

LOCATION: Martin Primary School, Plane Tree Walk, London, N2 9JP

REFERENCE: F/00550/13

Received: 09 February 2013

Accepted: 12 February 2013

WARD(S): East Finchley

Expiry: 14 May 2013

Final Revisions:

APPLICANT: London Borough of Barnet

PROPOSAL: School expansion from 2 Form Entry to 3 Form Entry. New single-storey extension, relocation of the temporary classroom and new two storey extension. New Swale in existing orchard with associated fencing. New entrance gates with changes to levels, new gates to playing fields, new bin enclosure and new railings. Changes to landscaping in proposed car parking and relocation of outdoor equipment. Demolition 3no existing air-shelters and create new MUGA and parking/cycling facilities.

RECOMMENDATION: APPROVE SUBJECT TO CONDITIONS

1. The development hereby permitted shall be carried out in accordance with the following approved plans: Ground Investigation & Geotechnical Design Report by Mouchel; Planning Statement by Mouchel; Transport Assessment by URS; Design & Access Statement by Mouchel; School Travel Plan; BS5837 Tree Schedule; Ecology Report by Land Management Services Ltd; Drawing no. 3000 RevP1; Drawing no. 3001 RevP1; Drawing no.3901 RevP5; Drawing no.3040 RevP; Drawing no.3024 RevP; Drawing no.3023 Rev P3; Drawing no. 221105-F-01 Drawing no.221105-F-02; Drawing no.3030 RevP3; Drawing no.3022 RevP4; Drawing no.3020 RevP4; Drawing no.3011 RevP5; Drawing no. 13-01 1F-1 (Amendments date received 26-Feb-2013).

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. The development shall be implemented in accordance with levels details as shown on the hereby approved drawings.

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 construction of the new teaching block starts on site, details of the materials to be used for the external surfaces of the 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. Before construction of the MUGA starts on site, details of the materials to be used for the hard surfaced areas 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.

6. The new building shall be used as a Primary School 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.

7. 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).

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. No fencing or floodlighting shall be installed around the MUGA.

Reason:

To preserve the openness of Metropolitan Open Land and the amenity of neighbouring residents.

12. Before any lighting is installed onto any part of the hereby approved buildings / extension, details shall be submitted to and approved in writing by the Local Planning Authority. Lighting fixtures shall be implemented as approved and retained as such.

Reason:

To protect the amenity of neighbouring residents.

13. 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.

14. The development shall meet a "Very Good" BREEAM rating. Before the development is first occupied, the developer shall submit certification of this 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).

15. Vehicular parking spaces shown on drawing No. 3011 Rev. P3 submitted with the planning application shall be provided and 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.

16. Before the development hereby permitted is occupied, Cycle parking spaces shall be provided in accordance with the submitted planning application and that area shall not thereafter be used for any purpose other than for the parking of cycles associated with the development.

Reason:

To ensure and promote easier access for disabled persons to the approved building in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012 which in turn refers to London Plan Parking Standards.

17. 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.

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.

18. 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.

19. 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:

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.

20. Before demolition starts on site a Construction Management Plan (CMP) shall be carried out and submitted to and approved in writing by the Local Planning Authority.

Reason:

To protect the amenity of neighbouring residents in accordance with policy DM04 of the Adopted Barnet Local Plan Development Management Policies DPD (2012).

21. In the event of extraction and ventilation equipment being installed on site, details of the equipment shall be submitted to and approved by the Local Planning Authority before their installation and implemented in accordance with agreed details.

Reason:

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

22. Details of the bomb survey shall be passed on to contractors and other relevant stakeholders before construction starts on site.

Reason:

To protect the amenities of the area.

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:

National Planning Policy Framework

Town and Country Planning (Environmental Impact Assessment) Regulations 2011

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 addition 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.

- iv) In this case, formal pre-application advice was sought prior to submission of the application.

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.

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. The CMP required by condition 20 must address any pollution issues that may arise during the development. Where parts of the school structure are to be demolished/disassembled and re-built as part of the proposed plans, there is a possibility that Asbestos may be uncovered. Appropriate measures for dealing with asbestos will need to be covered in the CMP. Mitigation methods to reduce the effects of dust on the children on attending the school during term time will need to be established. In conjunction with this, consideration needs to be given to the mitigation of dust which may affect local residents during term time and the school holidays.

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:

Application: Planning
Validated: 20/05/2009
Status: DEC
Summary: APC
Description: Erection of a single storey extension to the northeast elevation to provide an additional classroom. Internal alterations.

Number: F/01739/09
Type: APF
Date: 29/06/2009
Case Officer: Fabien Gaudin

Application: Planning
Validated: 04/08/2009
Status: DEC
Summary: APC
Description: 2 No. roof lights to classroom extension (Variation to planning permission F/01739/09 for erection of a single storey extension to the northeast elevation to provide an additional classroom. Internal alterations.)

Number: F/02800/09
Type: APF
Date: 07/09/2009
Case Officer: Fabien Gaudin

Application: Planning
Validated: 13/07/2011
Status: DEC
Summary: APC
Description: Erection of single storey mobile classroom.

Number: F/02857/11
Type: APF
Date: 19/08/2011
Case Officer: Robert Marchant

Application: Planning
Validated: 26/07/2010
Status: DEC
Summary: APC
Description: Erection of single storey modular classroom.

Number: F/03061/10
Type: APF
Date: 20/09/2010
Case Officer: Elizabeth Thomas

Consultations and Views Expressed:

Neighbours Consulted: 478 Replies: 1
Neighbours Wishing To Speak 0

The objections raised may be summarised as follows:

- increase in car parking
- increase in parking pressure
- concerns about out of school hours activities

Internal /Other Consultations:

Environmental Health – no objection
Environment Agency - no response
Traffic and Development (F&GG) - no objection
Sport England - no response
East Finchley Allotments – no response
Transport for London - no objection

Date of Site Notice: 21 February 2013

2. PLANNING APPRAISAL

Site description:

Martin School is a primary school located on East Finchley High Road close to its junction with Church Lane. The site is bordered by land designated as Metropolitan Open Land (MOL). This part of the MOL is used by the school for their sports

facilities. The rear of the school backs onto allotments which are accessed via Cherry Tree Walk.

The school typically accommodates 420 pupils. However, the school has confirmed that currently it is accommodating 536 pupils. There are 80 staff members comprising 27 full-time and 53 part-time. Currently, there are 22 formal staff vehicle parking spaces including 2 disabled parking spaces and a number of informal car parking spaces within the site. There are also 20 cycle parking spaces and facilities to park scooters for pupils but currently there are no cycle parking spaces for staff on site.

Proposals:

The application seeks permission for the expansion of the school from a 2 Form Entry to a 3 Form Entry. The expansion would include:

- New single-storey extension
- Relocation of the temporary classroom
- New two storey extension.
- New Swale in existing orchard with associated fencing.
- New entrance gates with changes to levels
- New gates to playing fields
- New bin enclosure and new railings
- Changes to landscaping in proposed car parking and relocation of outdoor equipment
- Demolition 3no existing air-shelters and create new MUGA and parking/cycling facilities.

The expansion would equate to an intake of 630 pupils when works are completed. Taking into consideration that the school currently accommodates 536 pupils, the net addition in pupil numbers would be 94 pupils. An additional 9 staff comprising 5 full time and 4 part time staff will be employed at the school following expansion.

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 in Primary Schools to 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 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 two-storey 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 proposed single storey extension to the school building and associated alterations to the site would be suitable additions to the site that would not harm the character of this part of East Finchley.

Metropolitan Open Land

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. The proposed extensions and alterations to the main school site forming part of the current application are considered to have the least impact on the neighbouring Metropolitan Open Land. The buildings and extensions would not encroach within MOL land. It is not considered that views of the building from the MOL land would be detrimentally affected.

Development Management Policy DM15 (Green Belt and Open Spaces) states that development proposals in Green Belt are required to comply with the NPPF (paragraphs 79 to 92). In line with the London Plan the same level of protection given to Green Belt land will be given to Metropolitan Open Land (MOL).

Paragraph 88 of the NPPF states that when considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt.

The Development Management Policy DPD define appropriate development in MOL as essential facilities for outdoor sport and recreation and uses which complement and improve access to, and which preserve the openness and do not conflict with the objectives of MOL.

The construction of the MUGA (required for a 3-form entry school) in an area already used by the school for sports activities is considered an appropriate form of development in MOL. The MUGA will not be fenced or floodlit and would therefore preserve the openness of the MOL.

In order to enable the construction of the single storey extension to the building, it will be necessary to temporarily move the existing temporary classroom within the MOL. It is considered that this move is necessary to enable to building works on site and as such the installation of a temporary structure in MOL is not considered to warrant refusal. The provision of limited parking spaces within MOL (where existing parking is provided currently) is also not objectionable.

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 new building and extensions to the existing school 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 overall proposals would provide improved standards of accommodation for existing and future pupils and staff.

Lighting is proposed around the school buildings. A condition is recommended to obtain details of the equipment before installation.

None of the trees on site are protected. Trees along the edge of the MOL land which currently form natural screening to the school complex are to be retained. Standard landscaping planning conditions are recommended to ensure a satisfactory appearance of the development.

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 which concludes that the development proposals will have no impact on any of the habitats present. No further surveys or mitigation is required.

Highways issues:

Parking / Cycling provision:

27 staff car parking spaces have been proposed including 5 new parking spaces.

A minimum of 72 cycle parking spaces would need to be provided as recommended by Transport for London (TfL) Cycle parking standards. However, the school is proposing a total of 60 cycle parking spaces comprising 40 new cycle parking spaces and 20 existing cycle parking spaces. Although the proposed cycle parking provisions is less than recommended by TfL, the provision is based on the school's travel modal split and is considered adequate to cater for the school's current needs and allow for any increase in future demand for cycle parking.

Access Arrangements:

The vehicular access to the site is from Plane Tree Walk which is an unadopted road and is accessed directly from A1000. Plane Tree Walk also provides access for the allotments that are located to the northeast of the school site. The access is limited only to staff, service vehicles and the allotment users.

Pedestrian access to the school is from Plane Tree Walk. There is an existing signalised pedestrian crossing on A1000 High Road fronting the site and an existing zebra crossing across Church Lane at its junction with A1000 High Road in close proximity of the school.

Trip Generation:

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 Transport Assessment has been submitted with the application.

The school currently accommodates 536 pupils. The proposal is to increase the number of pupils to 630, an increase of 94 pupils. This will result in additional 184 person trips during the AM peak, 175 person trips during the afternoon period and an additional 8 person trips in the PM peak.

The net difference in vehicular trip generation is proposed to increase by 15 vehicular trips during the morning period, 10 vehicular trips during the afternoon period and 5 additional vehicular trips during the evening period. Highways officers have advised that these additional trips and parking activity can be accommodated on the existing road network in the vicinity of the development.

However, there is a significant increase of over 100 pedestrian trips to the school.

New engineering measures are being introduced in the vicinity of the site to further improve pedestrian accessibility to the school as follows:

- A 20 MPH Zone in Church Lane
- A Zebra Crossing facility in Creighton Avenue close to the junction of A1000 High Road.

Highway impact Assessment:

A highway impact assessment of the proposed development on the local highway network has been carried out. The following junctions were located within the study area were assessed with and without the proposed school expansions.

- Plane Tree Walk/High Road(1000)
- Church Lane/High Road (A1000)

The assessment indicates that projections for both of the junctions show that the junctions are likely to operate within capacity during the AM and PM peak with the additional development traffic. Highways officers have advised that the highway impact assessment provided is acceptable.

Personal Injury Accidents:

Accident data for a 36-month period up to September 2012 was analysed in order to identify accident hotspots and any local accident trends which might affect the safety of children attending Martin Primary School. No accident trends or patterns were observed in the vicinity of the school which are likely to be exacerbated by the expansion of the school.

Travel Plan:

A full Travel Plan will need to be provided and this is conditioned.

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

Environmental Health officers have not raised objections to the proposals.

They have recommended that a Construction Management Plan (CMP) is carried out

and submitted prior to any works being carried out. Where parts of the school structure are to be demolished / disassembled and re-built as part of the proposed plans, there is a possibility that Asbestos may be uncovered. The CMP will address any pollution issues that may arise during the development.

As with all construction projects, dust will inevitably be produced on site. Mitigation methods to reduce the effects of dust on the children on attending the school during term time will need to be established. In conjunction with this, consideration needs to be given to the mitigation of dust which may affect local residents during term time and the school holidays.

Raw material deliveries may cause disruption/congestion within the area. Deliveries should be arranged to minimise disruption to the area and should avoid being carried out during unsociable hours to avoid night time disturbance. In addition to this the contractors / consultants plan should incorporate previous findings from the ground investigation and Geotechnical design report (March 2013) and the unexploded bomb survey.

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

Planning and highways matters are covered in the above appraisal. Concerns relating to out of hours activities are noted and a condition have been recommended.

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 addition 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: Martin Primary School, Plane Tree Walk, London, N2 9JP

REFERENCE: F/00550/13



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