiversity, especially roosting bats.

The report recommended further detailed investigation to determine whether there are roosting bats present on the site.

Bat Survey

A Bat Survey has been submitted with the application. Following the visual inspection of the buildings and trees, an assessment was made of the sites potential to support roosting bats. The site was visited and assessed on 13th September 2011 and 25th January 2012. This was to determine whether the buildings and trees on site contained bat roosts. The work involved the following elements:

- A daytime, visual inspection for bat roosts and roosting bats.
- An assessment of the on-site potential for bats and the likelihood of their presence.

The report concludes:

Pavilion - There were no gaps or tears in the roof covering. The brickwork is in good condition with few gaps present, all were inspected with an endoscope and no signs of bats or bats were observed. The UPVC windows and door frames are also tight fitting. Part of the building has been covered with plastic and timber cladding, some of which are broken and gaps are present behind. The barge board on the south elevation had lifted from the wall and had a gap behind; all these were inspected with an endoscope and no signs of bats or bats were observed. A number of security lights around the building ensure that the building is well lit. There is no roof void in the building and due to its tightly sealed nature, levels of disturbance and tight fitting ceiling/wall plasterwork; there are no potential roosting

opportunities internally. There were no signs of roosting bats or bat activity observed during a comprehensive endoscope survey and very few roosting opportunities for bats; consequently, the building has a LOW POTENTIAL of bat interest.

Shed – Is single storey and comprises sheet metal sides and a sheet metal pitched roof. There were no signs of roosting bats or bat activity and the shed has no features to support roosting bats. Consequently, the building has a LOW POTENTIAL of bat interest.

Trees - The sites eastern, southern and northern boundary has been planted with broadleaf species. The majority of trees are less than 50 years old and consequently, they have low potential for roosting bats. The northern boundary of the site has a common oak *Quercus robur* present at TQ 21520 91465. The oak is approximately 90 years old and a large crack is present on the north elevation which is suitable for roosting bats; this was inspected with an endoscope and no roosting bats or signs of bats were observed. Other cavities within the tree structure were damp and upward facing; consequently they were unsuitable for roosting bats. Ivy *Hedera helix* is growing on a common oak and ash *Fraxinus excelsior* tree at TQ 21505 91453 and close inspection confirmed that the cluttered nature of the ivy leaves/branches and the tight fitting nature of the ivy stems has resulted in low potential for roosting bats. No other trees on site have potential to support roosting bats.

Garage - The garage is single skin and gaps could be seen through; suggesting cool and draughty conditions. The steel roof is also likely to provide extreme temperatures during summer periods. The barge board was tight fitting. There were no signs of roosting bats or bat activity and the garage has no features to support roosting bats. Consequently, the building has a LOW POTENTIAL of bat interest.

No bats or signs of bat activity were observed during the comprehensive surveys. Natural England has been consulted and has raised no objections to the application. Officers are satisfied that they have sufficient information having regard to European Protected Species to make a decision on the application. It is considered that the proposed development will have none/negligible impacts on bat species.

2.7. Air Quality

UDP policy ENV7 states that “development proposals that could lead to unacceptable levels of air pollution will not be permitted unless the developer is able to demonstrate that measures can be implemented that will mitigate these effects. The council will seek to minimise the impact of pollution through the careful location of potentially polluting uses, the siting of uses sensitive to pollution away from the sources of pollution and through planning development to reduce road traffic and the need to travel. Barnet’s Air Quality Action Plan will use policies from the UDP and specify others to reduce pollution in designated Air Quality Management Areas.”

An Air Quality Assessment report (dated January 2012) prepared by Air Quality Consultants has been submitted with the application. The report describes the potential air quality impacts associated with the proposed primary school development.

The site lies approximately 70m west of the M1 motorway and 40m west of the Midland Mainline railway. The site is within the borough-wide Air Quality Management Area (AQMA) which relates to exceedences of the annual mean nitrogen dioxide objective, although this does not mean that the objective is exceeded across the entire borough.

The traffic generated by the development is unlikely to be significant in relation to existing flows on local roads. The Transport Assessment submitted with the application indicates weekday traffic generation of less than 500 vehicles per day which is less than 5% of the existing flow on Grahame Park Way and is therefore considered to be insignificant. It is therefore considered that traffic generated by the scheme is highly unlikely to cause any significant air quality impacts and can be discounted.

However the new school will be subject to the impact of traffic emissions from the adjacent road network, as well as emissions from locomotives on the adjacent railway line and this has been assessed.

National guidance is that air quality impacts from the railway will be insignificant and can thus be discounted. Impacts related to road traffic have been assessed using a detailed dispersion model.

Local Air Quality Management Technical Guidance LAQM.TG(09) provides guidance for when the air quality objectives should apply, in this case, the annual mean should be applied to the Building façade of a school.

The main air pollutants of concern related to traffic emissions are nitrogen dioxide and fine particulate matter (PM₁₀ and PM_{2.5}). The assessment identified 13 receptors within the proposed development to represent worst-case exposure to traffic pollution. The receptors have been located on the facades of the proposed building closest to the motorway, as well as at nominal locations within the outside play areas.

In terms of PM₁₀, the Borough AQMA concluded that there are no exceedences of the annual mean or daily mean objectives. It is therefore highly unlikely that existing PM₁₀ levels will exceed the objectives within the school site.

Data from nitrogen dioxide diffusion tubes located at St James Catholic School (900m from the site) and 75 Mill Hill Broadway (750m from the site) have also been used in the assessment. Predictions for nitrogen dioxide, PM₁₀ and PM_{2.5} concentrations have been carried out for a base year (2010) and the proposed year of opening (2013). The predicted annual mean concentrations of nitrogen dioxide do not exceed the objective at any of the receptors in 2010. All of the predictions for PM₁₀ and PM_{2.5} are well below the objectives (or limit values).

The modelled impacts of the existing traffic sources on air quality conditions for the proposed development are set out in the report for each receptor. All the values are below the objectives. Air quality for the school would thus be acceptable.

The report concludes therefore, that concentrations of nitrogen dioxide, PM₁₀ and PM_{2.5} would be below the objectives across the site. The impacts of the development are thus judged to be 'insignificant'.

The scheme does not conflict with the requirements of Policy ENV7 of the Unitary Development Plan, nor does it conflict with, or render unworkable, any elements of the Air Quality Action Plan.

2.8. Noise Impact

Noise impact from M1 and Railway

The adjacent M1 motorway and railway line beyond Grahame Park Way are situated at a higher elevation than the school site presenting acoustic challenges for the site. A small degree of acoustic attenuation is afforded by the existing mature tree planting along the Grahame Park Way frontage, however background noise levels within the site are still high. Acoustic attenuation has therefore been instrumental in the siting of the new school and developing the master plan strategy for the site.

An Environmental Noise Survey was carried out by HRS Services Ltd and has submitted with the planning application. The measured ambient noise levels are such that acoustically treated passive ventilation or mechanical ventilation systems are likely to be required in the school building in order to achieve the desired Building Bulletin 93 internal ambient noise levels.

Where mechanical ventilation is utilised then suitable design of the system will be required to ensure noise impact within classrooms and upon external teaching areas is suitably controlled to meet the relevant BB93 noise criteria.

The site has the potential to generate a noise nuisance to adjoining residents both from activities carried out within the site and from people entering/exiting the site and dispersing into the surrounding area.

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

Given its location within a predominantly residential neighbourhood an hours of use condition is considered reasonable and is also recommended in order to minimise the impact of the noise on adjoining properties.

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

2.9. Traffic impact and parking

Policy context

UDP Policy M1 requires major development proposals to be in locations which are, or will be, highly accessible by a range of modes of transport, in particular public transport, walking and cycling. Policy M6 states that developments should be located and designed to make use of the public transport more attractive by providing improved access to existing facilities, and if necessary the development of new routes and services. Policy M13 states that the Council will expect developers to provide safe and suitable access for all road users (including pedestrians) to new developments. Where improvements or changes to the road network are directly related to the development and any planning permission, the Council will seek to secure a planning obligation from the developer.

Site context

There is an extensive network of footways within the residential areas surrounding the site, providing good pedestrian access to the site avoiding any major road crossings.

A bus stop is located adjacent to the south-eastern corner of the site on Grahame Park Way. This is served by route number 303 which provides a service between Edgware Bus Station and Colindale Asda, approximately four times an hour and number 642. Bus Stops located in Bunns Lane, approximately 250m to the north of site are served by Routes 114, 186, 251, 303 and 642. Routes 114, 186 and 251 also stop in Eversfield Gardens to the northwest of the site. Further bus services provide links to the Mill Hill Broadway Railway Station, located approximately 700m to the north of the site, which include Routes 114, 186, 221, 240, 251, 303 and 688.

The nearest Tube Station to the proposed school site will be the Burnt Oak Station, located approximately 1.5km to the west of the site. Burnt Oak is on the Northern Line in Zone 4, between Colindale and Edgware.

The proposed school site can be reached on foot from Burnt Oak station directly via Watling Avenue utilising the proposed pedestrian access into the site from Woodcroft Park.

Colindale Station is just over 700m from the existing Orion Primary School site in Lanacre Avenue and will be approximately 1.7km on foot from the new school site on Grahame Park Way.

A PTAL assessment of the proposed school site has been carried out on the TfL Planning Information Database, which identifies that the site has a PTAL rating of 3, which suggests that the site has moderate accessibility to the public transport network.

Personal Injury Accident Records

Non-Confidential Personal Injury Accident data was obtained from TfL in December 2011, which covers the 5 year period between 12th August 2007 and 12th August 2011 on the road network around the site. The accident data for the local vicinity highlights that a total of 28 accidents have occurred in the past 5 years. 96.4% of the accidents resulted in people sustaining slight injuries, and one fatal incident has been reported. 11% of the accidents involved pedestrians.

Details of each accident have been provided in the TA. Based on the data described above, there would appear to be no specific factors within the accident statistics that would indicate the new proposals would have a significant detrimental effect on road safety.

Existing Orion School

The existing Orion School site is located on Lanacre Avenue in the centre of the Grahame Park estate. The school site is shared with that of Blessed Dominics which is a 2FE faith primary school.

The majority of pupils currently attending the Orion Primary School live within the close vicinity of the school. As a result, the majority of pupils currently walk to and from school with very few travelling by car.

The majority of staff travel to school on foot or bicycle, with some utilising the underground via the nearby Colindale Station. According to the school, the majority of staff travelling on foot or cycle from the surrounding area are Teaching Assistants.

Full time teachers live in a variety of areas including Hertfordshire and South London.

The existing car park is shared by Orion Primary and Blessed Dominic, with 12 formal spaces allocated for use by Orion Primary School staff. Observations and discussion with the school identified that typical demand for parking is for 16 spaces and cars presently double park within the site on a regular basis.

Proposed pedestrian access for pick up and drop off

The strategy for pupil arrival to and from the school to facilitate the function of the building as two separate school is to enable parents to enter the site on foot from 2 separate points and take their children directly to the play areas adjoining their classrooms. The approach aims to distribute foot fall around the site, alleviating pressure on a single entrance and takes into account access from multiple directions. Two pedestrian points of access are proposed for pupil drop off and pick up: one off Grahame Park Way in the southeast corner of the site and one from Woodcroft Park. These entrances will only be open at the start and end of the school day, when the majority of pupils are arriving at or leaving the school. Access at these times for nursery will also be via the playgrounds feeding into the nursery via the foundation stage garden. This arrangement will segregate pupil movements at peak times completely away from vehicle movements into and out of the car park.

In order to cater for visitors, staff and community users outside of the school start and finish times, an additional pedestrian access will be located off Grahame Park Way in between the main vehicular access and pupil drop off point.

Pedestrian access from the north side of the site will also be required for community users, staff and visitors arriving outside of the school start and finish times. Therefore, a 2m wide footway will be provided to the north of the proposed vehicular entrance.

All vehicular access to the site will be from the existing entrance off Grahame Park Way which will be widened and improved for safer entry and egress. The vehicle entrance feeds directly into the staff car park and delivery areas.

The ASC unit drop off is provided at the end of the car park with direct access to the ASC unit. 4 disabled parking spaces are provided close to the entrance and ASC suite. There is a strategy for some ASC students to arrive by minibus and parking spaces for 3 mini buses are located close to the ASC.

A service bay for deliveries and bin collection is available adjacent to the kitchens area.

The main community facilities are located at the front of the school and are clearly visible from the site entrance. The main hall and community theatre/changing facilities will have a separate entrance to the main school entrance to allow access out of hours to be managed.

Community use of the all-weather pitches, sports pitches and games courts will be managed out of hours with pedestrian and cycle access around the north of the building from the changing facilities. This keeps people away from the boundary with the existing houses to the south of the site.

Coaches will park north of the bus stop on Grahame Park Way with direct access to the playgrounds from the adjacent gates.

Traffic Assessment

A Transport Assessment (TA) has been carried out by Stomor Ltd and has been submitted with the planning application. The report has considered the uses which are proposed for the site and the likely traffic which this will generate.

- Existing Traffic Flows -

Traffic flows were surveyed on Thursday 8th December 2011 at junctions likely to be affected by the proposed school as follows:

- Junction 1 Grahame Park Way – Field Mead T-Junction (Right Turn Lane)
- Junction 2 Grahame Park Way – Bunns Lane mini round
- Junction 3 Bunns Lane – Woodcroft Avenue T-Junction (Right Turn Lane)
- Junction 4 Woodcroft Avenue – Blundell Road – Watling Avenue – Eversfield Gardens crossroads. (Priority to Woodcroft Ave – Watling Ave)
- Junction 5 Montrose Avenue – Blundell Road T-Junction (Right Turn Lane)
- Junction 5 Montrose Avenue – Lanacre Avenue mini roundabout

Surveys were carried out during the AM peak period between 0730 and 0930 and during the PM peak periods of 1430 to 16:30, plus 17:30 to 1830, during school term time. The traffic count data indicated two-way flows of 1041 vehicles in the 8am to 9am peak hour and 970 vehicles in the 5pm to 6pm peak hour on Grahame Park Way to the south of the Bunns Lane mini roundabout. The peak period associated with school travel occurs from around 3pm to 4pm. Surveys carried out on 8th December 2011 identified a two-way flow of 1112 vehicles on Grahame Park Way to the south of the Bunns Lane junction during this period

The TA concludes that the existing traffic flows on Grahame Park Way are within its theoretical capacity. On Bunns Lane, observations suggest that parking occurs on both sides of the road, which restricts its effective capacity and causes congestion, particularly when HGVs or buses are travelling in opposing directions. If parking were only to occur on one side of the road, Bunns Lane would also be operating within its capacity under current traffic flows.

The closest junction to the site is the Bunns Lane-Grahame Park Way mini roundabout. ARCADY analysis of the existing mini roundabout junction was carried out to identify likely queue lengths associated with the observed traffic flows at the junction on 8th December 2011. The outcomes were that queuing occurs during the AM and PM peak hours on the mini roundabout, which is currently operating at or beyond its theoretical capacity. Parking on both sides of Bunns Lane on the north-west side of the roundabout prevents HGVs and buses from passing each other and occasionally causes temporary backing up onto the roundabout. This has recently been addressed by the introduction of yellow lines and waiting restrictions (see 'Completed Highways Improvements' below).

The Woodcroft Avenue junction with Bunns Lane was also identified as operating beyond its capacity with significant queues generated along Woodcroft Avenue during the peak periods. This junction is also affected by queues associated with the Bunns Lane/Grahame Park Way mini roundabout.

Other roads and junctions assessed in the study area were considered to operate within capacity.

- Future Traffic Flows -

Analysis was carried out of the existing pupil distribution and trip generation, in order to ascertain where pupils to the new school site would come from and what impact this will have on the highway network.

The pupil numbers (including nursery) are expected to rise from 540 in 2013 to 900 in 2019. In addition, staff numbers will rise from 52 to 85 over that period. During the year of opening it is anticipated that the catchment area of pupils will remain similar to existing.

The TA contains an Analysis of Future Catchment (2019) in Appendix J. By Year 2019, it is anticipated that the catchment area will have altered to take admissions from more pupils in the immediate vicinity of the school.

If 70% of 892 pupils at the school and nursery in Year 2019-2020 live within 800m of the school and travel mode patterns remain similar to existing, it is expected that there will be in the region of 71 pupil trips by car, of which 5 would be associated with the nursery and 66 would be associated with the Orion Primary pupils.

Based upon a car share rate of 1.4 pupils per car, it is expected that this number of car trips would generate in the region of 51 vehicles arriving at the school. The 71 car trips equates to a total 8% of journeys to school being made by car.

For purposes of analysis, it is assumed that 70% of staff vehicles arriving at the site will arrive during the AM peak period between 8am and 9am, which equates to 22 primary and nursery related vehicles and 3 members of staff associated with the ASC, plus 3 minibuses. The 3 minibuses will also exit the site during this period.

During the PM period, it is anticipated that during the school PM peak between 3pm and 4pm, there will be a maximum of 12 movements out of the site associated with primary and nursery staff, plus 2 staff movements associated with the ASC and 3 minibuses associated with the ASC which will travel into and out of the site.

During the peak PM period between 5pm and 6pm, it is anticipated that a maximum of 9 primary and nursery staff vehicles would exit the site, plus 1 member of ASC staff, with no movements into the site associated with the school staff.

It has been identified that potentially up to 33 vehicles could arrive at the site for community uses commencing at 6:00pm, although it is recommended that the start times of activities are staggered and generally occur from 6:30pm in order to avoid associated traffic arriving during the PM peak hour between 5pm and 6pm. The theatre within the school has a maximum capacity of 140 people, however the activities associated with the theatre are unlikely to occur prior to 7PM which is outside the peak hours when the network is congested. Assuming that 40% of the audience travelling by car with an occupancy of 2 people per car, the theatre use would generate 28 new trips to the site outside PM peak time.

- Future Impact on Highway -

For purposes of analysis, the base traffic flow data has been extrapolated to Year 2019, based upon high growth forecasts in the National Road Traffic Forecasts. High growth figures have been used in order to reflect the high level of development in the Colindale area during this period.

Vehicle desire line analysis has been carried out to determine the likely origin and route of vehicles travelling to the school to drop off pupils, identifying that up to 36 vehicles are expected to arrive on Grahame Park Way from the south, 3 vehicles are expected to arrive on Grahame Park Way from the north and 12 vehicles are expected to arrive on Blundell Road from the west.

It has been assumed for purposes of analysis that of the 36 vehicles arriving on Grahame Park Way from the south during the AM peak period, 50% continue in the same direction that they arrived, and 50% turn around to return to their origin. This generates 18 U-turn manoeuvres on the Bunns Lane/Grahame Park Way mini roundabout.

With the increase in traffic associated with the school, Grahame Park Way is expected to operate within its theoretical capacity once the school reaches its full roll of pupils in Year 2019. PICADY analysis of the proposed school access off Grahame Park Way demonstrates that the proposed arrangement will cope adequately with the predicted volumes of traffic.

Current traffic flows on Bunns Lane to the northwest of the mini roundabout have been shown to currently exceed capacity in locations where parking occurs on both sides of the road and prevents vehicles from passing. With the increase in traffic associated with the school, this link is expected to operate within its theoretical capacity once the school reaches its full roll of pupils in Year 2019, providing that parking is prevented on the approach to the mini roundabout by means of double yellow lines. The Council has recently completed improvements to restrict parking in this area.

The predicted school traffic associated with the school running at full capacity in Year 2019 is expected to generate in the region of 49 additional entry movements on the mini roundabout during the AM peak period 8am – 9am associated with staff and pupil travel to the school. It is clear that this junction is already operating at or beyond its capacity under current conditions.

Based upon observed growth rates the predicted school generated traffic could increase queuing on Bunns Lane northwest of the roundabout by 13 vehicles and on Bunns Lane east of the roundabout by 7 vehicles. The Grahame Park Way arm is generally operating within its operational capacity.

In order to accommodate future traffic in 2019 including traffic from general growth, traffic from new housing in Colindale and school generated traffic, significant improvements will be required on all approaches to the Bunns Lane roundabout.

The Woodcroft Avenue/Bunns Lane junction is already operating beyond its capacity. To the north of the Woodcroft Avenue/Bunns Lane junction, it is expected that there will be maximum generation during the AM period of 6 movements towards the north and 8 movements from the north in Year 2013, with these flows increasing to 11 from the north and 8 towards the north in Year 2019.

School related traffic flows are expected to increase traffic on the Bunns Lane / Grahame Park Way roundabout by less than 3% of existing flows. It is therefore considered that the school application would not trigger the requirement for the improvement works to this junction by virtue of school related traffic alone. However, it is noted that there are existing capacity issues on this junction, and improvements to the roundabout are currently being considered by the Highway Authority in order to increase its capacity as set out in the Colindale AAP.

The other junctions assessed in the TA would still operate within their capacity following development of the school.

Completed Highway Improvements

The Highways Authority has recently undertaken a number of improvements to the parking controls around the Bunns Lane roundabout.

Following removal of “Free Parking Bays” within the Mill Hill Controlled Parking Zone in June 2011, Members and Transport for London raised concerns about increased levels of parking occurring on both sides of Bunns Lane between the junction of Woodcroft Avenue and the mini roundabout at the junction with Grahame Park Way which was just outside of the CPZ boundary. Bunns Lane has seen an increase in parking activity since the removal of free bays in the adjoining CPZ and this was mainly commuters using the local transport links parking their vehicles throughout the day. This was causing obstructions for larger vehicles including buses and commercial vehicles, resulting in an increase in congestion along Bunns Lane and Grahame Park Way. Therefore, following resurfacing of the junction the Council recently implemented additional waiting restrictions on Bunns Lane and Grahame Park Way in order to prevent cars from parking and obstructing traffic flow. This has improved traffic movement through the Bunns Lane roundabout.

Proposed Pedestrian and Highway Improvements

A number of highway improvements are suggested in the TA in order to maximise pedestrian and traffic safety in the vicinity of the site and improve highway capacity. Prior to the school opening, the Council will investigate the following improvements:

- Parking restrictions along Grahame Park Way (GPW) consisting of part double yellow lines on the approach to the Bunns Lane roundabout, followed by single yellow lines to the south of the junction adjacent to the school to deter long term commuter parking;
- School keep clear markings adjacent to the proposed vehicular access, extending past the informal crossing location to the north;
- Double yellow lines on the other approach(s) to the Bunns Lane roundabout;
- Creation of uncontrolled crossing facilities (dropped kerbs and tactile paving) to provide a safer pedestrian crossing point across Grahame Park Way;
- A new pedestrian access should be provided in the southwest corner of Woodcroft Park to cater for a significant volume of pedestrians expected to arrive via this route. This access will link up with the existing footpath along the southern side of the park;.
- A new length of footway should be provided on the triangular island on the eastern corner of Blundell Road as it turns the corner opposite number 179. Without this, pupils are likely to either walk on the verge, or may be tempted to walk on the road, particularly in wet conditions. It is unlikely that pupils will walk around the triangular island to remain on existing footpaths. Provision of a footpath link may help to deter resident’s parking which currently blocks the pedestrian desire line across the island;
- A significant proportion of pupils are expected to cross Field Mead in the vicinity of its junction with Corner Mead. New dropped kerbs and tactile paving are proposed on both sides of the junction to cater for all movements. The most significant desire line is expected to be to the west of the junction. Therefore, a new section of footpath construction will be required to join the existing footpath on the north side of Field Mead to the proposed crossing point;
- To explore the possibility of providing a designated parking bay for the school bus/coach on Grahame Park Way including converting part of the verge into a hardstanding area (possibly tarmac) to allow the pupils to wait and board the bus/ coach.

The costs of the above works have been estimated to be £61,699. Any changes in waiting restrictions and additional “School Keep Clear” markings will be introduced prior to the

opening of the new school. The Council will carry out the other works, subject to detailed technical investigations, prior to the opening of the school.

Proposed Future Junction Improvements

The Colindale Area Action Plan sets out proposals for the creation of 10,000 new residential units in the period 2001 to 2021. As part of the aspirations to regenerate Colindale, the Council is keen to ensure the efficient movement of people, goods and vehicles up to and beyond 2021. The AAP therefore sets out a number of highway improvements to ensure that traffic flow is maintained. These include physical changes and improvements to key junctions including the Bunns Lane / Grahame Park Way junction. Funding has been set aside from the Growth Area Fund (GAF) to the value of £3million to undertake three major junction schemes which are Colindale Avenue / A5; Montrose Avenue / A5 and Bunns Lane / Grahame Park Way. The improvements to Bunns Lane include widening approaches to the junction to maximise capacity. These works are identified to be delivered during 2014 in time for the new school opening.

School Travel Plan

All schools who submit planning applications are required to produce a School Travel Plan (STP) and appoint a School Travel Plan Champion as part of the mitigation strategy. A STP incorporates measures to reduce all trips to the school by the private car and encourage more sustainable modes such as walking, cycling and public transport. The STP applies to both staff and pupils trips.

The existing Orion Primary School has a Travel Plan dated 2011 which identifies pupils' modes of travel in relation to their distance from the school. This data is tabulated below, and is based upon a total of 474 pupils including primary school and nursery pupils:

	Total No. of Pupils	Percentage of Pupils Travelling by each mode within specific distance band		
		Walk	Bus	Car
0 – 0.5 miles (0km to 0.8km)	425 (90%)	95.3%	0.5%	4.2%
0.5 - 1 mile (0.8km to 1.6km)	29 (6%)	69.0%	13.8%	17.2%
1 – 2 miles (1.6km to 3.2km)	16 (3%)	68.8%	25.0%	6.2%
2 -3 miles (3.2km to 4.8km)	4 (1%)	50.0%	0%	50.0%

The above data identifies that the vast majority of pupils currently attending the Orion Primary School in Lanacre Avenue live within a 'desirable' and 'acceptable' walking distance from the school. As a result a very high proportion of pupils currently walk to school. It is also worth noting that significantly high proportions of pupils walk distances over 1.6km.

The average modal trip generation associated with journeys over 1mile, extracted from the table above is as follows:

	Total No. of Pupils	Percentage of Pupils Travelling by each mode within specific distance band		
		Walk	Bus	Car
Over 1 mile (Over 0.8km)	49 (10%)	67.3%	16.3%	16.4%

There are currently 25 full time staff and 50 part time staff at the school. The 2011 Travel Plan identifies staff travel modes as follows:

% of staff	Walk	Car	Bus	Cycle	Rail	Total
To/From School	32%	28%	4%	31%	5%	100

Analysis of the desire lines that future pupils will be likely to take to the school has been undertaken. This predicts that 474 pupils will be arriving on foot at the southeast corner of the site on Grahame Park Way, 246 pupils will be coming from Woodcroft Park via Blundell Road, 55 pupils would come from north east corner and 11 are predicted to come from the east of the M1 and railway line. The above figures are approximations based upon the predicted future pupil catchment.

An informal crossing across Grahame Park Way with tactile paving is proposed which will link both existing footpaths and will help to guide pedestrians including disabled users to cross at this point. Similarly, two informal crossings are proposed on Field Mead, as well as, minor modifications on Blundell Road to follow the desire line by creating a direct footpath link across the existing island. A further access through the Woodcroft Park is also proposed. These improvements will be secured prior to the school opening.

A draft Travel Plan for the proposed school has been provided as part of the application, which currently focuses mainly on infrastructure improvements that will be necessary in the area to promote walking and cycling to the new school. Provision of a full Travel Plan prior to first occupation will be secured through condition. The School Travel Plan will continue to be monitored and updated. A contribution of £5,000 is required to cover the cost of monitoring the School Travel Plan.

The School Travel Plan shall include the following initiatives as identified in the Transport Assessment submitted with the application:

- A TP Co-ordinator will be appointed to monitor the delivery of the STP objectives;
- Annual surveys are to be conducted to check the progress on meeting the objectives;
- Targets for the percentage of pupils and staff by Travel Mode by Year;
- A travel forum to be organised every term with the objective to inform, guide and help in understanding the school impact on environment;
- A car-share database will be compiled;
- Monitoring the requirements for additional electric car charging points;
- Monitoring of requirements for cycle parking spaces and identification and provision of additional cycle parking spaces if the need is identified;
- Park and stride initiatives to be encouraged;

- Staggered start times, especially during the AM/ PM peak hours, including dropping-off/collecting and any other activities that are considered to have a major impact to be managed at agreed intervals (phased approach).

Parent parking will occur on surrounding roads during the drop off and pick up periods. Management of school start and finish times, along with provision of breakfast and after school clubs, and flexibility in arrival times will minimise the peak parking demand on these roads.

Park and Stride will be heavily promoted to encourage parents to park away from the school and walk the remaining distance, which will help to reduce the parking demand immediately adjacent to the school and improve safety for pedestrians entering or emerging from the school.

Circulation Routes will also be encouraged within the local road network. Parents who would want to U-turn on Grahame Park Way or the mini roundabout will be encouraged to consider parking on Field Mead or adjacent residential roads, and continue their journey in a circulatory route without turning north onto Grahame Park Way adjacent to the school. Parents arriving via Blundell Road to the west of the site will be encouraged to circulate within surrounding roads including Watling Avenue or Storkmead Road. A voluntary anticlockwise one-way route will be recommended along Blundell Road, and Storksmead Road or Watling Avenue, and will be promoted through the school travel plan and communication with parents.

Parking

The site must accommodate staff parking, disabled parking, cycle parking, visitors parking, and parking for users of the community facilities, as well as parking for minibuses for the ASC.

The level of staff parking is based on an assessment of parking at the existing Orion School on Lanacre Avenue. At present, twelve car parking spaces are provided, although demand can exceed this with vehicles double parked on occasion. The school has confirmed that existing demand can be for up to 16 spaces on site. As there are no London Plan parking standards relevant to schools, this has been converted to a demand per student (as staff numbers are likely to be proportionate to the size of the school roll) and applied to the new school which results in a proposed parking provision on 31 spaces. An additional 5 spaces are then proposed for staff at the new Autistic Spectrum Centre, resulting in a total car parking provision of 36 spaces. A further 3 minibus spaces will also be provided.

The 3 minibus spaces will be used at the start and end of the school day when ASC pupils are dropped off and collected and will be free most of the day. It is anticipated that these spaces could be used by visiting specialists, other visitors and service vehicles as necessary throughout the day. Within the staff car park it is proposed to provide four blue badge disabled spaces (10% of overall provision).

Policy 6.13 of the London Plan identifies that electrical charging points will be required in new developments as part of parking provision requirements. 1 car charge point is to be provided on the site, with potential to install additional points if required in the future.

There will be 50 covered cycle parking spaces provided, which will be in accordance with BREEAM requirements. These will be provided close to the entrance gates, community entrance and sports pitch.

Peak traffic generation associated with the community use of the school facilities would occur at evenings and weekends. The majority of community users travelling by car are anticipated to be accommodated within the on-site car park. On the occasions when the theatre will be used and parking is in excess of the provision on site it is accepted that the additional parking demand can be accommodated on Grahame Park Way where it is expected that there will be no other parking when these activities occur. It is not anticipated that traffic flows and parking associated with community use at the weekends will cause significant impact on the surrounding road network.

The proposed level of car parking is considered to be appropriate for the site based on an assessment of the existing school.

Parking for Community Use

The intention is that the school facilities such as the sports pitches, hall and small rooms will cater for the local community and that a significant proportion of users would travel on foot or by bicycle, or make use of local public transport facilities.

It is likely that facilities would be used by the school for after school clubs from the end of the school day until 4:00 or 4:30pm. Peak traffic generation associated with the community uses would occur at evenings and weekends. Community uses would vary between seasons, but are generally likely to occur from 6pm onwards to 9pm during weekday evenings.

At weekends, community uses are likely to occur from 9am until 9pm. Based upon the above parking calculations, it is expected that the majority of community users travelling by car can be accommodated within the on-site car park. Any additional parking is expected to occur on Grahame Park Way. It is not anticipated that traffic flows and parking associated with community use at the weekends will generate any problems on the surrounding road network.

Coach Parking

There will be daily coaches associated with Gold Star Federation activities as well as less regular anticipated pupil trips off-site activities. All coach movements are proposed to take place on Grahame Park Way adjacent to the site.

The Highways Authority are satisfied with this approach. There is sufficient space for coaches to park without impacting on traffic flow. Some minor improvements are required to convert the part of the existing grass verge on Grahame Park Way into a hard surface an area for the pupils to wait before boarding the coach.

Managing the coach arrival departure will be addressed in more details in the Parking Management Plan (PMP) which will be secured through condition.

Transport and parking conclusions

An improved segregated pedestrian/vehicular access arrangement is proposed which will be safe and accessible and facilities for cycle parking will be provided on site.

The TA concludes the number of additional car movements as result of the development is generally small. However, the assessment also notes that certain junctions in the area are at or beyond capacity; in particular the mini-roundabout at Bunns Lane/Grahame Park Way.

The TA recommends certain highway improvements such as double yellow lines on the approach to the roundabout which should improve capacity. However, it is noted that the

increase in traffic flows, even without the proposed development, is likely to require the highway authority to make more significant improvements in the future.

A Travel Plan will be required to be submitted for the school. This will be secured by condition. Recommendations for management by the school of the drop off and collection times including staggered timing, and park and stride initiatives are proposed.

The site is readily accessible by means of transport other than the private car. The provision of 31 parking spaces on the site for the 4FE primary school and nursery and a further 5 spaces for the ASC unit plus 3 minibus spaces is considered to be a reasonable and adequate level of parking for the proposed school.

It is considered that the proposed development would be in general accordance with policies M1, M2, M3, M5, M6 of the UDP and policy DM17 of the Development Management Policies DPD.

2.10. Flood Risk Assessment

UDP Policy ENV9 states that in areas at risk from flooding, new development or intensification of existing development will only be permitted where applicants have properly assessed the flood risk and made arrangements to implement flood prevention measures. Policy ENV10 requires development that will generate significant surface water run-off likely to result in increased flood risk, or changes to natural habitats, to provide appropriate prevention measures as part of the development.

The proposed surface water drainage strategy for the site involves attenuation of surface water run-off in an open basin in the south west corner of the site.

In addition, due to the required volume of attenuation and the volume available within an open balancing basin, a volume of crate storage is required which will be linked directly to the attenuation basin and be located beneath the grassed playing field in the same corner of the site. The attenuation basin will be fenced off to prevent access to it by children.

Discharge of surface water from the site will be to Thames Water sewers at the rate agreed by Thames Water. The Flood Risk Assessment and proposed surface water drainage strategy has been agreed with the Environment Agency who have no objections to the application.

2.11. Energy and sustainability

Policy Context

London Plan Policy 5.2 (Minimising Carbon Dioxide Emissions) requires development proposals to make the fullest contribution to minimising carbon dioxide emissions in accordance with the following energy hierarchy:

1. Be lean: use less energy
2. Be clean: supply energy efficiently
3. Be green: use renewable energy

It states that non-domestic buildings should achieve a 25% reduction in carbon dioxide emissions based on 2010 Building Regulations.

Policy 5.3 goes on to set out the sustainable design and construction measures required in major developments.

Following the introduction of the 2010 edition of the Building Regulations (Part L), it is now a requirement that all new buildings shall meet enhanced targets on carbon dioxide (CO₂) emissions. This reduction in CO₂ emissions is required to be achieved by a combination of improved building efficiency and the inclusion of Low and Zero carbon (LZC) technologies.

Proposed Energy Strategy

An Outline M&E Services Sustainability Report prepared by Couch Perry and Wilkes has been submitted with the planning application. The report highlights the strategy of achieving an exceptionally low energy building through the process of:

- Improved and innovative building envelope fabric design
- Very air tight envelope
- Improved building services efficiencies
- Adopting many of the 'Passivhaus' principles
- Targeting low primary energy usage

The starting point for the proposed school has been to try and design the most energy efficient building possible. The aim has been to achieve an Energy Performance Certificate (EPC) "A" rating for the building, rather than directly demonstrating the 25% CO₂ reduction.

The strategy for the proposed building is to introduce levels of insulation and air tightness that are well in excess of current Building Regulations to achieve a building that is intrinsically low energy. This combined with the items listed below will assist in producing a building which maximises efficiencies and sustainability where possible:

- Improved and innovative building envelope design;
- External walls U-Value – 0.13 w/m²k (Building Regulations -0.35 w/m²k)
- External floors U-Value – 0.12 w/m²k (Building Regulations -0.25 w/m²k)
- Roof U-Value – 0.12 w/m²k (Building Regulations -0.25 w/m²k)
- Glazing – 1.5 w/m²k (G value < 0.4), (Building Regulations -2.2w/m²k)
- High mass to structure using exposed concrete for passive cooling;
- Very air tight envelope; max of 3m³/hr/m² @ 50Pa. (Building Regulations - 10m³/hr/m²)
- Mixed mode and mechanical ventilation using heat recovery, but more importantly achieving natural ventilation for users as and when they prefer (where acoustic limits permit).
- Careful building orientation to avoid unwanted solar gain;
- Automatic daylight control for lighting;

In order to estimate the energy demands and CO₂ emissions from the proposed development, the school has been modelled using approved Part L 2010 software (IES). These estimated energy consumptions are indicative only at this stage. They will, however, be used as a guideline to assess the percentage of the building's total energy consumption and CO₂ emissions that could be reduced or offset by applying suitable renewable and/or low carbon technology energy options for guidance at this stage.

The development achieves the requirements of London Plan as follows:

Be Lean

To meet this requirement the building envelope will be improved by improving the fabric's thermal performance and installing energy efficient services.

Be Clean

To meet this requirement highly efficient engineering services will be incorporated. The engineering services will be developed to provide a sustainable building during both the construction phase and operational life of this building

Be Green

To meet this requirement the following (LZC) technologies will be incorporated:

- 10kWe combined heat and power unit (CHP)
- 170m² of solar photovoltaic (PV) roof panels to generate electricity.

The 'Be Lean' + 'Be Clean' proposals are predicted to reduce CO₂ emissions by approximately 6% when comparing the BRUKL output (Building Emission Rate (BER) below Target Emission Rate (TER)).

The combined CO₂ reduction achieved by the LZC technologies will be 15-20%.

The combination of all three approaches will lead to the proposed development achieving an approximate 25% reduction in CO₂ emission beyond Part L (2010).

BREEAM Pre-Assessment

A BREEAM Pre-Assessment report has been submitted with the application which assesses the scheme at the design stage against the BREEAM criteria. The development aims to achieve BREEAM rating of Very Good under the new BREEAM 2011 New Construction Scheme. The report states that the current estimated score is 58.08%. In order to provide a 'buffer' above the 55% threshold for Very Good it is recommended that further credits are targeted.

2.12. Mayor's Community Infrastructure Levy

The Mayor of London is a charging authority for the purposes of Part 11 of the Planning Act 2008 and may therefore charge a Community Infrastructure Levy in respect of development in Greater London. The Mayor published a schedule for CIL in February 2012 and it came into effect in April 2012.

The Mayoral CIL is chargeable in respect of all new development other than those of intended uses shown in Table 2 below.

Table 2: Differential rates: intended uses

Use	Rate (£ per sq.m.)
Development used wholly or mainly for the provision of any medical or health services except the use of premises attached to the residence of the consultant or practitioner	Nil
Development used wholly or mainly for the provision of education as a school or college under the Education Acts or as an institution of higher education	Nil

The application is for an education use and therefore there is no CIL charge to be applied.

3. EQUALITIES AND DIVERSITY ISSUES

The 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:

- (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;
- sexual orientation.

Officers have in the preparation of 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.

Consultation

The Council undertook pre-application consultation with residents and the public over a four month period prior to the submission of this planning application. Three public exhibitions which were held at the Orion School on Lanacre Avenue on 16th November 2011, 17th January 2012 and the 22nd February 2012. Residents were notified by letter in advance of each of the exhibitions.

A total of 127 people attended the three exhibitions and a total of 108 completed questionnaires were returned. Of the questionnaires returned at the first exhibition, 89% of the respondents agreed with the principle of providing a primary school on the site. At the January exhibition 86% of respondents agreed with the proposed design for the school and the layout of the site.

Letters were sent to over 1271 local residents upon registration of the planning application, inviting them to view the application details and make comments within a 4 week period.

Existing users of the site

Football

The site has previously been used for football on Saturdays and Sundays during the winter months. Colindale Cosmos were the primary users for football, but it was also used by Mill Hill County Old Boys.

Contact has been made with the organisers of the Colindale Cosmos who have confirmed that the club is no longer in operation.

The club had been in operation for a number of years and it was decided at the time of moving from the Mill Hill Sports Club that there was no longer any desire to carry on with the football club, however the club advised that the reason for closing was not that they were unable to find alternative playing pitches.

Mill Hill County Old Boys are now located at the Chase Lodge Playing Fields, with the West Hendon Playing Fields as a back-up facility. The Chase Lodge Playing Fields is one of the playing pitches within 1.5km of the proposal site.

Mill Hill County Old Boys left the application site in December 2010, due to on-going and worsening problems with the condition of the pitch, mainly down to lack of appropriate drainage. The club has been playing at the Chase Lodge site since the start of the 2011/12 season.

It is considered by Mill Hill County Old Boys that the facilities at the Chase Lodge site are comparable to those at the Mill Hill Sports Club and that the pitches are better.

Cricket

Lohana Cricket Club previously used the site for two of their teams. The club hosted matches at the site on Saturdays and Sundays during summer.

The Mill Hill ground was used by the Senior and Junior first and second eleven. A summer camp for junior cricket also ran at the site during the summer holiday period.

Lohana Cricket Club has, for a number of years, used another site in Hatch End, Harrow. The third and fourth eleven played at the Hatch End, Harrow site. Work has been underway at the Hatch End site to construct another cricket pitch, and is now complete in time for the 2012 season. All the Lohana teams will be playing at the Hatch End site from this summer.

Squash

Mill Hill Squash Club used 3 courts at the site and had around 90 members.

Members have said that the courts were busy from 4pm. The courts were made available for junior use on Saturdays between 2pm & 4pm.

It is understood that the squash club now no longer operates, although some of those who were members use the facilities at Finchley Manor, which is approximately 3km west of the Mill Hill Sports Club site.

Other uses

The club house building was used for children's Ju Jitsu classes on Friday evenings. The building also hosted a Jazz Club which operated in the bar area every Wednesday between 8pm -11pm. It is understood that the Jazz Club has now relocated to Mill Hill Golf Club. The bar area was available open for social use every day. Previous employees have said that 8-10 people visited the site for social use each per day. The venue was also made available to host birthday parties on Fridays Saturdays and Sundays.

The majority of the previous users of the site have found alternative locations for their particular activity.

New community facilities

The proposal will provide facilities that will be available for the public to use outside school hours including the following:

- 2 small football pitches
- 1 netball court
- Multi Use Games Area (MUGA) (capacity 22 persons)
- 180sqm hall for badminton and sports
- Changing rooms with shower facilities
- 120 seat theatre
- Recording studio
- Dance studio (86sqm)
- Learning Resource Centre
- 2 specialist food/science/design technology and language rooms

Whilst a number of facilities will be lost from the site it is considered that a wider spectrum of the local community and general public will have access to the new facilities when compared to the previous use as a private sports ground.

Access

One of the key aspirations of the project is to provide safe clear access to the building and site. The project reflects the School's policy to maximise inclusion for all pupils, parents and the community including disabled users.

Inclusive access is provided to all entrances. Level or ramped access in accordance with building regulations Approved Document M will be provided to all publicly accessible entrances and escape routes on site.

A part M compliant lift is also provided close to the school entrance and community facilities.

4. CONCLUSION

There is strong support in the NPPF and 'Planning for Schools Development' Policy Statement for the provision of new, state funded educational facilities. In fact they go as far as creating a presumption in favour of educational development. The NPPF states that planning authorities should "...only refuse planning permission for a new school if the adverse planning impacts on the local area outweigh the desirability of establishing a school in that area". The policy statement Planning Schools Development should be given significant weight in planning decisions. It states "*The Government believes that the planning system should operate in a positive manner when dealing with proposals for the creation, expansion and alteration of state funded schools...*"

The proposed development would comply with Adopted Unitary Development Plan policies and emerging Local Development Framework policies which seek to meet educational needs where the use can be accommodated without harm to the character of the surrounding area or the amenities of neighbouring residents and uses, where the site is easily accessible by public transport, walking and cycling and the development is accessible by people with disabilities.

The loss of the existing playing field has been weighed against the benefits of the provision of new education facilities for which there is an urgent demand in the Colindale and Burnt Oak area, as well as the new sports facilities that will be provided at the school and will be accessible to the wider community. Analysis of existing football and cricket facilities in Barnet has shown that there is not considered to be a shortage of football facilities in the vicinity of the site. The Council has agreed to provide enhanced cricket facilities at Sunny Hill Park to mitigate the loss of the cricket facilities from the Mill Hill Sports Club site. Officers consider that the proposal is consistent with the requirements of National Planning Policy Framework section 74 and exception test E4 of Sport England's 'A Sporting Future for the Playing Fields of England' (1996). Sport England have objected to the application but they have confirmed that they are satisfied with the principle of the proposed mitigation strategy for cricket subject to agreeing the method for agreeing and securing the construction of the proposed cricket pitch in Sunny Hill Park. A condition is recommended to deal with this and ensure that the works will be carried out prior to the occupation of the school.

The application site is adjacent to a public park with residential properties on two sides and the M1 and Midland Mainline railway line to the east. The proposal to introduce an educational use on the site is not considered by officers to compromise the character or appearance of the local area.

The proposed layout of the proposed school is considered to be an appropriate response to the site taking into consideration constraints such as noise from the M1/railway line, the need to retain trees, existing site access, provision of sports pitches etc. The scale and design of the school buildings are considered to be appropriate for the area having regard to neighbouring properties. The architectural appearance is considered to be robust and will deliver a high quality school. The building is positioned so that it will not result in detrimental impacts on neighbouring residential properties.

Mature trees around the perimeter of the site will be retained. A Phase 1 Habitat Survey has been submitted which demonstrates that the proposals will not affect any protected species. Natural England have no objections.

An improved segregated pedestrian/vehicular access arrangement is proposed which will be safe and accessible and facilities for cycle parking will be provided on site.

The site is considered to be accessible by public transport. Officers further consider that the siting, scale and design of the proposed school are such that the proposal will not significantly impact on the residential amenities of residents. Accordingly it is considered that the proposal to accommodate a school on the site would be in accordance with UDP policy CS4 and DM policy DM13.

The number of additional car movements as result of the development are considered to be acceptable and can be accommodated with minor improvements to parking controls on the approaches to the Bunns Lane junction. In order to deal with the general increase in traffic and growth from the Colindale AAP the Council has identified improvements to the Bunns Lane / Grahame Park Way junction. These are committed to be delivered in 2014 prior to the school reaching full capacity.

Recommendations for management by the school of the drop off and collection times including staggered timing, and park and stride initiatives are proposed to minimise traffic disruption.

The energy strategy for the proposed school is based on achieving an Energy Performance Certificate (EPC) "A" rating for the building. This means designing a building that is highly efficient and requires less energy to run. On top of this the school will include a low emissions gas fired Combined Heat and Power boiler to provide efficient hot water and heating, and photovoltaic panels on the roof to generate electricity. The combined CO2 reduction achieved by this approach will lead to the proposed development achieving an approximate 25% reduction in CO2 emission beyond Part L (2010). This complies with the London Plan requirements for sustainability and energy. The school building has also been designed to meet BREEAM 'Very good'.

The proposals have been evaluated against the determining and relevant Saved policies within the UDP (2006), The London Plan (2011) and the draft Core Strategy and Development Management Policies DPD. It has been demonstrated above that there are no adverse planning impacts related to this proposed which cannot be mitigated by the use of suitable conditions. On this basis and in the context of the guidance provided in the NPPF (2011) and Policy Statement - Planning for Schools Development (CLG: August 2011), the application for a new four form entry primary school is considered acceptable and is recommended for **approval**.

APPENDIX 1 – Policy Audit

London Plan (July 2011)

Policy	Content	Comment
Policy 3.18 – Education facilities	<p>Development proposals which enhance education and skills provision will be supported, including new build, expansion of existing facilities or change of use to educational purposes. Those which address the current projected shortage of primary school places will be particularly encouraged.</p> <p>In particular, proposals for new schools should be given positive consideration and should only be refused where there are demonstrable negative local impacts which substantially outweigh the desirability of establishing a new school and which cannot be addressed through the appropriate use of planning conditions or obligations.</p> <p>Development proposals which maximise the extended or multiple use of educational facilities for community or recreational use should be encouraged.</p>	<p>The application is for a new primary school. The proposals will provide 2 additional primary forms of entry to meet identified shortage in the Colindale and Burnt Oak area.</p> <p>The proposed building has been carefully designed to ensure that there will not be any detrimental impacts on neighbouring properties.</p> <p>The school facilities will be accessible to the wider community.</p> <p>The application is compliant with this policy.</p>
Policy 3.19 - Sport and recreation facilities	<p>London Plan policy 3.19 states that development proposals that increase or enhance the provision of sports and recreation facilities will be supported. Proposals that result in a net loss of sports and recreation facilities, including playing fields should be resisted.</p>	<p>The development will result in the loss of a private cricket pitch. However new grass playing pitches and all weather pitches will be provided as part of the new school. These facilities will be available to the wider public outside school hours. Enhanced cricket facilities will be provided in Sunny Hill Park.</p>
<p>Policy 5.1: Climate change mitigation</p> <p>Policy 5.2 - Minimising carbon dioxide emissions</p>	<p>The Mayor expects boroughs to contribute to his target of achieving an overall reduction in London CO2 emissions of 60% (below 1990 levels) by 2025.</p> <p>Major development proposals should include a comprehensive and appropriately detailed energy assessment to demonstrate how these targets are to be met within the framework of the energy hierarchy (Be lean, be clean, be green).</p>	<p>The proposal is accompanied by an adequate energy and sustainability assessments and includes a range of measures to mitigate climate change and reduce carbon dioxide emissions in accordance with the requirements of this policy. Conditions have been recommended to ensure that these are carried through into implementation. The proposal is considered to demonstrate the influence of this policy and compliance with its key objectives.</p>
Policy 5.3 - Sustainable design and construction	<p>Development proposals should demonstrate that sustainable design standards are integral to the proposal, considered from the start of the process and meet the requirements of the relevant guidance.</p>	<p>The proposal includes a range of elements and measures to achieve an appropriate level in respect of sustainable design and construction, provide an acceptable standard of environmental performance and adapt to the effects of climate change.</p> <p>The development is considered to demonstrate the influence of this policy and compliance with its key objectives. Conditions have been recommended to ensure that this is carried through to</p>

		implementation.
Policy 5.7 - Renewable energy Policy 5.9 - Overheating and cooling	<p>Within the framework of the energy hierarchy proposals should provide a reduction in expected carbon dioxide emissions through the use of on site renewable energy generation where feasible.</p> <p>Proposals should reduce potential overheating and reliance on air conditioning systems and demonstrate this has been achieved.</p>	<p>The proposal would achieve reductions in carbon dioxide emissions through the inclusion of renewable energy (photovoltaic panels).</p> <p>The submission identifies measures that are included in the scheme to reduce the potential for overheating and reliance on air conditioning.</p> <p>The proposal is considered to demonstrate the influence of these policies and compliance with their key objectives.</p>
Policy 5.13 – Sustainable drainage	<p>Development should utilise sustainable urban drainage systems (SUDS) unless there are practical reasons for not doing so, and should aim to achieve Greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible in line with the following drainage hierarchy:</p> <ol style="list-style-type: none"> 1 store rainwater for later use 2 use infiltration techniques, such as porous surfaces in non-clay areas 3 attenuate rainwater in ponds or open water features for gradual release 4 attenuate rainwater by storing in tanks or sealed water features for gradual release 5 discharge rainwater direct to a watercourse 6 discharge rainwater to a surface water sewer/drain 7 discharge rainwater to the combined sewer. 	<p>A Flood Risk Assessment has been submitted with the application which includes SUDS. The proposed approach has been agreed with the Environment Agency.</p>
6.3 (Assessing Effects of Development On Transport Capacity)	<p>Development should ensure that impacts on transport capacity and the transport network are fully assessed. Proposals should not adversely affect safety on the transport network.</p> <p>Transport assessments, travel plans, construction and logistics plans and service and delivery plans should be prepared in accordance with the relevant guidance.</p>	<p>Compliant: The application proposes measures to encourage access to the site by a range of modes of transport, including non-car modes. These measures include a travel plan seeking to encourage appropriate proportions of journeys by non-car modes of transport.</p> <p>The Transport Assessment has assessed the impact of the scheme over an appropriate area of influence and has reported on the road traffic impacts across the area adjacent the site. The impacts are considered to be acceptable. The Council will be implementing highways and junction improvements at the Bunns Lane / Grahame Park Way junction.</p>

6.9 (Cycling); 6.10 (Walking)	<p>Proposals should provide secure, integrated and accessible cycle parking facilities in line with in minimum standards and provide on-site changing facilities for cyclists.</p> <p>Development proposals should ensure high quality pedestrian environments and emphasise the quality of the pedestrian and street space.</p>	Compliant: Officers consider that the scheme proposes a suitable quality of pedestrian environment and the proposal would provide appropriate levels of facilities for cycles and cyclists. Conditions have been recommended to ensure that the objectives of these policies would be carried through to implementation.
6.11 (Smoothing Traffic Flow and Tackling Congestion)	Take a coordinated approach to smoothing traffic flow and tackling congestion.	<p>Compliant: The proposal includes measures to minimise impact on traffic flow and tackle congestion. These include a travel plan setting sustainable modal split targets and encouraging shifts to non-car modes of transport, that would be enforceable under the planning obligations recommended.</p> <p>The Transport Assessment has assessed the impact of the scheme over an appropriate area of influence and has reported on the road traffic impacts across the area adjacent the site. The impacts are considered to be acceptable. The Council will be implementing highways and junction improvements at the Bunns Lane / Grahame Park Way junction.</p>
6.13: (Parking)	The maximum standards in the London Plan should be applied to planning applications and developments should also provide electrical charging points, parking for disabled people and cycle parking in accordance with the London Plan standards. Delivery and servicing needs should also be provided for.	Compliant: The proposal is considered to demonstrate the influence of this policy and provide appropriate levels of parking in the relevant regards. Conditions have been recommended to ensure appropriate parking facilities, including electrical charging points and parking for disabled people are implemented.
7.1 Building London's Neighbourhoods and Communities	In their neighbourhoods people should have a good quality environment in an active and supportive local community with the best possible access to services, infrastructure and public transport to wider London. Neighbourhoods should also provide a character that is easy to understand and relate to.	Compliant: The application is considered to demonstrate the influence of this policy and design of this proposal and its position in a location close to residential neighbourhoods would allow opportunities for parents to walk children to school.
7.2: (Inclusive environment)	Design and Access Statements should explain how, the principles of inclusive design, including the specific needs of older and disabled people, have been integrated into the proposed development, whether relevant best practice standards will be complied with and how inclusion will be maintained and managed.	Compliant: The proposal includes a range of measures to ensure that the school would provide an inclusive environment for all members of the community.
7.3 (Designing out crime)	Development proposals should reduce the opportunities for criminal behaviour and contribute to a sense of security without being overbearing or intimidating.	Compliant: The proposal includes a number of elements to meet the requirements of this policy and the Metropolitan Police Service has confirmed that they are satisfied with the proposals.
7.4 (Local character); 7.6 (Architecture)	Buildings, streets and spaces should provide a high quality design response.	Compliant: Officers consider that, subject to the requirements of the conditions recommended, the proposed school

	Architecture should make a positive contribution to a coherent public realm, incorporate the highest quality materials and design appropriate to its context.	building provides an appropriate and quality design approach. The proposal is considered to demonstrate the influence of these policies and compliance with their key objectives where they are relevant.
7.14 (Improving air quality)	<p>Proposals should:</p> <ul style="list-style-type: none"> i. Minimise increased exposure to existing poor air quality and make provision to address existing air quality problems. <ul style="list-style-type: none"> • Promote sustainable design and construction to reduce emissions from the demolition and construction of buildings. • Be at least air quality neutral and not lead to further deterioration of poor air quality. <ul style="list-style-type: none"> – Ensure that where provision needs to be made to reduce development emissions this is usually on site. 	<p>Compliant: The submission assesses the impact of the proposal on air quality and the impact of local air quality on future users of the school. The assessment concludes that the proposal would not have a significant adverse impact on air quality and that the impact of local air quality on the future occupiers of the development can be adequately mitigated.</p> <p>The proposal is considered to demonstrate the influence of this policy and compliance with its key objectives. Conditions have been recommended to ensure that the objectives of this policy would be carried through to implementation.</p>
7.15 (Reducing noise)	<p>Proposals should seek to reduce noise by:</p> <ul style="list-style-type: none"> – Minimising the existing and potential adverse impacts of noise on, from, within, or in the vicinity of proposals. – Separate noise sensitive development from major noise sources wherever practical. – Promote new technologies and practices to reduce noise at source. 	<p>Compliant: The proposal is considered to demonstrate the influence of this policy and compliance with its key objectives. Conditions have been recommended which would ensure that the development did not have an adverse impact on neighbouring occupiers and users and that the amenities of future occupiers would be adequately protected as far as is practicable in this instance.</p>
7.19 (Biodiversity and access to nature)	<p>Proposals should:</p> <ul style="list-style-type: none"> – Wherever possible make a positive contribution to the protection, enhancement, creation and management of biodiversity. – Prioritise assisting in meeting targets in biodiversity action plans and/or improve access to nature in areas deficient in accessible wildlife sites. – Be resisted where they have significant adverse impacts on the population or conservation status of a protected species, or a priority species or habitat identified in a biodiversity action plan. 	<p>Compliant: Natural England have not raised any objections to the proposal and the application is considered to demonstrate the influence of this policy and includes measures to make a positive contribution to biodiversity.</p>

London Borough of Barnet UDP (Saved Policies)

Policy	Content Summary	Extent of Compliance and Comment
GSD (Sustainable development)	Ensure development and growth is sustainable.	Compliant: It is considered that the development demonstrates the influence of this policy and achieves the overall requirements of this policy.
GBCEnv1 (Character); GBCEnv2 (Design); GBCEnv3 (Safe environment)	<ul style="list-style-type: none"> Enhance the quality and character of the built and natural environment. Require high quality design. Provide a safe and secure environment. 	Compliant: The application demonstrates the influence of this policy and will produce a development with an appropriate design response. Officers consider that the design principles that underpin the application fulfil the key criteria of these policies.
GRoadNet (Road network); GParking (Parking);	<p>Seek to ensure that roads within borough are used appropriately.</p> <p>Apply standards to restrain growth of car use and regulate parking.</p>	<p>Compliant: Subject to the controls imposed by the conditions it is not considered that the development would result in the inappropriate use of roads in the borough.</p> <p>The amount of proposed off street parking are policy compliant and the application includes a range of measures to regulate parking to an acceptable level.</p>
GCS1 (Community facilities);	Adequate supply of land and buildings for community, religious, educational and health facilities.	Compliant: The application proposes a new Local Authority school with facilities that will be available for use by the wider community.
ENV7 (Air pollution)	<p>Air pollution:</p> <ul style="list-style-type: none"> Any possible impacts from development must be mitigated. Minimise impact on development through siting. Reduce traffic and need to travel. 	Compliant: The application includes a number of controls which reduce the impact of the development on air pollution and minimize the impacts of air pollution on the development.
ENV9 (Flood risk areas)	In areas at risk from flooding, new development or intensification of existing development will only be permitted where applicants have properly assessed the flood risk and made arrangements to implement flood prevention measures. The council will seek to ensure this through the use of planning conditions or obligations.	The site is in Flood Zone 1 with low risk of flooding and is considered appropriate for school development.
ENV10 (Increased flood risk)	Policy ENV10 requires development that will generate significant surface water run-off likely to result in increased flood risk, or changes to natural habitats, to provide appropriate prevention measures as part of the development	A Flood Risk Assessment has been submitted with the application and agreed with the Environment Agency.
ENV12 (Noise generating development); ENV13 (Minimising noise disturbance)	<p>Location of noise generating development and noise sensitive receptors should be carefully considered.</p> <p>Minimise impact of noise disturbance through mitigation.</p>	Compliant: The school has been designed and located so as to act as an acoustic barrier to noise from the M1 and railway. Conditions are imposed to ensure that the amenities of future users of the school would be adequately protected as far as is practicable. Conditions have been recommended which would ensure that the development did not have an adverse impact on neighbouring occupiers
ENV14 (Contaminated land)	Development on contaminated land will be encouraged subject to site investigations and conditions to require survey and mitigation.	Compliant: A detailed contaminated land report has been submitted. The site is a green field. Any contamination will be remediated prior to the occupation of the school.

D1 (High quality design)	Development should: <ul style="list-style-type: none"> • Be of high quality design • Be sustainable • Ensure community safety 	Compliant: The application demonstrates the influence of this policy and would produce a development with high quality design. It is considered that, subject to the requirements of the conditions recommended, the design approach selected would fulfil the key criteria of this policy.
D2 (Character)	Protect or enhance local character and respect the overall character and quality of the area.	Compliant: The application demonstrates the influence of this policy and the design of the school building would respect the character and quality of the site and wider area.
D3 (Spaces)	Spaces should enhance the development and be in keeping with the overall area.	Compliant: The design of the spaces in and around the development would enhance the application site and be in keeping with the character of the overall area.
D4 (Over-development)	Proposals not to cause over development of a site.	Compliant: A large area of the site will remain open with grass playing pitch and courts. Officers consider that this policy has been met and the development proposed is not found to be an overdevelopment of the site.
D5 (Outlook)	New developments should be designed to allow for adequate daylight, sunlight, privacy and outlook for adjoining and potential occupiers and users.	Compliant: The design and siting of the school building is such that it would fulfil the requirements of this policy in respect of both adjoining and potential occupiers and users.
D9 (Designing out crime); D10 (Improving community safety)	Development to be designed to reduce crime and fear of crime. Safety and Security to be secured through planning obligations where proposal would affect community safety.	Compliant: The school has been designed using Secure By Design principles. The Metropolitan Police Service and London Fire and Emergency Protection Authority have not expressed any concerns about the proposals.
D11 (Landscaping); D12 (Tree preservation orders); D13 (Tree protection and enhancement)	Proposals should: <ul style="list-style-type: none"> • Achieve a suitable visual setting for buildings • Provide attractive and accessible spaces • Contribute to community safety, environmental and ecological quality • Retain and protect as many trees as practicable (with Tree Preservation Orders made if appropriate) • Ensure appropriate new planting 	Compliant: As controlled by the conditions recommended the proposals for the site in respect of trees and landscaping would enhance the environmental quality of the site and are considered to be compliant with the requirements of these policies. There are no TPO trees on the site. Key mature trees will be retained around the perimeter of the site. Poor quality leylandii trees are proposed to be removed within the site.
M2 (Transport impact assessments)	The council will require developers to submit a full transport impact assessment.	Compliant: A suitable Transport Assessment has been submitted with the application. This assesses the transport impacts of the development and demonstrates that the development can be satisfactorily accommodated on the site.
M3 (Travel plans)	For significant trip-generating developments the council will require the occupier to develop and maintain a Travel Plan.	Compliant: A draft travel plan has been submitted with the application. A condition is recommended to secure a final travel plan prior to the opening of the school.
M4 (Pedestrians and cyclists – widening opportunities); M5 (Pedestrians and cyclists – improved facilities)	Developers will be expected to provide convenient safe and secure facilities for pedestrians and cyclists both (both on and off-site) and encourage access to developments by pedestrians and cyclists, maximising opportunities to travel on foot and by cycle.	Compliant: Subject to the controls in place under conditions recommended the development is considered to provide appropriate facilities and access for the development

M8 (Road hierarchy); M10 (Reducing traffic impacts)	<p>The council will take into account the function of adjacent roads, and may refuse development that would result in inappropriate road use or adversely affect the operation of roads.</p> <p>Where it is considered necessary as a consequence of a development, the council may introduce measures to reduce the traffic impacts on the environment and the community and the council will seek to secure a planning obligation from the developer.</p>	<p>Compliant: The Transport Assessment has appropriately assessed the impact of the scheme and no significant impacts on the adjacent local highway network have been identified.</p> <p>The planning obligations and conditions recommended include the appropriate and necessary measures to reduce the traffic impacts of the development. These include a travel plan, the exclusion of occupiers of the development from obtaining parking permits for the local CPZ and controls on the provision, management and maintenance of the parking facilities at the site.</p>
M11 (Safety of road users); M12 (Safety of road network); M13 (Safe access to new development)	<p>The council will ensure that the safety of road users, particularly those at greater risk, is taken fully into account when considering development proposals.</p> <p>The council will seek to reduce accidents by refusing development proposals that unacceptably increase conflicting movements on the road network or increase the risk, or perceived risk, to vulnerable road users.</p> <p>The council will expect developers to provide safe and suitable access for all road users (including pedestrians) to new developments.</p>	<p>Compliant: The design of the development is considered to take full account of the safety of all road users and would not unacceptably increase conflicting movements on the road network or increase the risk, or perceived risk, to vulnerable road users.</p> <p>The proposal is considered to demonstrate that acceptable and safe access for all road users, including pedestrians would be provided to the site.</p> <p>It is considered that, subject to the conditions and obligations recommended, the submission demonstrates the influence of these policies and meets their requirements.</p>
M14 (Parking standards)	<p>The council will expect development to provide parking in accordance with the London Plan parking standards, except in the case of residential development, where the standards will be:</p> <ul style="list-style-type: none"> • 2 to 1.5 spaces per unit for detached and semi-detached houses; • 1.5 to 1 spaces per unit for terraced houses and flats; and iii. 1 to less than 1 space per unit for development consisting mainly of flats. 	<p>Compliant: The scheme will provide the following parking spaces: Office 1 (1 disabled) Residential 39 (5 disabled) Total Proposed Parking 35 (6 disabled)</p> <p>The scheme is compliant with London Plan standards for non-residential uses. The scheme complies with the UDP residential parking standards.</p>
CS4 (Educational facilities)	<p>Permits proposals for new educational facilities where the:</p> <ul style="list-style-type: none"> • Are easily accessible by public transport, walking and cycling; • Would not have a demonstrably harmful impact on the character of the surrounding area and amenities of nearby residential properties and other uses; and • Are designed to be accessible by people with disabilities. 	<p>Compliant: The application proposes a new Local Authority school with facilities that will be available for use by the wider community. The site is accessible by bus and is near to Mill Hill Broadway station and Colindale Underground Station. The school has been designed to avoid detrimental harm to the neighbouring properties. The building and facilities have been designed to be accessible by all groups.</p>
CS5 (Educational facilities – shared)	<p>Encourages multiple use of existing and new educational facilities provided that the</p>	<p>Compliant: The application proposes a new Local Authority school with facilities</p>

use)	<p>proposed uses would:</p> <ul style="list-style-type: none"> • Be ancillary to the main use of the facility for education; • Not interfere with the delivery of the education service; and • Not have a demonstrably harmful impact on the character of the surrounding area or amenities of nearby residential properties and other uses. 	that will be available for use by the wider community.
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Core Strategy – EIP Version May 2012

Policy	Content	Comment
CS1 - Barnet's Place Shaping Strategy	Concentrate and consolidate housing and economic growth in well located areas that provide opportunities for development, creating a quality environment that will have positive economic impacts on the deprived neighbourhoods that surround them.	The proposed new school is located in the Colindale AAP Opportunity Area and will support new housing growth planned in the area.
CS5: Protecting and enhancing Barnet's character	Seeks to ensure that development respects local context and distinctive local character creating places and buildings of high quality design.	The application proposes a two storey school building that is in keeping with the scale of buildings in the area. The existing tree planting around the edges of the site will be retained. The building will not have a negative impact on the character or appearance of the area.
CS7: Enhancing and Protecting Barnet's Open Spaces	<p>In order to create a greener Barnet the council will enhance and protect Barnet's Open Spaces by:</p> <ul style="list-style-type: none"> • protecting designated open spaces, including Green Belt and Metropolitan Open Land, and other suitable land with the potential to be used as open space <p>Meeting increased demand for access to open space and opportunities for physical activity, by tackling deficiencies and under provision through (among other things):</p> <ul style="list-style-type: none"> • improving access to open spaces particularly in North and East Finchley and other areas of public open space deficiency identified by Map 10. We will seek to improve provision in these areas of deficiency with the objective of increasing the area of the borough that has access to district and local parks in accordance with the London Plan criteria • securing improvements to open spaces including provision for children's play, sports facilities and better access arrangements, where opportunities arise, from all developments that create an additional demand for open space. 	The development will result in the loss of a private cricket pitch. However new grass playing pitches and all weather pitches will be provided as part of the new school. These facilities will be available to the wider public outside school hours. Enhanced cricket facilities will be provided in Sunny Hill Park.
CS10: Enabling integrated community facilities and uses	<p>States that the Council will seek to:</p> <ul style="list-style-type: none"> • support the enhancement of community facilities ensuring their efficient use and the provision of multi-purpose community hubs that can provide a range of services to the community at a single accessible 	<p>The new school will include the following facilities available to the public:</p> <ul style="list-style-type: none"> • 2 Small Football Pitches • 1 Netball Court

	location.	<ul style="list-style-type: none"> • Multi Use Games Area (MUGA) (capacity 22 persons) • 180sqm hall for badminton and sports • Changing rooms with shower facilities • 120 seat theatre • Recording studio • Dance studio (86sqm) • Learning Resource Centre • 2 specialist food/science/design technology and language rooms <p>The application is in full compliance with this policy.</p>
CS12 - Making Barnet a safer place	<p>Barnet Council will:</p> <ul style="list-style-type: none"> • work with our partners to tackle crime, fear of crime and anti-social behaviour; • work with the Metropolitan Police to provide re-modelling of its estate as a basis for an effective and responsive police service in Barnet; • support the work of Safer Neighbourhood Teams to make our neighbourhoods safer places to live in, work in and visit; • encourage appropriate security and community safety measures in buildings, spaces and the transport system; 	<p>The proposals include measures to reduce the opportunities for crime recognising the principles and requirements of Secure By Design.</p>

Development Management Policies DPD – Examination Draft (May 2012)

Policy	Content	Comment
DM01 - Protecting Barnet's character and amenity	<p>Requires all development to be high quality design and proposals to be based on an understanding of local characteristics. Proposals should preserve or enhance local character and respect the appearance, scale, mass, height and pattern of surrounding buildings, spaces and streets. Development proposals should ensure attractive, safe and, where appropriate, vibrant streets and should create safe and secure environments and reduce opportunities for crime and minimise the fear of crime. Development proposals should be designed to allow for adequate daylight, sunlight, privacy and outlook for adjoining and potential occupiers and users.</p>	<p>The general form, layout and scale of the development complies with the requirements of the policy.</p>
DM03 - Accessibility and inclusive design	<p>Development proposals should meet the highest standards of accessible and inclusive design by demonstrating that they meet the following principles:</p> <ol style="list-style-type: none"> can be used safely, easily and with dignity by all regardless of disability, age, gender, ethnicity or economic circumstances are convenient and welcoming with no disabling barriers, so everyone can use 	<p>The proposed school has been designed to provide inclusive access is provided to all entrances. Level or ramped access in accordance with building regulations Approved Document M will be provided to all publicly accessible entrances and escape routes on site.</p>

	<p>them independently without undue effort, separation or special treatment</p> <p>iii. are flexible and responsive taking account of what different people say they need and want, so people can use them in different ways</p> <p>iv. are realistic, offering more than one solution to help balance everyone's needs, recognising that one solution may not work for all</p>	<p>A part M compliant lift is also provided close to the school entrance and community facilities.</p> <p>The proposals are considered to comply with the requirements of this policy.</p>
DM04 - Environmental considerations	<p>All major development will be required to demonstrate through an Energy Statement compliance with the Mayor's targets for reductions in carbon dioxide emissions within the framework of the Mayor's energy hierarchy.</p> <p>Proposals to locate noise sensitive development in areas with existing high levels of noise will not normally be permitted. Mitigation of noise impacts through design, layout, and insulation will be expected where appropriate.</p>	<p>The development achieves the requirements of London Plan as follows:</p> <p><i>Be Lean</i> To meet this requirement the building envelope will be improved by improving the fabric's thermal performance and installing energy efficient services.</p> <p><i>Be Clean</i> To meet this requirement highly efficient engineering services will be incorporated. The engineering services will be developed to provide a sustainable building during both the construction phase and operational life of this building</p> <p><i>Be Green</i> To meet this requirement the following (LZC) technologies will be incorporated:</p> <ul style="list-style-type: none"> • 10kWe combined heat and power unit (CHP) • 170m2 of solar photovoltaic (PV) roof panels to generate electricity. <p>The combination of all three approaches will lead to the proposed development achieving an approximate 25% reduction in CO2 emission beyond Part L (2010).</p> <p>The proposed school has been designed to shield the classrooms and playground areas from noise from the M1 and railway line to the east.</p> <p>The proposals are considered to comply with the requirements of this policy.</p>
DM13 - New community or educational use	<p>Part b. New community or educational uses should be located where they are accessible by public transport, walking and cycling. 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.</p>	<p>The new school is accessible by public transport. The proposed building will be accessed via Grahame Park Way and the traffic movements have been assessed and considered to be acceptable. The proposed new building is located in a way that ensures that there will be no detrimental impact on amenities of neighbouring occupiers. The proposal is accordance with this policy.</p>
DM15 – Green Belt	<p>States that open space will be protected from</p>	<p>The loss of the former playing field is</p>

<p>and open space</p>	<p>development. In exceptional circumstances loss of open space will be permitted where the following can be satisfied:</p> <p>(i) The development proposal is a small scale ancillary use which supports the use of the open space; or (ii) Equivalent or better quality open space provision can be made.</p> <p>Any exception will need to ensure that it does not create further public open space deficiency and has no significant impact on biodiversity.</p>	<p>considered to be acceptable for the following reasons:</p> <p>(i) The application is for a new primary school which is needed to meet urgent demand in the Colindale and Burnt Oak area.</p> <p>(ii) The proposed new school will provide new facilities for the local community not currently available in the immediate area. Although though there would be a quantitative reduction in the provision of grass playing pitches as a result of this development, there will be a qualitative improvement in pitch facilities as a result of this development.</p> <p>(iii) There is not considered to be a shortage of football facilities in the vicinity of the site. The Council has agreed to provide enhanced facilities at Sunnyhill Park to mitigate the loss of the cricket facilities at Orion School site.</p> <p>(iv) The types of sports facilities which are being proposed as part of this development and which will be open to the community are considered to be a positive benefit to the area.</p>
<p>DM16 - Biodiversity</p>	<p>When considering development proposals the Council will, where appropriate, seek the retention and enhancement, or the creation of biodiversity.</p>	<p>A Phase 1 Habitat Survey and Protected Species Assessment by Ecology Consultancy has been submitted with the application. The site is not situated within any statutory or non-statutory designated nature conservation sites. The nearest statutorily designated site for nature conservation is the Welsh Harp Site of Special Scientific Interest situated approximately 8km south-west. A separate bat assessment and reptile assessment has been submitted which confirm that neither species are found on site.</p>

APPENDIX 2

Proposed site layout for new school



APPENDIX 3

LBB Managed Cricket Facilities in Barnet

Name of Ground	Number of Tables	Pitch Number	Quality (g,a,p)	Notes
Cophthall Playing Fields	3	C203	Good	Tables in good condition The pitches are also used midweek
		C204	Good	
		C205	Good	
Dame Alice	2	C44	Good	Both tables are good and extra works are carried out on them by the resident clubs Outfields overlap so are not used at the same time. Teams play on alternate weeks
		C45	Good	
Edgwarebury Park	1	C231	Poor	Subject to locals playing football on it so receives high levels of damage These tables are also used by locals who come to the park without bookings
King George V	1	C28	Good	Can not be used at present due to the persistent and substantial vandalism to the pavilion The pitches have not been used for 2 years
Lyttleton	2	C126	Good	C126 is ok and is mainly used by schools
		C127	Good	C217 is good The pitches are also used midweek
Mill Hill Park	2	C213	Poor	C213 is poor as locals use it to play football on. It also has a tree on the edge of its boundary.
		C214	Good	C214 is good and has extra works carried out on it by the cricket club that use it.
New Southgate Rec	2	C70	Good	At present can not be used as boundary is slightly short and nets need to be erected.
		C71	Good	When in use, both tables are good (though only one can be used at a time due to the boundaries overlapping each other). Both teams play on C71 on alternate weeks
Oakhill Park	2	C73	Poor	Both are poor due to the amount of locals who play football on them. There are also events in this park during the summer that result in the tables not being able to be used for a number of weeks Extra work has recently been carried out on them due to Southgate not being used The pitches are also used midweek by schools
		C74	Poor	
				Park previously included two Cricket Tables. Both have seen very low take up through previous years. Both tables have been of poor quality;

Sunnyhill Park	1	C175	Poor	<p>-One is close to football pitches on site and is therefore subject to football being played on the square, the boundary is close to a footpath and the outfield is on a gradient</p> <p>-The other has historically had poor drainage.</p> <p>In 2005 the number of tables was reduced to one because of the low take up. To date there has been no demand to require the reinstatement of this table.</p> <p>The remaining cricket table has since continued to be underused. It is considered that this is due to the condition of the square and the proximity of the boundary to a footpath.</p>
Tudor Sports Ground	1	C47	Good	<p>One table which is good. Teams play on alternate week</p> <p>The pitch is also used midweek</p>
West Hendon Playing Fields	1	C180	Poor	<p>Major water leak at present, therefore unplayable</p> <p>Used by locals to play football on</p>

Bookings for LBB Cricket pitches on Saturdays

Name of Ground	Pitch Number	Year		
		2010	2011	2012
Copthall	C203	Hendon St Marys		Swamibapa
Copthall	C204	Swamibapa	Swamibapa	Swamibapa
Copthall	C205	Zahira	Zahira	Swamibapa
Dame Alice	C44	Arkley CC	Arkley CC	Whittington
Dame Alice	C44	Whittington	Whittington CC	Arkley
Edgwarebury Park	C231			
King George V	C28			
Lyttelton	C126			
Lyttelton	C127		Highgate CC	Highgate CC
Mill Hill	C213			
Mill Hill	C214	Hendon Edgware CC	Hendon & Edgware	Hendon Edgware CC
New Southgate Rec	C71	ETSCC	ETSCC	
New Southgate Rec	C71	Northcote Drifters	Northcote Drifters	
Oak Hill Park	C73			
Oak Hill Park	C74			
Sunny Hill Park	C175			
Tudor	C47	North Two CC	North Two CC	North Two CC
Tudor	C47	Rossllyn CC	Rossllyn CC	Rossllyn CC
West Hendon Playing Fields	C180			
Total Sat Bookings			9	10
				8

Bookings for LBB Cricket Pitches on Sundays

Name of Ground	Pitch Number	Year			
		2010	2011	2012	
Copthall	C203	Hendon St Marys	Star	Star CC	
Copthall	C204		Swamibapa		
Copthall	C205			Swamibapa	
Dame Alice	C44	Kondon	Kondor CC	ETSCC	
Dame Alice	C44	Indiana	Indiana CC	Northcote Drifters	
Edgwarebury Park	C231				
King George V	C28				
Lyttelton	C126	HW Fisher			
Lyttelton	C127	Stumps	HW Fisher	HW Fisher	
Mill Hill	C213				
Mill Hill	C214			Punjab Lions	
New Southgate Rec	C70	ETSCC	ETSCC		
New Southgate Rec	C71	Northcote Drifters	Northcote Drifters		
Oak Hill Park	C73				
Oak Hill Park	C74				
Sunny Hill Park	C175				
Tudor	C47	North Two CC	North Two CC	North Two CC	
Tudor	C47	Roslyn	Roslyn CC	Roslyn	
West Hendon Playing Fields	C180				
Total Sun Bookings			9	9	8
Total Bookings			18	19	16

APPENDIX 4

CGI Views of the proposed school building

View of rear of school across playground



View of front of school across car park



SITE LOCATION PLAN: Former Mill Hill Sports Club, Grahame Park Way, London, NW7 2AL

REFERENCE: H/01731/12

