

LOCATION: Moss Hall School, Moss Hall Grove, London, N12 8PE

REFERENCE: F/00569/13

Received: 24 January 2013

Accepted: 12 February 2013

WARD(S): West Finchley

Expiry: 14 May 2013

Final Revisions:

APPLICANT: London Borough of Barnet

PROPOSAL: School expansion from 3 Form Entry to 4 Form Entry. Extensions to provide additional teaching accommodation with associated spaces. Infant school - main entrance area extension; 1 classroom extension; 2 classroom new building; new dining hall annexe; relocation of the existing unit. Junior school - demolition of the defective wing and replacement with 2 storey extension. Provision of MUGA area, additional cycle spaces and 2 class mobile unit as temporary accommodation for the duration of the construction works.

RECOMMENDATION: APPROVE SUBJECT TO CONDITIONS

1. The development hereby permitted shall be carried out in accordance with the following approved plans:

3001- Aerial View

3003 Rev C- Existing Block Plan- Site Analysis

3004 Rev D- Proposed Site Plan

3005- Existing Floor Plan Infant School

3006 Rev A- Existing Floor Plan – Junior School

3007 Rev D- Proposed Floor Plan – Infant School

3008 Rev A- Proposed Floor Plan – Junior School

3009- Existing Elevations - sh. 1 of 3

3010- Existing Elevations – sh.2 of 3

3011- Existing Elevations – sh.3 of 3

3012- Proposed Elevations / Section – Infant School

3013 Rev A- Proposed Elevation / Section – Infant School sh.2 of 2

3014 Rev A- Proposed Elevations / Section 2-storey block – Junior School

3015 Rev A- Proposed Roof Plan- Infant & Junior Schools

3901 Rev P6- Landscape Layout

SK2 Rev P1- 3D View 2

SK3- Seasonal Site Shadow Analysis Infant School

221106-F-01 Rev A- Tree Survey

221106-F-02 Rev A- Tree Constraints

Tim Moya Associates- Tree Schedule

URS- Transport Assessment Final February 2013

Ecology Report by and Management Services Ltd

Reason:

For the avoidance of doubt and in the interests of proper planning and so as to ensure that the development is carried out fully in accordance with the 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. Before the building hereby permitted is occupied the proposed windows in the elevation facing Bramley Cottage shall be glazed with obscure glass only and shall be permanently retained as such thereafter and shall be permanently fixed shut with only a fanlight opening.

Reason:

To safeguard the privacy and amenities of occupiers of adjoining residential properties in accordance with policy DM01 of the Adopted Barnet Development Management Policies DPD (2012).

16. 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 occupiers and school pupils and staff in accordance with policy DM04 of the Barnet Adopted Local Plan Development Management Policies DPD (2012).

17. Before the development hereby permitted is occupied, details of all extraction and ventilation equipment 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 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.

18. The level of noise emitted from the any plant installed on site 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.

19. Before construction starts on site, a report should be carried out by a competent acoustic consultant and submitted to the Local Planning Authority for approval, that assesses the likely noise impacts from the development of the ventilation/extraction plant. 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 (any of the units are occupied / 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.

20. A scheme for acoustic fencing shall be submitted in writing and approved by the Local Planning Authority prior to occupation. This scheme shall be fully implemented before the development hereby permitted is brought into use.

Reason:

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

21. 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.

22. Existing vehicular parking spaces shown on drawing No. 3004 Rev. D 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.

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

Reason:

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

24. 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.

25. 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.

26. 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 School Travel Plan Champion. The School Travel Plan should be reviewed annually in

accordance with the target set out in the School 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.

27. The buildings hereby approved shall not be occupied until arrangements for the provision of a Zebra Crossing and waiting restrictions in the vicinity of the site have been secured.

Reason:

To facilitate pedestrian crossings in the vicinity of the site and to to mitigate adverse impact on roads in the vicinity of the school as a result of vehicles parking injudiciously, causing obstruction and affecting highway and pedestrian safety in accordance with policy DM17 of the Development Managment Policies DPD (2012)

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 polices 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, 7.19.

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, 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. 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. The CMP required by condition 16 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.

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. 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.

Section of Nether Street between Bollards Lane to Dollis Road is part of Traffic Sensitive Route from 8.00am-9.30am and 4.30pm-6.30pm Monday-Saturday.

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.

In accordance with Transport for London's recommendations adequate shower and changing facilities should be provided for cyclists on site.

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, 7.19.

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, DM16, DM17.

Relevant Planning History:

Application Reference:	F/02774/09
Case Officer:	Fabien Gaudin
Proposal:	Retention of single storey building used as a classroom.
Stat Start Date	18/08/2009
Application Type	APF
Decision	AP
Decision Date	18/09/2009

Application Reference:	F/01283/11
Case Officer:	Neetal Rajput
Proposal:	Erection of a single storey infill extension to create 2no additional classrooms.
Stat Start Date	04/04/2011
Application Type	APF
Decision	APC
Decision Date	11/05/2011

Application Reference:	F/02771/08
Case Officer:	Junior C. Moka
Proposal:	Construction of a new two storey lift shaft with new accessible lift.

Stat Start Date	30/07/2008
Application Type	APF
Decision	APC
Decision Date	19/09/2008

Application Reference:	C03809E/03
Case Officer:	Laura Knight
Proposal:	Installation of new gate fronting Moss Hall Grove and new pedestrian walkway.
Stat Start Date	09/06/2003
Application Type	APF
Decision	APC
Decision Date	28/07/2003

Consultations and Views Expressed:

Neighbours Consulted: 519 Replies: 9
 Neighbours Wishing To Speak 2

The objections raised may be summarised as follows:

- impact on traffic, access and parking
- a driveway should be provided within the school for drop off and pick ups
- pavement is damaged because of tree roots
- scale and appearance
- loss of amenity including loss of light, overlooking and loss of privacy
- noise and disturbance
- use of buildings for school hires
- CPZ should be extended

Internal /Other Consultations:

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

Date of Site Notice: 21 February 2013

2. PLANNING APPRAISAL

Site description:

Moss Hall School is a 3 form entry primary school (Infants and Juniors). There are several entrances to the schools. The Infant school has two entrances on Moss Hall Grove. The Junior school has pedestrian entrances onto Moss Hall Grove and Essex Park. The site is surrounded by residential properties with the exception of Morasha Jewish Primary school to the north of the site.

Proposals:

The application seeks permission for the expansion of the Infant and Junior schools from a 3 Form Entry to a 4 Form Entry. The expansion would include:

Infant school

- main entrance area extension
- 1 classroom extension
- 2 classroom new building
- new dining hall annexe
- relocation of the existing unit

Junior school

- demolition of the defective wing and replacement with 2 storey extension
- provision of MUGA area
- additional cycle spaces
- 2 class mobile unit as temporary accommodation for the duration of the construction works.

The school currently has 690 (303 pupils in Infant School and 387 pupils in Junior School). Typically a 3FE school would accommodate 630 pupils, however currently the school is accommodating additional 60 pupils. The proposal is to increase the number of pupils to 840 (4FE) which means provision of 150 pupil places in addition to the extra 60 pupils already in existence. 11 additional staff are proposed. There will be a net increase of 5 classrooms as a result of the development.

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:

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 new buildings and extensions to the schools have been designed to take into account the existing school buildings. Their height is comparable to the height of the existing buildings. Although the proposed 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 MUGA would be located to the east of the existing playing field and adjacent to the existing hard standing area in a part of the site already used for outdoor sporting activities. The MUGA will not be fenced or floodlit and would therefore preserve the openness of this part of the site. Its impact on the character and appearance of the site is considered acceptable. The provision of the MUGA in this part of the site would result in the relocation of some play equipment and planters that will be relocated within the site.

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.

Most extensions are located within the school complex with no or little visibility from neighbouring residential properties. The closest building to a residential property would be the proposed two storey building for the Junior school. The closest residential property to this new building is Bramley Cottage. The garden of Bramley Cottage backs onto this part of the school site. The new two storey building would replace an existing single storey structure between 3.7 and 4.1 metres high. The building would be between 6.6 and 7.6 metres high and set away between 4.5 and 7 metres from the boundary of Bramley Cottage. The applicant has provided a Shadow Analysis which provides details of the impact of the proposals on surrounding properties. It is considered that the proposed building by reason of its height and distance away from the boundary with Bramley Cottage would not have a significantly detrimental impact on the residential amenity of its occupiers that would warrant refusing the application. A toilet window proposed on the elevation facing Bramley Cottage, a condition is required to ensure that this remains kept shut and obscure glazed to prevent overlooking.

Lighting is proposed around the school buildings. A condition is recommended to obtain details of any lighting to be installed onto any parts of the new buildings/extension before their installation.

None of the trees on site are protected. 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:

The Council's highways officers support the application. The following is a summary of their assessment:

Parking Provision:

The Schools currently have 44 parking spaces in total including 2 disabled parking spaces comprising as follows:

- 8 parking spaces plus 1 disabled parking space at the Infant School.
- 34 parking spaces plus 1 disabled parking space for the Junior School.

There are no proposals by the school to increase the parking provision. However, it is proposed in the Transport Assessment that the small increase in the number of staff members will be offset by the measures and initiatives that are to be implemented as part of the new School Travel Plan. In addition increased level of cycle parking is proposed to encourage travel by non car mode.

Presently, the parking by the parents/guardians during the drop off and pick up time for the Infant school takes place in Moss Hall Grove and for the Junior School place in Essex Park. This is likely to continue.

There are School Keep Clear markings in place at the pedestrian and vehicular accesses in Moss Hall Grove, Nether Street and Essex Park to ensure that the accesses are not obstructed.

Cycle Parking Provision:

There are 20 cycle parking places available at present. An additional 80 cycle parking spaces are proposed.

Vehicular/Pedestrian Access Arrangements:

Infant School: There are 2 vehicular accesses from Moss Hall Grove to the infant school with School Keep Clear Marking at the entrances. The main pedestrian access is from Moss Hall Grove. There is a pedestrian refuge close to the pedestrian entrance.

Junior School: The vehicular access into the junior school is from Nether Street. The entrance to the school has School Keep Clear Markings in place and there are waiting restrictions in place on Nether Street in the vicinity of the school entrance. The main pedestrian access for the Junior School is from Essex Park with School Clear Markings in place. Parents are observed stopping in Essex Park to drop off/pick up children from Junior School. A Zebra Crossing is in place on Nether Street in close proximity to the junction with Courthouse Gardens.

Trip Generation:

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 Transport Assessment (TA) was prepared by URS for Mouchel and the assessment on likely trip generation is as follows based on December 2011 survey data.

The net difference in vehicular trip generation indicate an increase of approximately 26 car born trips and associated parking activity which can be accommodated on the existing road network in the vicinity of the development. However, there is a significant proposed increase in pedestrian trips which would benefit from an improved crossing facility. The existing pedestrian refuge in Moss Hall Grove could be upgraded to a pedestrian refuge to a Zebra Crossing subject to meeting the criteria for the provision of a Zebra Crossing.

Highway impact Assessment:

The consultants carried out a highway impact assessment of the proposed development on the local highway network. The following junctions located within the study area were assessed for both 2014 and 2019 with and without the proposed school expansions.

- Main School Vehicular Access/Nether Street Junction
- Moss Hall Grove/Nether Street Junction

The result of the assessment indicates that the main site access junction is projected to operate well within capacity with the development traffic added. A maximum Ratio of Flow to Capacity (RFC) of 0.029 is reached during the AM peak in 2019 with development flows.

The result of the assessment indicates that Moss Hall Grove/ Nether Street junction is projected to operate well within capacity with the development traffic added. A maximum RFC of 0.423 is reached during the AM peak in 2019 with development flows.

The assessment above indicates that projections for both of the junctions show that they are likely to operate well within capacity with the additional development traffic under 2019 conditions.

Personal Injury Accidents: 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.

Public Transport Accessibility (PTAL): The PTAL Score for the site is calculated using Transport for London model as 3 which is considered as a medium accessibility level.

School Travel Plan: A full School Travel Plan will need to be provided. This is conditioned.

The likely impact of school proposals on parking on roads in the vicinity of the school:

Based on the trip assessment provided in TA the proposed expansion is likely to generate the following additional vehicular trips.

Staff Vehicular Trips:

Additional 5 vehicular staff trips during the Am peak and 5 vehicular staff trips during the PM peak are indicated in the TA. This could result in 5 additional staff cars that seeking parking on roads in the vicinity of the school. Waiting restrictions will be introduced to mitigate any adverse impact on roads in the vicinity of the school as a result of vehicles parking injudiciously, causing obstruction and affecting highway and pedestrian safety.

Parent/Guardian Vehicular Trips:

22 parent/guardian vehicular trips during the drop off time in the morning and 22 trips during the Afternoon pickup time are predicted.

The application is recommend for approval on highway grounds subject to conditions.

Environmental Considerations

Environmental Health officers have not raised objections to the proposals.

Noise

The final design from the contractor has not been obtained yet and it is not know whether any additional plant will be installed. Planning conditions are recommended if it is decided that plant for ventilation and extraction equipment are required.

Fencing – The average height of the existing panel fencing around the site is *'approx 1.4 m (fencing between new 2 storey wing - Junior school and Bramley Cottage. Panel fence between 2 classroom building - Infant school and neighbouring property is 1.8 m high)*

Environmental Health officers' main concern is that additional noise will be caused by the increase in pupil numbers during break times. It is difficult to predict exactly what the noise levels will be in the gardens and at the facades of the neighbouring residential properties. When setting criteria for plant (machinery and equipment) LB Barnet's accepted requirement is for noise levels to be 5dB below background level (or 10dB below if there is a distinguishing feature to the noise). This is usually sufficient to prevent the noise from being heard. However there are no specific criteria for the noise of children at schools. It is hard to assess noise from children playing as the noise levels are not constant like a machine – the noise varies and there are peaks.

It would therefore be advisable to have some form of wooden fencing (approx. 2m high) where a neighbouring residents land directly adjoins the school to reduce the noise levels. A Planning condition has been recommended.

Contaminated land

The reports submitted with the applicaiton highlights that a sample was carried out which found the presence of Amosite Crocidolite (WSMHS4 at 0.6m depth). The Mouchel report is not an assessment of the risks to human health but an assessment of hazardous properties to inform correct waste disposal and the guidance and thresholds that are referred to in this report relate to waste disposal. Environmental Health officers have recommended that planning conditions be attached in order to protect workers during the development, local residents and the end users.

Construction Management Plan

Environmental Health officers 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

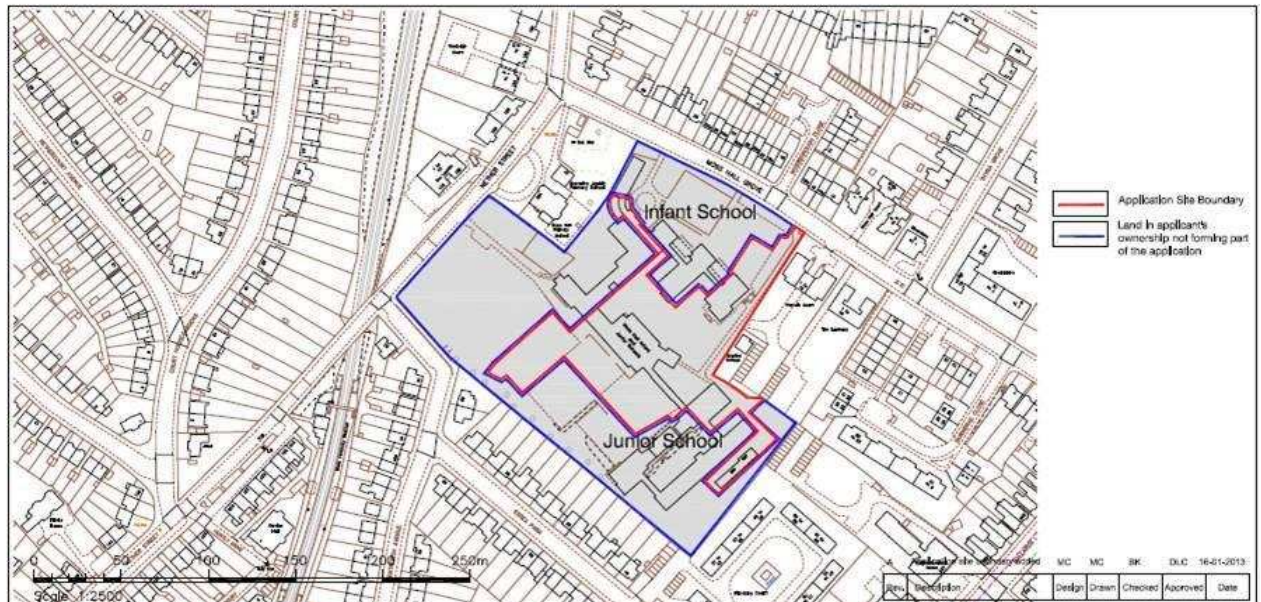
The proposed new buildings, alterations to the main schools and associated alterations to the site would result in a suitable addition to the school complex that would respect the character and appearance of this part of the Borough. The proposals would not impact detrimentally on the residential amenity 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:

**Moss Hall School, Moss Hall Grove, London, N12
8PE**

REFERENCE:

F/00569/13



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