

**LOCATION:** Cophall School, Pursley Road, London, NW7 2EP

**REFERENCE:** H/01012/13 **Received:** 08 March 2013

**Accepted:** 14 March 2013

**WARD:** Mill Hill **Expiry:** 13 June 2013

**Final  
Revisions:**

**APPLICANT:** London Borough of Barnet Council

**PROPOSAL:** Removal of two temporary buildings from existing hard play area and the erection of new two-storey teaching block. Proposed temporary classroom and contractor's compound for duration of works.

**APPROVE SUBJECT TO A SECTION 106 AGREEMENT**

**RECOMMENDATION I:**

That the applicant and any other person having a requisite interest be invited to enter by way of an agreement into a planning obligation under Section 106 of the Town and Country Planning Act 1990 and any other legislation which is considered necessary for the purposes seeking to secure the following:

- 1 Paying the council's legal and professional costs of preparing the Agreement and any other enabling agreements;
- 2 All obligations listed below to become enforceable in accordance with a timetable to be agreed in writing with the Local Planning Authority;
- 3 **Special Site-Specific Obligation** **£5,000.00**  
A contribution towards the monitoring of the School Travel Plan.

**RECOMMENDATION II**

That the application be referred to the Greater London Authority (Under Article 5 of the Town and Country Planning (Mayor of London) Order 2008) and to the Secretary of State.

**RECOMMENDATION III:**

That upon completion of the agreement and no direction being received to refuse the application and no direction being received that the application is called in by the Secretary of State to determine, the Acting Assistant Director of Planning and Development Management approve the planning application reference: H/01012/13 under delegated powers subject to the following conditions: -

1. The development hereby permitted shall be carried out in accordance with the following approved plans: 120581/A/001 RevE; 120581/A/002 RevE; 120581/A/004 Rev D; 120581/A/005 RevD; 120581/A/006 Rev C; 120581/A/100 Rev E; 120581/A/101 RevC; 120581/A/150 Rev I;

120581/A/151 Rev H; 120581/A/152 Rev A; 120581/A/160 RevA; 120581/A/161 Rev A; 120581/A/190 Rev C; 120581/A/200 Rev B; 120581/A/201 Rev B; 120581/C/005 Rev A; MS/CST/SK001 RevA; 07/CLI; 3432-D; L-1068-GAP-001 Rev 03; design and access statement 120581; transport assessment 01; Travel Plan 2012-2013; executive summary tree survey 3432 26th February 2013; tree survey, arboricultural impact assessment; FOA Ecology Ltd extended phase 1 habitat survey; renewable energy feasibility and planning report; sustainability checklist; flood risk assessment 21 February 2013; acoustic design 12/4691/R2; drainage strategy 001; waste and audit management strategy 21 February 2013; unexploded ordnance contamination EES0405-R-03-00; archaeological solutions ltd an archaeological desk based assessment.

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 building(s) and 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.

5. 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).

6. The premises shall be used as a 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. Before the development hereby permitted commences on site, 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.

8. 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.

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

10. The contractor's compound and proposed temporary classrooms hereby permitted shall be removed from the site edged red and shown on drawing 120581/A/002, before first occupation of the new two-storey teaching block. Within three months of removal, or in the first planting season following removal, the playing field land shall be reinstated to a playing field of at least equivalent to the quality of the playing field immediately before the contractor's compound and proposed temporary classrooms were erected.

Reason:

To ensure the site is restored to a condition fit for purpose and to accord with Development Plan Policy

11. Existing vehicular parking spaces shown on drawing number No. 120581/A/100 (E) 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.

12. 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.

13. 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.

14. 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. The Travel Plan shall incorporate measures to increase cycle parking and electric vehicle charging points over the lifetime of the 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.

15. The further ecological survey and mitigation measures recommended in section 7 of the FOA Ecology Ltd report dated February 2013 and landscaping to show incorporation of proposed habitat creation and ecological enhancement set out in section 8 of the FOA Ecology Ltd report dated February 2013 shall be implemented within 6 months of occupation of the hereby approved development and maintained thereafter.

Reason:

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

16. The non-residential development is required to meet a "Very Good" rating under the BREEAM environmental standard. Before the development is first occupied the developer shall submit a design stage 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).

17. 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).

18. 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.

- 19 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.

### **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:

Core Strategy (Adopted) 2012: CSNPPF, CS1, CS5, CS9, CS10, CS13.

Development Management Policies (Adopted) 2012: DM01, DM02, DM03, DM04, DM13, DM15, DM16, DM17.

ii) The proposal is acceptable for the following reason(s): - The proposed new building 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 not detract from the openness of the designated Green Belt. Very special circumstances are considered to exist to justify the development. 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. It is recommended that the restoration scheme is undertaken by a specialist turf consultant. The applicant should be aiming to ensure that any new or replacement playing field is fit for its intended purpose and should have regard to Sport England's technical Design Guidance Note entitled "Natural Turf Sport" (2011) and relevant design guidance of the National Governing Bodies for Sport e.g. performance quality standards produced by the relevant pitch team sports, for example the Football Association.
3. 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.
4. 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.
5. 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. Please note a section of the route is part of a Traffic Sensitive Route from 8.00am-9.30am and 4.30pm-6.30pm Monday-Saturday.
6. 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.
7. 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 determination of planning applications is made mindful of Central Government advice and the Local Plan for the area. It is recognised that Local Planning Authorities must determine applications in accordance with the statutory Development Plan, unless material considerations indicate otherwise, and that the planning system does not exist to protect the private interests of one person against another.

The 'National Planning Policy Framework' (NPPF) was published on 27 March 2012. This is a key part of the Governments reforms to make the planning system less complex and more accessible, and to promote sustainable growth.

The NPPF states that "good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people". The NPPF retains a presumption in favour of sustainable development. This applies unless any adverse impacts of a development would "significantly and demonstrably" outweigh the benefits.

#### The Mayor's London Plan July 2011:

The London Development Plan is the overall strategic plan for London, and it sets out a fully integrated economic, environmental, transport and social framework for the development of the capital to 2031. It forms part of the development plan for Greater London and is recognised in the NPPF as part of the development plan.

The London Plan provides a unified framework for strategies that are designed to ensure that all Londoners benefit from sustainable improvements to their quality of life.

Relevant Policies: 3.18, 5.2, 5.3, 5.21, 6.13, 7.4, 7.6, 7.14, 7.15, 7.17, 7.19.

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

Barnet's Local Plan is made up of a suite of documents including the Core Strategy and Development Management Policies Development Plan Documents (DPD). Both DPDs were adopted on 11 September 2012.

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

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

#### Supplementary Planning Documents and Guidance

The Council adopted a Supplementary Planning Document (SPD) "Sustainable Design and Construction" (June 2007), following public consultation. This SPD provides detailed guidance that supplements policies in the adopted Local Plan, and sets out how sustainable development will be delivered in Barnet. Part 6 of the SPD relates to generic environmental requirements to ensure that new development within Barnet meets sufficiently high environmental and design standards.

Relevant Planning History:

#### **Site history for current landparcel :**

146586 - Cophall School, Pursley Road, London, NW7 2EP

Case Reference: **H/01012/13**

<b>Application:</b>	Planning	<b>Number:</b>	H/00014/13/LIC
<b>Validated:</b>	06/02/2013	<b>Type:</b>	LIC
<b>Status:</b>	DEC	<b>Date:</b>	20/02/2013
<b>Summary:</b>	EXM	<b>Case Officer:</b>	Graham Robinson
<b>Description:</b>	Replacement of 3no. existing antennas with 3no. new antennas at the same location onto existing stub tower on the roof.		



<b>Application:</b>	Planning	<b>Number:</b>	H/00885/10
<b>Validated:</b>	08/03/2010	<b>Type:</b>	APF
<b>Status:</b>	DEC	<b>Date:</b>	30/04/2010
<b>Summary:</b>	APC	<b>Case Officer:</b>	Matthew Corcoran
<b>Description:</b>	Construction of single storey building housing Electricity Substation and LV Switch Room and installation of new gates in existing railings with associated hard standings.		
<b>Application:</b>	Planning	<b>Number:</b>	H/01232/10
<b>Validated:</b>	06/04/2010	<b>Type:</b>	APF
<b>Status:</b>	DEC	<b>Date:</b>	01/06/2010
<b>Summary:</b>	APC	<b>Case Officer:</b>	Matthew Corcoran
<b>Description:</b>	Proposed cycle shelter.		
<b>Application:</b>	Planning	<b>Number:</b>	H/02298/10
<b>Validated:</b>	14/06/2010	<b>Type:</b>	CON
<b>Status:</b>	DEC	<b>Date:</b>	09/08/2010
<b>Summary:</b>	AP	<b>Case Officer:</b>	Matthew Corcoran
<b>Description:</b>	Submission of details of conditions 4 (landscaping) and 9 (acoustic report) pursuant to planning permission H/00885/10 dated 30/04/10.		
<b>Application:</b>	Planning	<b>Number:</b>	H/03010/10
<b>Validated:</b>	23/07/2010	<b>Type:</b>	CON
<b>Status:</b>	DEC	<b>Date:</b>	17/09/2010
<b>Summary:</b>	AP	<b>Case Officer:</b>	Matthew Corcoran
<b>Description:</b>	Submission of details of Condition 3 (Materials) pursuant to planning permission H/00885/10 dated 30/04/10.		
<b>Application:</b>	Planning	<b>Number:</b>	H/03139/08
<b>Validated:</b>	18/08/2008	<b>Type:</b>	CON
<b>Status:</b>	DEC	<b>Date:</b>	14/01/2011
<b>Summary:</b>	AP	<b>Case Officer:</b>	Heidi Euzger
<b>Description:</b>	Submission of details of condition 2 (materials) pursuant to planning permission W04226W/07 dated 19-02-08.		
<b>Application:</b>	Planning	<b>Number:</b>	H/04175/08
<b>Validated:</b>	06/11/2008	<b>Type:</b>	APF
<b>Status:</b>	DEC	<b>Date:</b>	29/12/2008
<b>Summary:</b>	APC	<b>Case Officer:</b>	Matthew Corcoran
<b>Description:</b>	Erection of 2no. temporary portakabin type classrooms.		
<b>Application:</b>	Planning	<b>Number:</b>	W/04226/U/03
<b>Validated:</b>	26/02/2003	<b>Type:</b>	APF
<b>Status:</b>	DEC	<b>Date:</b>	30/04/2003
<b>Summary:</b>	APC	<b>Case Officer:</b>	
<b>Description:</b>	Two-storey extension to main school building adjoining courtyard.		
<b>Application:</b>	Planning	<b>Number:</b>	W/04226/V/07
<b>Validated:</b>	07/12/2007	<b>Type:</b>	APF
<b>Status:</b>	DEC	<b>Date:</b>	31/01/2008
<b>Summary:</b>	APC	<b>Case Officer:</b>	Louise Doran
<b>Description:</b>	Replacement of two demountable classrooms with one new double unit.		
<b>Application:</b>	Planning	<b>Number:</b>	W/04226/W/07
<b>Validated:</b>	27/12/2007	<b>Type:</b>	APF
<b>Status:</b>	DEC	<b>Date:</b>	26/02/2008
<b>Summary:</b>	APC	<b>Case Officer:</b>	Heidi Euzger
<b>Description:</b>	Erection of two-storey building comprising of three new classrooms and one new cloakroom located within the existing courtyard.		

## Consultations and Views Expressed:

Neighbours Consulted: 259      Replies: 0  
Neighbours Wishing To Speak 0

The objections raised may be summarised as follows:

### Internal /Other Consultations:

- Traffic & Development - No objections.
- Environment Agency - No objections in principle. Full comments to be reported in addendum.
- Environmental Health - No objections subject to conditions.
- Greater London Authority - Comments to be reported in addendum.
- Transport for London, Road Network Development - Full comments to be reported in addendum.
- Sport England - No objections subject to condition.

Date of Site Notice: 18 April 2013

## **2. PLANNING APPRAISAL**

### Site Description and Surroundings:

Copthall girl's school is located close to the junction of Pursley Road and Page Street in the Mill Hill ward. The main school entrance is located off Pursley Road. The school site and associated school playing fields fall within the designated greenbelt. The school currently has 1,129 pupils aged 11-19. It is planned to increase school spaces to 1,331.

### Proposal:

The application seeks permission for the removal of two existing demountable buildings and construction of a new two storey teaching block of 1150m<sup>2</sup>. The new block will be provided on an area of existing hardstanding adjacent to existing school buildings. The school will have a total intake of 1,331 pupils once fully occupied in 2017/18 resulting in 192 additional pupils and increase in staffing levels to suit.

The proposal will also result in the relocation of disabled parking bays to a position in front of the main school entrance.

Temporary classrooms will be provided adjacent to the school tennis courts during works.

### Planning Considerations:

#### 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. In February 2012, recommendations made by a Task and Finish Group from the Business Management Overview and Scrutiny Committee were approved by Cabinet. The Council has identified demand for additional school spaces at girl's schools. Cophall was chosen in accordance with the Task and Finish Group recommendations. It is a girls', non-denominational secondary school consistently rated “Good” by Ofsted and highly popular with parents: in 2012 it received 500 applications (36% of which were accepted) and in 2013 it received 460 applications (39% of which were accepted). The next 4 closest secondary schools

are denominational. Copthall mainly serves the Garden Suburbs area in which there is little choice for non-denominational secondary school education for girls: the nearest school would be Hendon, which has a selective intake, and the next closest school is Whitefields, which is less popular with parents (368/339 applications for 2012 and 2013 respectively). Copthall was chosen to increase parental choice for girls' education in the area - Christ's College (a boys' school chosen for expansion completed in 2013) and Copthall are working together to offer places to siblings from each other's school. This helps provide additional non-denominational places for pupils of both sexes in the East Finchley area. All secondary schools in the Borough have been considered under the Task and Finish Group criteria; Copthall is one school in a series of 1FE expansions of 3 secondary schools which meet the criteria set out in the report.

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 Greenbelt):

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 NPPF sets out requirements for assessing applications in the Green Belt. It states in part that when considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations.

A local planning authority should regard the construction of new buildings as inappropriate in Green Belt. Exceptions to this are:

- buildings for agriculture and forestry;
- provision of appropriate facilities for outdoor sport, outdoor recreation and for

cemeteries, as long as it preserves the openness of the Green Belt and does not conflict with the purposes of including land within it;

- the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building;
- the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces;
- limited infilling in villages, and limited affordable housing for local community needs under policies set out in the Local Plan; or
- limited infilling or the partial or complete redevelopment of previously developed sites (brownfield land), whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development.

It is considered that the proposed development is inappropriate within the Green Belt, however, in this instance very special circumstances exist to justify the development.

The new school block is sited on an area of existing hardstanding and is sited between existing school buildings. The proposal would not be disproportionate to the existing school buildings on site and would not be over and above the size of the existing buildings on site. The new building will be bounded by existing buildings on three sides and as such it is not considered to impact on the openness of the Greenbelt.

The agent's have submitted a justification statement explaining how the design and siting of the new teaching block has been carefully considered in light of the Green Belt designation to ensure that the proposal does not result in harm to the openness of the Green Belt and the purposes of the designation of this site.

The policies of the NPPF are reinforced by the London Plan policy 7.16 which states that the strongest protection should be given to London's Green Belt, in accordance with national guidance. Inappropriate development should be refused, except in very special circumstances. Development will be supported if it is appropriate and helps secure the objectives of improving the Green Belt as set out in national guidance.

Policy DM15 of the development management policies states that development proposals in Green Belt are required to comply with the NPPF (paragraphs 79-92). The construction of new buildings within Green Belt or Metropolitan Open Land, unless there are very special circumstances, will be inappropriate, except for the following purposes:

- a. Agriculture, horticulture and woodland;
- b. Nature conservation and wildlife use; or
- c. Essential facilities for appropriate uses will only be acceptable where they do not have adverse impact on the openness of Green Belt or MOL.

The Council is experiencing a high volume of demand for school places which is set to increase. The Council is implementing a borough-wide strategic approach to identifying sites to accommodate additional places. Copthall is a school that has been identified as able to help meet this demand.

Even with the additional forms of entry currently planned for at a number of schools, Barnet will still be experiencing a future shortfall in secondary places.

It is considered that the identified need for additional capacity in this area, in line with the Council's on-going strategic programme and the fact that the development has been carefully designed and sited so as to have no impact on the openness, represent the very special circumstances necessary to justify this development in the Green Belt.

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 within the existing school buildings complex, 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 proposal will provide additional accommodation which meets current BB98 minimum standards and delivery of the 21st Century curriculum which will provide enhanced school facilities for future users.

Five trees are proposed to be removed to allow for the installation of the site compound, along the edge of the car parking and school playing fields. These trees are not protected by a Tree Preservation Order, and it is not considered the trees are of special amenity value such that an Order would be applicable. No objections are raised to the loss of these trees in principle, however, it is considered that as the loss of these trees is to facilitate only temporary accommodation, replacements should be provided. Plan L-1068-GAP-001 indicates new trees will be planted once the compound has been removed off site.

In respect to the site compound and temporary classrooms it has been confirmed that on completion of the building works the contractor will reinstate these areas back to their original condition as close as possible. Concrete bases for temporary buildings will be removed, the voids left by the bases, and service trenches will be filled with subsoil, top soil then over laid with new turf. Any tarmac areas will be stoned, compacted and new tarmac laid and jointed to the original tarmac. Any concrete areas or paved areas will also be stoned, compacted and the finished surface will be matched as close as possible to the existing ground conditioned.

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. 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.

### **Highways issues:**

Two disabled spaces will be relocated to the reception of the main building. This will improve accessibility for the users and is welcomed.

## Trip Generation

Surveys as part of the existing school travel plan (STP) have been undertaken for pupils and staff. The travel patterns are set out in the table below:

Surveys of existing travel patterns from pupils and staff have provided data to indicate the level of extra car trips generated when the school is at full capacity of 1331 (including the extra 192 pupils). It is anticipated that there 88 car journeys and 27 staff journeys. Information taken from Table 6.3 in TA sets out the proposed trips. The assumption is that the modal share will be similar to existing. It is expected that the impact of the school travel plan will further help mitigate the level of car trips.

Mode	%pupils	No. additional pupils	%staff	No additional staff	Total numbers of additional trips	
Car driver	1	29	89	27	29	
Lift in car alone	29	59	-	-	59	
Lift in car with other pupils	3	6	0	0	6	
Car share	0	0	0	0	0	
walk	30	60	1	0	60	
cycle	0	0	1	0	0	
Public bus	33	67	0	0	67	
Rail	1	2	3	1	3	
Park and ride	0	0	0	0	0	
Park & Stride	0	0	0	0	0	
Other			6	2	2	

The proposed increase in traffic movement can be accommodated on the local highway network.

## School Travel Plan (STP)

A draft School Travel Plan has been submitted and is expected to form a key role in promoting the modal shift from car to alternative forms of transport, thereby mitigating the effects of car use arising from the expansion of the school.

Barnet has had some success in using the School Travel Plan mechanism to promote a shift away from car use to other modes. Experience has shown that the active engagement by schools in the process has resulted in progress. It is envisaged that a similar results can be achieved with Cophall School.

A Condition should be attached that a full School Travel Plan will need to be provided. A contribution of £5,000 **will** be required towards the monitoring of the proposed School Travel Plan.

## Pedestrian Issues

### Re-opening of school access on Page Street.

The movement of children across Pursley Road is a concern. Existing staff currently monitor departures of pupils to maintain order and safety. At present the sole pedestrian access to the school site is from Pursley Road. This entrance experiences severe congestion and the intention is to disperse the flow of pedestrians by providing an alternative entrance/exit which staff will also monitor. The Page Street entrance has an existing zebra crossing facility close to this entrance.

Pedestrian improvements have recently been implemented in the vicinity of the site. The measures comprise drop kerbs, reconstruction of footways, and upgrading of the Sanders Lane footpath. These measures will also benefit pupils attending the school.

## Cycling Storage

Twenty cycle spaces exist and will be retained. The current school Travel Plan indicates that 2 pupils currently cycle to school. It can therefore be assumed that the existing provision will be able to accommodate the proposed increase in pupil numbers.

## Walking and cycling

The school travel plan demonstrates that the majority of pupils live within 1-2 miles of the school. This encourages walking and is reflected by the percentage of pupils who have stated that walking is their primary mode of travel to school.

## Accidents

Accident data for a 36-month period up to 2012 was analysed in order to identify any existing accident clusters and/or any local accident trends which might affect the safety of children attending Cophall School. Three pedestrian accidents were identified at the junction of Pursley Road and Page Street. All accidents involved issues with visibility. Further analysis of the data has shown that the accidents are not located at the Page Street crossing point intended for use by the school and monitored at peak times by staff members. It is anticipated that spreading pedestrian



movements between crossings on two sides of the school will be beneficial for safety and congestion.

### Existing Bus Services

Surveys responses from the staff and pupils note the congestion on the local bus services during school pick up and drop off times. This congestion will be exacerbated by the increase in pupil numbers and the anticipated progress of the school travel plan. TfL have been informed of the current situation and LB Barnet has requested a review of services to cope with the high use periods.

### Construction Period

Construction of the school is scheduled to take place between June 2013 and March 2014 a demolition and construction management plan should be submitted which sets out related matters including times and duration of construction and the route for deliveries.

The applicants should be advised that this is a 'traffic sensitive' route where extra care should be taken to avoid obstructions on the public highway associated with construction traffic during the hours of 08.00-09.30 & 16.30-18.30 MON-FRI.

### **Impact of Temporary classrooms on playing fields**

Sport England were consulted as part of the application as the temporary classrooms being provided would be sited on the school playing fields. Sport England have considered the proposal in light of its playing fields policy which aims to ensure that there is an adequate supply of quality pitches to satisfy existing and future demand. Given that the compound and classrooms will only be on site during the construction works, will be removed and playing fields made good after completion and the siting of the classrooms on the boundary leaving the majority of the playing fields clear, Sport England raised no objections to the proposal subject to condition that the classrooms are removed.

### **Environmental Considerations**

There is a significant distance between the proposed block and the nearest residential occupiers at Holland Court, Page Meadow and Featherstone Avenue. 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 help to reduce the need for mitigation measures. Conditions have been suggested for ventilation and extraction details and noise from the site plant 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.

### Noise impacts

It is unlikely that the new buildings would result in noise or disturbance to residential properties as they are no closer than the existing ones. There will be a plant room, but this should not cause noise disturbance as will have to be quiet enough to allow teaching in nearby classrooms which are nearer than residents.

### Air quality

The environmental health team have reviewed the application and consider that as the school extension is not in an area that is known to have poor air quality, air quality should not be an issue for this site.

### Contaminated land

A phase one environmental study has been done which shows low risk in respect of contaminated land.

### **Sustainable Design and Construction**

The applicant has provided a renewable energy feasibility and planning 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 CO<sub>2</sub> reduction over the 2010 Building Regulations. The scheme incorporates renewal energy technology in the form of PV panels on the roof of the new building. Sustainability is also considered in the selection of efficient gas boiler for heating and hot water demand. The report also identifies that the design should include energy conservation measures such as use of energy efficient and low carbon energy sources, use of effective controls for all regulated energy systems (heating, cooling, ventilation and lighting) and management of un-regulated energy use (computers, lab equipment etc).

### **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.

### **Referral to the Mayor**

The application is referable to the Mayor's office and the Secretary of State as the proposed floor area is in excess of 1,000 square metres being 1,150 square metres within the designated Green Belt.

At the time of writing the report the stage 1 report from the GLA had not yet been received, any measures including requirements from TfL will be included within the addendum of the report before presentation to the Planning and Environment Committee.

### **3. COMMENTS ON GROUNDS OF OBJECTIONS**

None received.

### **4. EQUALITIES AND DIVERSITY ISSUES**

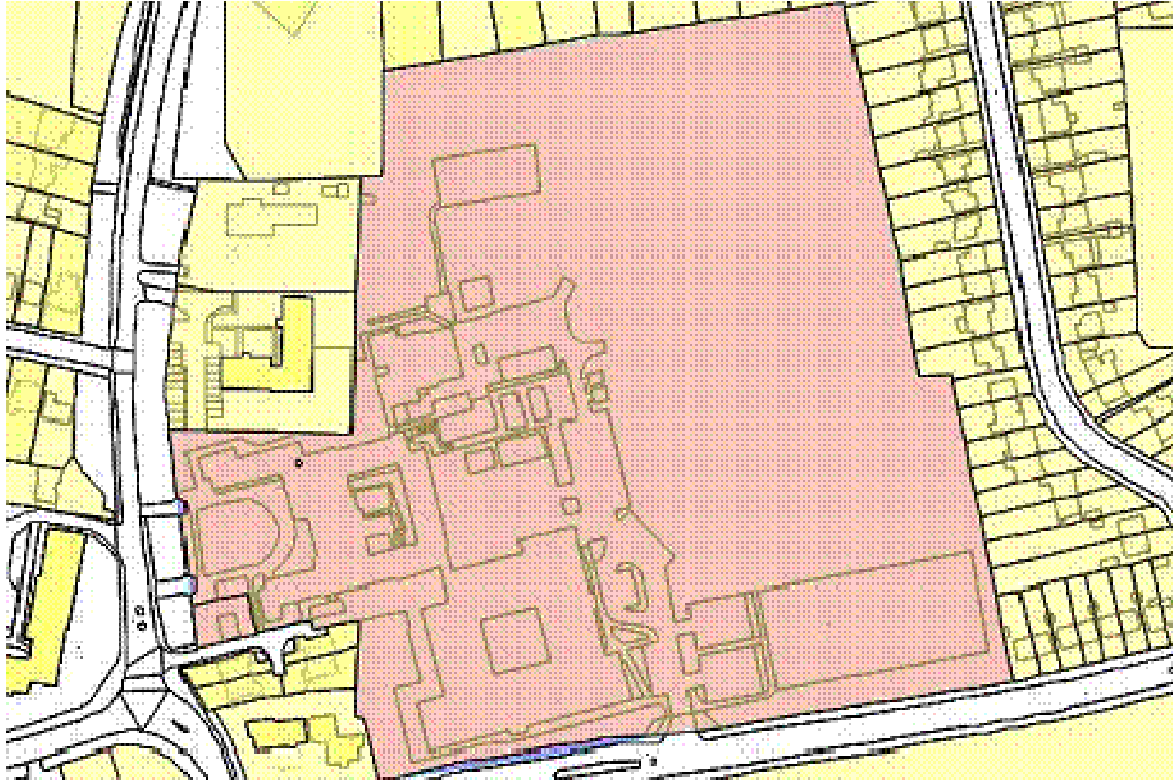
The proposals do not conflict with either Barnet Council's Equalities Policy or the commitments set in our Equality Scheme and supports the council in meeting its statutory equality responsibilities.

### **5. CONCLUSION**

The proposed new building 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 not detract from the openness of the designated Green Belt. Very special circumstances are considered to exist to justify the development. 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:** Cophall School, Pursley Road, London, NW7 2EP

**REFERENCE:** H/01012/13



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