

LOCATION: Christs College Finchley, East End Road, London, N2 0SE

REFERENCE: F/04533/12 **Received:** 30 November 2012

Accepted: 30 November 2012

WARD(S): Garden Suburb **Expiry:** 01 March 2013

**Final
Revisions:**

APPLICANT: London Borough of Barnet Council

PROPOSAL: Demolition of an existing disused animal house and proposes a new two-storey Sixth Form block. Single storey dining hall extension and works to the internal servery area, and works to the facade and internal layout of the reception, providing a new entrance area. Additional hard play to the existing tennis courts.

RECOMMENDATION: APPROVE SUBJECT TO CONDITIONS

1. The development hereby permitted shall be carried out in accordance with the following approved plans: Design and Access Statement; 3314-D- TS & AIA; L-1069-GAP-001 Rev 01; 120582/A/001 Rev B; 120582/A/002 Rev A; 120582/A/003 Rev C; 120582/A/004 Rev B; 120582/A/005 Rev A; 120582/A/050 Rev J; 120582/A/051 Rev J; 120582/A/052 Rev B; 120582/A/070 Rev H; 120582/A/060 Rev H; 120582/A/061 Rev H; 120582/A/090 Rev D; 120582/A/200 Rev B; 120582/A/201 Rev B; 120852/A/202 Rev A; 120582/A/250 Rev A; 120582/A/251 Rev A; 120582/C/001 Rev B; Cole Jarman- Acoustic Design, Report 12/4692/R1; Pick Everard Preliminary Air Quality Assessment- 26 November 2012; Pick Everard Flood Risk Assessment- 27 November 2012; Pick Everard Renewable Energy Feasibility Report; Pick Everard Transport Assessment; Pick Everard Waste Audit and Management Strategy- 19 November 2012; Hayden's Arboricultural Consultants: Tree Survey, Arboricultural Implication Assessment and Preliminary Method Statement and Tree Protection Plan, Project No: 3314- 26 November 2012; Hayden's Arboricultural Consultants Executive Summary- Tree Survey and Arboricultural Impact Assessment; Christ's College Finchley School Travel Plan.

Reason:

For the avoidance of doubt and in the interests of proper planning and so as to ensure that the development is carried out fully in accordance with the plans as assessed in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012) and CS NPPF and CS1 of the Adopted Barnet Core Strategy DPD (2012).

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

Reason:

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

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

Reason:

To ensure that the development is carried out at suitable levels in relation to the highway and adjoining land having regard to drainage, gradient of access, the safety and amenities of users of the site, the amenities of the area and the health of any trees or vegetation in accordance with policies DM01 and DM04 of the Adopted Barnet Development Management Policies DPD (2012), CS NPPF, CS1, CS5 and CS7 of the Adopted Barnet Core Strategy DPD (2012) and 7.4, 7.5, 7.6 and 7.21 of the London Plan 2011.

4. Before the development hereby permitted commences, details of the materials to be used for the external surfaces of the new 6th form block and hard surfaced areas around this building 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 safeguard the character and visual amenities of the site and wider area and to ensure that the building is constructed in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012), CS NPPF and CS1 of the Adopted Barnet Core Strategy DPD (2012) and 1.1, 7.4, 7.5 and 7.6 of the London Plan 2011.

5. The new building hereby permitted shall be used for purposes incidental to education linked to Christ College and no other purpose (including any other purpose in Class D1 of the Schedule to the Town and Country Planning (Use Classes) Order, 1987, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order, with or without modification).

Reason:

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

6. No construction work resulting from the planning permission shall be carried out on the premises at any time on Sundays, Bank or Public Holidays, before 8.00 am or after 1.00 pm on Saturdays, or before 8.00 am or after 6.00pm on other days.

Reason:

To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties in accordance with policy DM04 of the Adopted Barnet Development Management Policies DPD (2012).

7. No site works or works on this development (including works of demolition) shall be commenced before temporary tree protection has been erected around existing tree(s) in accordance with details hereby approved. This protection shall remain in position until after the development works are completed and no material or soil shall be stored within these fenced areas.

Reason:

To safeguard the health of existing tree(s) which represent an important amenity feature in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012) and CS5 and CS7 of the Adopted Barnet Core Strategy DPD (2012) and 7.21 of the London Plan 2011.

8. 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 before the development, hereby permitted, is commenced.

Reason:

To ensure a satisfactory appearance to the development in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012) and 7.21 of the London Plan 2011 and CS5 and CS7 of the Adopted Barnet Core Strategy DPD (2012).

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

Reason:

To ensure a satisfactory appearance to the development in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012) and CS5 and CS7 of the Adopted Barnet Core Strategy DPD (2012) and 7.21 of the London Plan 2011.

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

Reason:

To ensure a satisfactory appearance to the development in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012) and CS5 and CS7 of the Adopted Barnet Core Strategy DPD (2012) and 7.21 of the London Plan 2011.

11. Provisions shall be made within the site to ensure that all vehicles associated with the construction of the development hereby approved are properly washed and cleaned to prevent the passage of mud and dirt onto the adjoining highway.

Reason:

To ensure that the development does not cause danger and inconvenience to users of the adjoining pavement and highway.

12. The development is required to meet a "Very Good" rating under the BREEAM environmental standard. Before the development is first occupied the developer shall submit certification of the selected generic environmental standard.

Reason:

To ensure that the development is sustainable and complies with Strategic and Local Policies in accordance with policy DM02 of the Adopted Barnet Development Management Policies DPD (2012), the adopted Sustainable Design and Construction Supplementary Planning Document (June 2007) and policies 5.2 and 5.3 of the London Plan (2011).

13. Existing vehicular and cycle parking spaces shall be retained in accordance with the proposed planning application. The parking spaces shall be used only as agreed and not be used for any purpose other than the parking and turning of vehicles in connection with approved development.

Reason: To ensure that adequate and satisfactory provision is made for the parking of vehicles in the interests of pedestrian and highway safety and the free flow of traffic in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

14. No site works or works on this development including demolition or construction work shall commence until a Demolition, Construction and Traffic Management Plan has been submitted to and approved in writing by the Local Planning Authority. All works must be carried out in full accordance with the approved details unless previously agreed in writing by the Local Planning Authority.

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

15. Before the permitted development is occupied a full Delivery and Servicing Plan (DSP) shall be submitted to and agreed by the Local Planning Authority.

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

16. Before the development is occupied a School Travel Plan shall be submitted to and approved by the Local Planning Authority that meets the criteria in the Transport for London's guidance booklet "What a School Travel Plan should contain" and should include the appointment of a Travel Plan Champion. The Travel plan should be reviewed annually in accordance with

the target set out in the Travel Plan.

Reason: Reason: To encourage the use of sustainable forms of transport to the site in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

17. Before works start on the hereby approved attenuation tank, details of excavation and works of making good shall be submitted to and approved in writing by the Local Planning Authority and implemented as approved.

Reason: To protect the appearance of Metropolitan Open Land in accordance with Local Plan policy DM15 and London Plan policy 7.17.

18. The further ecological survey and mitigation measures recommended in section 7 of the report and landscaping to show incorporation of proposed habitat creation and ecological enhancement set out in section 8 shall be implemented within 6 months of occupation of the hereby approved development.

Reason:

To ensure that the development has an acceptable impact on ecology/biodiversity in accordance with Local Plan Policy DM16.

19. Part 1

Before development commences other than for investigative work:

- a. A desktop study shall be carried out which shall include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no risk of harm, development shall not commence until approved in writing by the Local Planning Authority.
- b. If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. This shall be submitted to, and approved in writing by, the Local Planning Authority prior to that investigation being carried out on site. The investigation must be comprehensive enough to enable:-
 - a risk assessment to be undertaken,
 - refinement of the Conceptual Model, and
 - the development of a Method Statement detailing the remediation requirements.

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

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

Part 2

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

Reason:

To ensure the development can be implemented and occupied with adequate regard for environmental and public safety in accordance with policies DM04 of the Adopted Barnet Development Management Policies DPD (2012), CS NPPF of the Adopted Barnet Core Strategy DPD (2012) and 5.21 of the London Plan 2011.

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

If the noise emitted has a distinguishable, discrete continuous note (whine, hiss, screech, hum) and/or distinct impulse (bangs, clicks, clatters, thumps), then it shall be at least 10dB(A) below the background level, as measured from any point 1 metre outside the window of any room of a neighbouring residential property.

Reason:

To ensure that the proposed development does not prejudice the amenities of occupiers of neighbouring properties in accordance with policies DM04 of the Adopted Barnet Development Management Policies DPD (2012) and 7.15 of the London Plan 2011.

21. In the event of the installation of any ventilation/extraction plant, a report should be carried out by a competent acoustic consultant and submitted to the Local Planning Authority for approval before their installation that assesses their likely noise impacts. The report shall also clearly outline mitigation measures for the development to reduce these noise impacts to acceptable levels.

It should include all calculations and baseline data, and be set out so that the Local Planning Authority can fully audit the report and critically analyse the contents and recommendations. The approved measures shall be implemented in their entirety before the use commences.

Reason:

To ensure that the amenities of neighbouring premises are protected from

noise from the development in accordance with policies DM04 of the Adopted Barnet Development Management Policies DPD (2012) and 7.15 of the London Plan 2011.

22. Before development commences, an air quality assessment report, written in accordance with the relevant current guidance, for the existing site and proposed development shall be submitted to and approved by the Local Planning Authority. 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 any of the (units are occupied / the use commences).

Reason:

To ensure that the amenities of occupiers are protected from the poor air quality in the vicinity in accordance with policy DM04 of the Adopted Barnet Development Management Policies DPD (2012) and policy 5.3 of the London Plan 2011.

INFORMATIVE(S):

1. The reasons for this grant of planning permission or other planning related decision are as follows:
- i) The proposed development accords with strategic planning guidance and policies as set out in The Mayor's London Plan: July 2011 and the Adopted Barnet Core Strategy (2012) and Development Management Policies DPD (2012).

In particular the following policies are relevant:

The Mayor's London Plan: July 2011: 3.18, 5.2, 5.3, 5.7, 5.21, 6.13, 7.4, 7.6, 7.14, 7.15, 7.17, 7.19.

Relevant Local Plan Core Strategy Policies: CSNPPF, CS1, CS5, CS7, CS9, CS10, CS13.

Relevant Local Plan Development Management Policies: DM01, DM02, DM03, DM04, DM06, DM13, DM15, DM16, DM17.

ii) The proposal is acceptable for the following reason(s): The proposed new building, alterations to the main school and associated alterations to the site would result in a suitable additions to the school complex that would respect the character and appearance of this part of the Borough and would respect the setting of the nearby Metropolitan Open Land. The proposals would not impact detrimentally on the residential amenity of neighbouring residents and users. The new building would provide improved facilities to existing and future pupils and staff and will help ensure that there are sufficient

school places for the residents of the Borough. The proposals are acceptable on highways grounds.

iii) In accordance with paragraphs 186 and 187 of the NPPF, the Council takes a positive and proactive approach to development proposals, focused on solutions. The Local Planning Authority has produced planning policies and written guidance to guide applicants when submitting applications. These are all available on the Council's website. A pre-application advice service is also offered. The Local Planning Authority has negotiated with the applicant / agent where necessary during the application process to ensure that the proposed development is in accordance with the Council's relevant policies and guidance.

2 Highways informatives:

If the development is carried out it will be necessary for any existing redundant vehicular crossover(s) to be reinstated to footway level by the Highway Authority at the applicant's expense. You may obtain an estimate for this work from the Environment, Planning and Regeneration Directorate, Building 4, North London Business Park (NLBP), Oakleigh Road South, London N11 1NP.

East End Road is part of Traffic Sensitive Route from 8.00am-9.30am and 4.30pm-6.30pm Monday-Friday.

For construction works adjacent to the public highways, the applicant must contact the council's First Contact on 0208 359 2000 for any necessary Highways Licenses.

Any details submitted in respect of the Demolition and Construction Management Plan above shall control the hours, routes taken, means of access and security procedures for construction traffic to and from the site and the methods statement shall provide for the provision of on-site wheel cleaning facilities during demolition, excavation, site preparation and construction stages of the development, recycling of materials, the provision of on-site car parking facilities for contractors during all stages of development (Excavation, site preparation and construction) and the provision on site of a storage/delivery area for all plant, site huts, site facilities and materials and a community liaison contact and precautions to minimise damage to trees on or adjacent to the site.

The London Plan promotes electric vehicle charging points with 20% active and 20% passive provision and should be provided. The parking layout should include provision of electric charging points for all elements of the development.

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

For developments that require an Air Quality report; the report should have regard to the air quality predictions and monitoring results from the Stage Four of the Authority's Review and Assessment available from the LPA web site and the London Air Quality Network. The report should be written in accordance with the following guidance: 1) NSCA Guidance: Development

Control: Planning for Air Quality and the Planning Policy Statement 23: Planning and Pollution Control; 2) Environment Act 1995 Air Quality Regulations, Planning Policy Statement 23: Planning and Pollution Control, Annex 1: Pollution Control, Air and Water Quality; 3) Local Air Quality Management Technical Guidance LAQM.TG(03); 4) London Councils Air Quality and Planning Guidance, revised version January 2007.

1. MATERIAL CONSIDERATIONS

National Planning Policy Framework

The Mayor's London Plan: July 2011: 3.18, 5.2, 5.3, 5.7, 5.21, 6.13, 7.4, 7.6, 7.14, 7.15, 7.17, 7.19.

Relevant Local Plan Core Strategy Policies: CSNPPF, CS1, CS5, CS7, CS9, CS10, CS13.

Relevant Local Plan Development Management Policies: DM01, DM02, DM03, DM04, DM06, DM13, DM15, DM16, DM17.

Relevant Planning History: None relevant

Consultations and Views Expressed:

Neighbours Consulted:	168	Replies:	0
Neighbours Wishing To Speak	0		

No objections have been raised.

Internal /Other Consultations:

- Traffic and Development (F&GG) - no objection
- Environment Agency - no objection
- Environmental Health - no objection
- Transport for London - no objection

Date of Site Notice: 13 December 2012

2. PLANNING APPRAISAL

Site description:

Christ College is secondary boys school with a current intake of 900 pupils aged between 11 and 19. It is located off East End Road in the Garden Suburb ward. The south and east of the site is bordered by the Hampstead Garden Suburb conservation area. The west of the site (between the school and the A406) is designated as Metropolitan Open land.

Proposals:

The application seeks permission for the demolition of an existing disused animal house and proposes a new two-storey Sixth Form block. The school will have a total

intake of 1152 pupils once fully occupied in 2017/18 resulting in 212 additional pupils and increase in staffing levels to suit.

A single storey dining hall extension with associated works to the internal servery area are also proposed to the main school building as well as works to the facade and internal layout of the reception, providing a new entrance area.

A small additional hard play area is also proposed expanding the existing play area where the existing tennis courts are currently located.

Background:

The Corporate Plan 2012-2013 has a corporate priority of 'Sharing opportunities, sharing responsibilities' that has a strategic objective of "ensuring that every school is a good school for every child", under which the Council will 'ensure sufficient primary and secondary school places are available to meet demand by delivering a programme of permanent and temporary expansions'

Ensuring there are sufficient school places is also a key component of the Barnet Children and Young People's Plan 2010/11 – 2012/13. Furthermore, as a Local Authority, the Council has a statutory duty to offer a school place to every child of school age in the Borough who requests one.

Barnet's projected population for the next ten years will increase and change existing communities. There will be a marked increase in the number of children aged between 5-14 years old.

There is currently a high volume of demand for school places in the borough both at Primary and Secondary level. The Council is investing £11m in three Secondary Schools located within the Borough for them to expand by 1 form of entry each and increase capacity in order to meet the rising demand.

Principle of expansion:

Educational uses have been highlighted by the Secretary of State for Communities and Local Government as a priority. National policy states that "Local planning authorities should: give great weight to the need to create, expand or alter schools". (NPPF: paragraph 72)

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. The NPPF advises that local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education.

Core Strategy Policy CS10 (Enabling Inclusive and Integrated Community Facilities and Uses) states that the council will work with our partners to ensure that community facilities including schools are provided for Barnet's communities. The policy states that the Council will ensure that our programmes for capital investment in schools and services for young people address the needs of a growing, more diverse and increasingly younger population.

Development Management Policy DM13 (Community and education uses) of the Adopted Local Plan states that educational uses should be located where they are accessible by public transport, walking and cycling, preferably in town centres or local centres. New community or educational uses should ensure that there is no significant impact on the free flow of traffic and road safety. New community or educational uses will be expected to protect the amenity of residential properties.

The current application has been submitted as part of the Council's programme for capital investment in schools. It is considered that the site is large enough to accommodate the additional pupils and staff without causing harm to the amenity of neighbouring residential properties. The principle of expansion on this site is supported.

Impact of character and amenities of the area (including adjacent MOL):

Development Management Policy DM01 relates to protecting Barnet's character and amenity. It states that all development should represent high quality design which demonstrates high levels of environmental awareness and contributes to climate change mitigation and adaptation. It further states that development proposals should be based on an understanding of local characteristics and should preserve or enhance local character and respect the appearance, scale, mass, height and pattern of surrounding buildings, spaces and streets.

National guidance makes it clear that good design is indivisible from good planning and a key element in achieving sustainable development. It makes it clear that design which is inappropriate in its context, or which fails to take the opportunities available for improving the character and quality of an area should not be accepted. The statement also points out that although visual appearance and the architecture of buildings are factors in achieving high quality design, securing high quality design goes far beyond aesthetic consideration. It then makes it clear that good design also involves integrating development into the existing urban form and built environment.

The proposed building has been designed to take into account the existing school buildings. Its height is comparable to the height of the existing buildings. Although its design is relatively simple, it is considered that it fits the purposes of the building and reflects its use as an educational facility. The appearance and use of materials would complement the existing school complex and preserve the local character of this part of the Borough. The proposals would not be visible from the Hampstead Garden Suburb conservation area and therefore would not harm its setting.

Development Management Policy DM15 (Green Belt and Open Spaces) states that development adjacent to Metropolitan Open Land should not have a detrimental impact on visual amenity and respect the character of its surroundings. Several schemes were presented at the pre-application stage showing different sitings for the proposed building. The proposals forming part of the current application were considered to have the least impact on the neighbouring Metropolitan Open Land. The building itself would not encroach within MOL land. It is not considered that views of the building from the MOL land would be detrimentally affected. The proposals include the retention of existing trees that would ensure that a natural screen between the building and the open space is maintained.

Development Management Policy DM01 states that development proposals should be designed to allow for adequate daylight, sunlight, privacy and outlook for

adjoining and potential occupiers and users. Due to the siting of the building away from neighbouring properties, it is not considered that the proposals would have a demonstrable harmful impact on the daylight, sunlight, privacy and outlook of neighbouring residents and users. The proposed additional 6th form school building would provide improved standards of accommodation for existing and future pupils and staff.

Whilst a number of trees are proposed to be removed, trees along the edge and within MOL land and currently forming natural screening to the school complex are to be retained. Planning conditions are recommended to ensure that they are not damaged during construction work.

Development Management Policy DM16 (Biodiversity) states that when considering development proposals the council will seek the retention and enhancement, or the creation of biodiversity. The applicant has provided a biodiversity survey. The FOA Ecology Ltd survey is thorough and proposes reasonable mitigation measures, especially given the time of year undertaken. It is considered prudent to include conditions requiring implementation of the further survey and mitigation measures recommended in section 7 of the report and landscaping to show incorporation of proposed habitat creation and ecological enhancement set out in section 8.

An attenuation tank is proposed within the section of MOL closest to the building. This would not be visible once installed and there are no objection to this part of the proposals.

Highways issues:

The existing vehicular parking and cycle parking is to be retained. The school currently also benefits from a designated school bus service.

The school has a single vehicle access off East End Road which leads to staff and visitor car parking. No modifications are proposed to this access.

The existing parking provision of 64 vehicular parking spaces including 2 disabled parking spaces and 20 cycle parking spaces are to be retained.

The PTAL Score for the site is calculated using Transport for London model as 1b which is considered a low public accessibility level.

Development Management Policy DM17 (Travel impact and parking standards) states that in considering planning applications for new development, the council will require developers to submit a full Transport Assessment (as defined by Department for

Transport threshold) where the proposed development is anticipated to have significant transport implications in order to ensure that these impacts are considered. A full Transport Assessment has been submitted and reviewed.

The predicted trip generation in the transport assessment carried out by the consultants on behalf of the applicant has shown that the number of additional pupils expected by the end of the phased 5 year timescale is expected to produce a significant number of additional bus users. It has been confirmed that there is not sufficient capacity on the existing bus services to accommodate these additional users.

However, the applicant has stated in the Transport Assessment that as part of a Travel Plan proposal the school will campaign for an additional school bus service with Transport for London so that the additional demand for public transport can be accommodated. The Phased increase in the pupil numbers offers the opportunity to allow for the lead time that may be necessary to provide the additional service.

An additional school bus service will have a number of benefits as indicated below:

- Offers the opportunity of bus travel to existing students that currently do not use the bus due to lack of capacity, and hence offers the potential to reduce pupil car trips.
- Provides additional capacity to accommodate the bus travel needs of the additional students.
- Keeps more Christ's College pupils on the dedicated school bus service and so reduces the likelihood of conflict between Christ's College pupils and pupils of other schools who all currently use alternative local bus services.

Transport for London have been consulted. They have made no objection to the application in principle.

The Council's highways section supports the application subject to conditions. They have requested conditions and the submission of a full Travel Plan and a monitoring contribution of £5,000 to monitoring of the objectives of the Travel Plan.

Environmental Considerations

The site is surrounded largely by fields: crematoria to the North, allotments to the East, A406 road to the west and houses beyond, School to the South of site. There are potential issues from air quality, contaminated land and noise quality. However, the distance of the school from neighbouring residents and the distances from the main source of noise and poor air quality help to reduce the need for mitigation measures.

Noise impacts

Environmental Health officers are satisfied with the overall recommendations contained in the Acoustic Report submitted with the application. It is understood that the dining room extension will be ventilated through opening windows. Although there is no final conclusion stating that mechanical ventilation is the preferred option for the main sixth form block, the applicant has confirmed that there will be mechanical ventilation for the sixth form block.

This should address both issues of noise and air quality impact on the users. There was no report to address noise issues from the ventilation. This is probably due to the distance to nearest residential. However, there is a Junior school in close proximity and it will be necessary to establish that there will be no noise impact from ventilation plant on the school users. This could be done easily through careful siting and choice of the ventilation plant. All this should be addressed by a noise consultant for the site. This matter is conditioned.

Air quality

Environmental Health officers have assessed the air quality report. This looked at the basic air quality around the site and largely discounted any poor effects from the A406 given that 1. it had always been a secondary school at that site and 2. the distance from the A406 was approximately 120m.

However, the school lies within an exceedance zone for NO₂. Therefore a more detailed investigation into the air quality on site should be carried out. However, if mechanical ventilation is provided for the sixth form block then as long as the inlet is situated away from the main road, this should suffice and can be addressed in the report.

Contaminated land

For contaminated land, a desk top study and a walk over should be carried out. A condition is attached to this recommendation.

Sustainable Design and Construction

The applicant has provided a renewable energy feasibility report. The report demonstrates how the targets for carbon dioxide emissions reduction are to be met within the framework of the energy hierarchy. The building has been designed to achieve a BREEAM rating of Very Good and 25% of CO₂ reduction over the 2010 Building Regulations. The scheme incorporates renewal energy technology in the form of PV panels. Sustainability is also considered in the selection of materials, building services, lighting systems and controls and use of water.

Environmental Impact Assessment Regulations:

The development for which consent is sought is not considered to be of a description identified in Schedule 1 of the Regulations (Town and Country Planning (Environmental Impact Assessment) Regulations 2011). However, the development is considered to be of a description identified in column 1 of Schedule 2 of the Regulations. The development described in the submission is deemed to fall within the description of 'urban development projects'. The site identified in the plans accompanying the application is not considered to be in or partly in a sensitive area as defined in Regulation 2. As a development falling within the description of an urban development project, the relevant threshold and criteria in column 2 of Schedule 2 of the Regulations is that the area of development exceeds 0.5 hectares. The area of development identified in the information submitted exceeds this threshold. The proposal is therefore Schedule 2 development.

The characteristics, location and the impacts of the development proposed are described in detail in other sections of this report and so are not repeated here. Having considered the characteristics of the development, the location of the development and the characteristics of the potential impacts of the proposal (the criteria set out in Schedule 3 of the Regulations) it is concluded that in each of these respects and taken in totality the proposal would not be likely to give rise to significant effects on the environment in the sense intended by the Regulations. It is considered that the proposal is not a major development which is of more than local importance, is not a proposal situated in (or partially within) a particularly environmentally sensitive or vulnerable location and is not a development with unusually complex or potentially hazardous environmental effects. This is considered

to support further the conclusion that the proposal would not be likely to give rise to significant effects on the environment in the sense intended by the Regulations.

Taking account of the criteria set out in Schedule 3 of the Regulations and all other relevant factors it is considered that the development described in the information accompanying the application would not be likely to have significant effects on the environment, in the sense intended by the Regulations. Therefore an Environmental Impact Assessment is not necessary and an Environmental Statement, in line with the Regulations, is not required to be submitted with the application.

3. COMMENTS ON GROUNDS OF OBJECTIONS

No objections have been received.

4. EQUALITIES AND DIVERSITY ISSUES

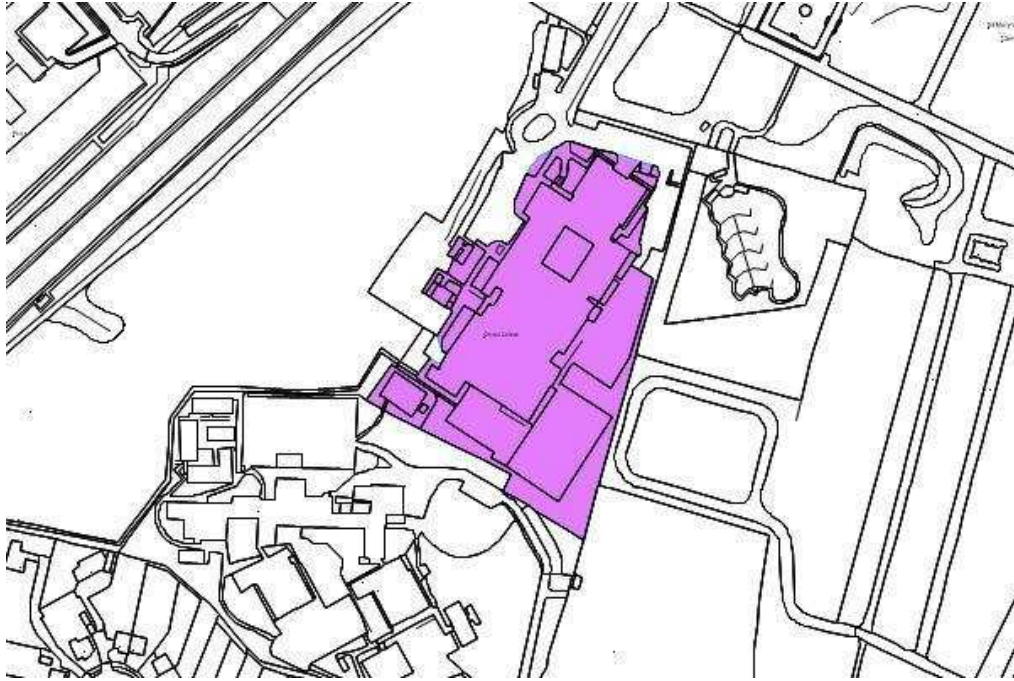
The proposals do not conflict with either Barnet Council's Equalities Policy or the commitments set in our Equality Scheme and supports the council in meeting its statutory equality responsibilities. The proposals have been designed to be accessible by disabled people in line with Development Management Policy DM03.

5. CONCLUSION

The proposed new building, alterations to the main school and associated alterations to the site would result in a suitable additions to the school complex that would respect the character and appearance of this part of the Borough and would respect the setting of the nearby Metropolitan Open Land. The proposals would not impact detrimentally on the residential amenity of neighbouring residents and users. The new building would provide improved facilities to existing and future pupils and staff and will help ensure that there are sufficient school places for the residents of the Borough. The proposals are acceptable on highways grounds. **APPROVAL** is recommended.

SITE LOCATION PLAN: **Christs College Finchley, East End Road,
London, N2 0SE**

REFERENCE: **F/04533/12**



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