

**Location** **Woodhouse College Woodhouse Road London N12 9EY**

**Reference:** **23/2992/FUL** Received: 10th July 2023  
Accepted: 12th July 2023  
Ward: Woodhouse Expiry 11th October 2023

**Case Officer:** **Tania Sa Cordeiro**

Applicant: Mr Andrew Parker

Proposal: Construction of a part two, part three storey building with associated access, parking, external amenity spaces and hard and soft landscaping to provide mathematics school (Use Class F1(a))

## **OFFICER'S RECOMMENDATION**

Approve subject to s106

AND the Committee grants delegated authority to the Service Director – Planning and Building Control to make any minor alterations, additions or deletions to the recommended conditions/obligations or reasons for refusal as set out in this report and addendum provided this authority shall be exercised after consultation with the Chair (or in their absence the Vice-Chair) of the Committee (who may request that such alterations, additions or deletions be first approved by the Committee)

## **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. Amendment to the Traffic Management Order:  
A contribution of £30000 towards CPZ review and implementation and CPZ permit restriction.

Travel Plan:

A contribution of £10000 towards the monitoring of the Travel Plan.

Carbon Off-set:

A carbon offset contribution of £9980. The contribution will be used to effect the reduction of carbon dioxide emissions within the London Borough of Barnet.

Be Seen Energy Monitoring Guidance:

Requires monitoring and reporting of the actual operational energy performance of major developments for at least five years via the Mayor's 'be seen' monitoring portal.

## **RECOMMENDATION II:**

That upon completion of the agreement specified in Recommendation I, the Service Director for Planning and Building Control approve the planning application subject to the following conditions and any changes to the wording of the conditions considered necessary by the Service Director for Planning and Building Control:

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

Cover Letter (ref. HP0460), dated 30th June 2023, prepared by Hatton Planning  
Planning Statement

Construction and Environment Method Statement

Drainage Strategy

Drg.no. FS0975-ACL-ZZ-ZZ-RP-YA-0001 (Acoustic Report)

Air Quality Assessment (Report No.: 444787-01 (01)

Arboricultural Method Statement to BS5837:20, prepared by arbtech

Arboricultural Survey to BS5837:2012, prepared by arbtech

Drg.no. FS0975-ARB-V2-XX-T-0-0001, rev. 1.1 (Ecological Assessment, prepared by arbtech)

PHASE I GEO-ENVIRONMENTAL DESK STUDY REPORT, prepared by hsp consulting

PHASE II GEO-ENVIRONMENTAL DESK STUDY REPORT, prepared by hsp consulting

Drg.no. FS0975-VTP-XX-XX-T-H-0003 rev. P02 (Constriction Traffic management Plan)

Drg.no. . FS0975-VTP-XX-XX-T-H-0001, rev. P02 (Transport Assessment)

Drg.no. FS0975-CPW-XX-XX-T-Z-0003 (Net Zero Carbon Strategy Report)

Drg.no. FS0975-WWA-V2-ZZ-D-L-0110, rev. P06 (Access and Security Plan)

Drg.no. FS0975-ARB-V2-XX-D-O-0002 (Tree Protection Plan)

Drg.no. FS0975-NOV-V1-00-D-A-2001, rev. P01 (Site Location Plan)

Drg.no. FS0975-NOV-V1-00-D-A-2002, rev. P01 (Existing Site Location Plan)

Drg.no. FS0975-CPW-XX-XX-D-E-0941, rev. P01 (External Lighting Philosophy Layout)

Drg.no. FS0975-WWA-V2-ZZ-D-L-0104, rev. P12 General Arrangement Green

Infrastructure Strategy Drawing)

Drg.no. FS0975-NOV-V1-00-D-A-2003, rev. P01 (Proposed Site Location Plan)  
Drg.no. FS0975-WWA-V2-ZZ-D-L-0103 , rev.P10 (Site Boundary Planning)  
Drg.no. FS0975-WWA-V2-ZZ-D-L-0102 (Site Boundary Legal)  
Drg.no. FS0975-WWA-V2-ZZ-D-L-0301, re. P07 (Outline Planting Plan)  
Drg.no. FS0975-NOV-V1-00-D-A-2001, rev. P01 (Site Location Plan)  
Drg.no.FS0975-WWA-V2-ZZ-D-L-0101, rev. P13 (Site Landscape Plan)  
Drg.no. FS0975-WWA-V2-ZZ-D-L-0109, rev. P02 (Site Landscape Plan Existing)  
Drg.no. FS0975-WWA-V2-ZZ-D-L-0106, rev.P11 (Site Levels Plan)  
Drg.no. FS0975-WWA-V2-ZZ-D-L-0401, rev. P08 (Site Sections)  
Drg.no. FS0975-ARB-V2-XX-D-O-0002, rev. P07 (Tree Protection Plan)  
Drg.no. FS0975-WWA-V2-ZZ-D-L-0108, rev. P07 (Whole Site Master Plan)  
Drg.no. FS0975-CPW-XX-XX-T-Z-0011, rev. P02 (BREEAM v6 Construction)  
Drg.no. FS0975-ISG-XX-00-D-H-0015, rev.P05 (Site Access, Proposed Layout - Construction management Plan)  
Drg.no. F S0975-ISG-XX-00-D-H-0022, rev. P02 (Swept Analysis - Construction management Plan)  
Drg.no. F S0975-ISG-XX-00-D-H-0023, rev. P02 (Swept Analysis - Construction management Plan)  
Drg.no. F S0975-ISG-XX-00-D-H-0016, rev. P03 (Swept Analysis - Construction management Plan)  
Drg.no. F S0975-ISG-XX-00-D-H-0017, rev. P03 (Swept Analysis - Construction management Plan)  
Drg.no. F S0975-ISG-XX-00-D-H-0018, rev. P03 (Swept Analysis - Construction management Plan)  
Drg.no. F S0975-ISG-XX-00-D-H-0019, rev. P03 (Swept Analysis - Construction management Plan)  
Drg.no. F S0975-ISG-XX-00-D-H-0020, rev. P02 (Swept Analysis - Construction management Plan)  
Drg.no. F S0975-ISG-XX-00-D-H-0021, rev. P02 (Swept Analysis - Construction management Plan)  
Drg.no. FS0975-VTP-XX-XX-T-H-0002, rev. P02 (Draft Travel Plan)  
The above plans were received on the 11th July 2023

Letter from Woodhouse College, dated 21 January 2021

Letter of Justification, prepared by Hatton Planning

The above were received on the 28th September 2023.

Drg.no. 27835-HYD-XX-XX-RP-GE-1000 (Ground Investigation Report & Desk Study Report Phase 1 & Phase 2), received on the 24 October 2023.

Biodiversity Metric 4.0 Calculation Tool

Habitat conditions assessment for Woodhouse College

Habitats Condition Assessment for N12 9EY

Drg.no. FS0975 NOV V1 00 D A 2004, rev. P02 (Proposed Ground Floor Plan)  
Drg.no. FS0975 NOV V1 01 D A 2005, rev. P03 (Proposed First Floor Plan)  
Drg.no. FS0975 NOV V1 02 D A 2006, rev. P03 (Proposed Second Floor Plan)  
Drg.no. FS0975 NOV V1 03 D A 2007, rev. P03 (Proposed Roof Plan)  
Drg.no. FS0975 NOV V1 ZZ D A 2008, rev. P02 (Proposed Elevations)  
Drg.no. FS0975-NOV-V1-XX-T-A-2000 rev. P03 (Design and Access Statement)  
Drg.no. FS0975-NOV-V1-XX-T-A-2000-Part 1, rev. P03 (Design and Access Statement)  
Drg.no. FS0975-NOV-V1-XX-T-A-2000- Part 2, rev. P03 (Design and Access

Statement)

The above were received on the 26th October 2023.

ICLMS Part L 306m2 PV BRUKL Output Document, received on the 06th of November 2023.

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 CS NPPF and CS1 of the Local Plan Core Strategy DPD (adopted September 2012) and Policy DM01 of the Local Plan Development Management Policies DPD (adopted September 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 a) No development other than demolition works shall take place until details of the materials to be used for the external surfaces of the building(s) and hard surfaced areas hereby approved have been submitted to and approved in writing by the Local Planning Authority.

b) The development shall thereafter be implemented in accordance with the materials as approved under this condition.

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 CS NPPF and CS1 of the Local Plan Core Strategy (adopted September 2012), Policy DM01 of the Development Management Policies DPD (adopted September 2012) and Policy D4 of the London Plan 2021.

- 4 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 pm 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 Development Management Policies DPD (adopted September 2012).

- 5 a) No development shall take place until details of the levels of the building(s), road(s) and footpath(s) in relation to the adjoining land and highway(s) and any other changes proposed in the levels of the site have been submitted to and approved in writing by the Local Planning Authority.

b) The development shall thereafter be implemented in accordance with the details as approved under this condition and retained as such thereafter.

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 CS NPPF, CS1, CS5 and CS7 of the Local Plan Core Strategy (adopted September 2012), Policies DM01, DM04 and DM17 of the Development Management Policies DPD (adopted September 2012), and Policies D4, D5, D8 and G7 of the London Plan 2021.

- 6 No site works (including any temporary enabling works, site clearance and demolition) or development shall take place until the temporary tree protection shown on the tree protection plan approved under this application (Arboricultural Method Statement to BS5837:2012, Secretary of State for Education, Woodhouse College, Woodhouse Road, North Finchley, London N12 9EY, 02 May 2023 and tree protection plan dwg no. FS-0975-ARB-V2-xx-D-0-0002) has been erected around existing trees on site. This protection shall remain in position until after the development works are completed and no material or soil shall be stored within these fenced areas at any time. The development shall be implemented in accordance with the protection plan and method statement as approved under this condition.

Reason: To safeguard the health of existing trees which represent an important amenity feature in accordance with Policy DM01 of the Development Management Policies DPD (adopted September 2012), Policies CS5 and CS7 of the Local Plan Core Strategy DPD (adopted September 2012) and G7 of the London Plan 2021.

- 7 a) No development shall take place until details of the location, extent and depth of all excavations for services (including but not limited to electricity, gas, water, drainage and telecommunications) in relation to trees on and adjacent to the site have been submitted to and approved in writing by the Local Planning Authority.
- b) The development shall thereafter be implemented in accordance with details approved under this condition.

Reason: To safeguard the health of existing tree(s) which represent an important amenity feature in accordance with CS5 and CS7 of the Local Plan Core Strategy (adopted September 2012), Policy DM01 of the Development Management Policies DPD (adopted September 2012) and G7 of the London Plan 2021.

- 8 a) No development or site works shall take place on site until a 'Demolition and Construction Management and Logistics Plan' has been submitted to and approved in writing by the Local Planning Authority. The Demolition and Construction Management and Logistics Plan submitted shall include, but not be limited to, the following:
- i. details of the routing of construction vehicles to the site, hours of access, access and egress arrangements within the site and security procedures;
  - ii. site preparation and construction stages of the development;
  - iii. details of provisions for recycling of materials, the provision on site of a storage/delivery area for all plant, site huts, site facilities and materials;
  - iv. details showing how all vehicles associated with the construction works are properly washed and cleaned to prevent the passage to mud and dirt onto the

adjoining highway;

- v. the methods to be used and the measures to be undertaken to control the emission of dust, noise and vibration arising from construction works;
- vi. a suitable and efficient means of suppressing dust, including the adequate containment of stored or accumulated material so as to prevent it becoming airborne at any time and giving rise to nuisance;
- vii. noise mitigation measures for all plant and processors;
- viii. details of contractors compound and car parking arrangements;
- ix. details of interim car parking management arrangements for the duration of construction;
- x. details of a community liaison contact for the duration of all works associated with the development.

For major sites, the Statement shall be informed by the findings of the assessment of the air quality impacts of construction and demolition phases of the development.

b) The development shall thereafter be implemented in accordance with the measures detailed within the statement.

Reason: In the interests of highway safety, noise and good air quality in accordance with Policies DM04 and DM17 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted October 2016) and Policies SI 1, SI 7, D14 and T7 of the London Plan 2021.

- 9 All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of the demolition, site preparation and construction phases shall comply with the emission standards set out in chapter 7 of the GLA's supplementary planning guidance "Control of Dust and Emissions During Construction and Demolition" dated July 2014 (SPG), or subsequent guidance.

Unless it complies with the standards set out in the SPG, no NRMM shall be on site, at any time, whether in use or not, without the prior written consent of the local planning authority.

The developer shall keep an up to date list of all NRMM used during the demolition, site preparation and construction phases of the development on the online register at <https://nrmm.london/>

Reasons: In the interest of good air quality in accordance with London Plan 2021 Policy SI1.

- 10 Part 1

Before development commences other than for investigative work:

a) A desktop study (Preliminary Risk Assessment) 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 (Preliminary Risk Assessment) 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

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

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety in accordance with Policy CS NPPF of the Local Plan Core Strategy DPD (adopted September 2012), DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted October 2016).

- 11 The level of noise emitted from any ventilation / extraction 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 in accordance with BS 4142 (2014) Methods for rating and assessing industrial and commercial sound.

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 Development Management Policies DPD (adopted September 2012).

- 12 Notwithstanding the provisions of Part 32, Class A to schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking or re-enacting that order) no extensions to the school hereby permitted shall be erected without express planning permission first being obtained.

Reason: To enable the local planning authority to retain control over these matters in the interests of controlling the intensity of use.

- 13 Prior to the first occupation of the development hereby approved, the Secure by Design accreditation measures, shall be implemented / installed within the development and maintained throughout the lifetime of the school use.

Reason: To protect the amenity of the area in accordance with Policies DM01 and DM04 of the Barnet Development Management Policies (adopted) September 2012.

- 14 Prior to internal fit out of the new school buildings a Security Measures Scheme shall be submitted to and approved in writing by the Local Planning Authority. The Security Measures Scheme shall include (but is not limited to) the following details:

a) Formal surveillance (CCTV) is recommended for the main entrance and any dedicated access/egress point into the site, cycle store, reception area and any other part deemed appropriate by the site;

b) Dual pole self-resetting emergency buttons are recommended as a substitute for any required green break glass boxes. Any provision of external fire drop key access points must be sufficiently protected by a 'fire drop key protection box';

c) An intruder alarm with motion detectors is incorporated for the school premises;

d) The inclusion of steel narrow weldmesh boundary treatment is good and should contain an 'exposed' or 'unfinished' (not flat/smooth) topping to help to prevent its use as a climbing aid;

The Security Measures Scheme shall thereafter be implemented as approved and maintained throughout the lifetime of the development.

Reason: to protect pupils, staff and visitors using the school in the event of an unlawful incursion including a Marauding Terrorist Threat (MTA) at the premises or nearby in accordance with Policies CS5 and CS12 of the Barnet Local Plan Core Strategy DPD (2012) and Policy D11 of the London Plan (2021).

- 15 a) Notwithstanding the plans submitted, prior to the first commencement of the development hereby approved details of the means of enclosure, including vehicle



gates and boundary treatments, have been submitted to and approved in writing by the Local Planning Authority.

b) The development shall be implemented in accordance with the details approved as part of this condition before first occupation or the use is commenced and retained as such thereafter.

Reason: To ensure that the proposed development does not prejudice the appearance of the locality and/or the amenities of occupiers of adjoining residential properties and to confine access to the permitted points in the interest of the flow of traffic and conditions of general safety on the adjoining highway in accordance with Policies DM01, DM03, DM16, DM17 of the Development Management Policies DPD (adopted September 2012), and Policies CS NPPF and CS1 of the Local Plan Core Strategy (adopted September 2012).

- 16 Prior to the first occupation of the development hereby approved it shall be constructed incorporating carbon dioxide emission reduction measures which achieve an improvement of not less than 34% in carbon dioxide emissions when compared to a building constructed to comply with the minimum Target Emission Rate requirements of the 2013 Building Regulations. The development shall be maintained as such in perpetuity thereafter.

Reason: To ensure that the development is sustainable and minimises carbon dioxide emissions and to comply with the requirements of policies DM01 and DM02 of the Barnet Development Management Policies document (2012) and Policy SI 2 of the London Plan 2021.

- 17 The proposed school shall achieve a minimum of BREEAM Very Good. Within twelve months of first occupation of the building, a copy of the summary score sheet and BREEAM Post Construction Certificate shall be submitted to the Local Planning Authority to demonstrate that this has been achieved.

Reason: To ensure that the development is sustainable and in accordance with policies DM01 and DM02 of the Barnet Local Plan.

- 18 Prior to the commencement of the development (not including demolition or site preparation works), a detailed energy strategy of the new building shall be submitted to and approved in writing by the local Planning Authority. The detailed energy strategy shall demonstrate that London Plan targets shall be met within the framework of the energy hierarchy of Be Lean, Be Clean, Be Green, Be Seen.

Reason: To ensure that the development is sustainable and minimises carbon dioxide emissions and to comply with the requirements of policies DM01 and DM02 of the Barnet Development Management Policies document (2012) and Policy S1 f the London Plan (2021).

- 19 Prior to the first occupation of the development hereby approved, details and specifications of all external lighting around the building to be installed as part of the

development shall be submitted to the Local Planning Authority and approved in writing. The strategy shall be designed to minimise potential disturbance on sensitive receptors, such as neighbouring residential properties.

b) The development shall be implemented and thereafter maintained in accordance with the approved details.

Reason: To ensure that appropriate lighting is provided as part of the development and to ensure that any protected species present are not adversely affected in accordance with Policies DM01 and DM16 of the Development Management Policies DPD (adopted September 2012).

- 20 Prior to the commencement of the development (not including demolition or site preparation works), a detailed overheating assessment of the new building shall be submitted to and approved in writing by the local Planning Authority.

The assessment should include dynamic overheating modelling in line with the guidance and data sets in CIBSE TM52 and TM49 respectively.

The proposals should demonstrate through an energy strategy how they will reduce the potential for internal overheating in accordance with the Mayor's cooling hierarchy.

Reason: To ensure that the amenities of occupiers are not negatively impacted by overheating in accordance with London Plan Policy SI 4.

- 21 No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water.

Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure.

- 22 Prior to the first occupation of the development hereby approved, details of the size, design and siting of all photovoltaic panels to be installed as part of the development shall be submitted and approved in writing by the Local Planning Authority.

The development shall be carried out and constructed in accordance with the approved details.

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 CS5 and DM01 of the Barnet Local Plan.

- 23 At no time shall the total number of pupils in the school building hereby approved exceed 220 numbers within the new ICLMS building.

Reason: To ensure that the proposed development does not exceed the parameters assessed under this application or prejudice the amenities of occupiers of adjoining residential properties and in the interests of highway and pedestrian safety in accordance with policies in the Barnet Local Plan and London Plan.

- 24 The development hereby permitted shall not be occupied by pupils outside the hours of 0700 to 2200 weekdays and 0900 to 1800 weekends, with the exception of special events, details of the number and extent of which shall be submitted and agreed by the Local Planning Authority prior to any such events taking place.

No events should be held in the building unless specifically connected to the use of the Imperial College London Mathematics School (ICLMS). The building should not be hired out for the purposes of any private functions.

Reason: To protect the amenities of occupiers of neighbouring residential properties in accordance with policies DM01 and DM04 of the Barnet's Local Plan 2012.

- 25 a) No development other than demolition work shall take place unless and until a Drainage Strategy detailing all drainage works to be carried out in respect of the development hereby approved and all Sustainable Urban Drainage System features to be included in the scheme has been submitted to and approved in writing by the Local Planning Authority.

b) The development hereby approved shall not be first occupied or brought into use until the drainage works and Sustainable Urban Drainage System features approved under this condition have been implemented in their entirety.

Reason: To ensure that the development provides appropriate drainage infrastructure and to comply with Policy CS13 of the Local Plan Core Strategy (adopted September 2012), the Sustainable Design and Construction SPD (adopted October 2016) and Policies 5.13 and 5.14 of the London Plan 2016.

- 26 Prior to the commencement of the hereafter above works (including vegetation clearance, and construction) a precautionary ecological mitigation measures as recommended within Table 8 of the Ecological Impact Assessment (Arbtech, June 2023) will need to be submitted to and approved by the LPA.

The ecological mitigation measures outlined within the thereafter approved method statement must be implemented throughout all relevant works. Any evidence of the presence of protected species such as wild mammals and reptiles must be reported to the project ecologist to ensure the most appropriate course of action (as required).

Reason: To ensure that protected and notable species such as hedgehogs and reptiles are safeguarded throughout the approved works.

Pursuant to the Protection of Wild Mammal Act 1996, Section 9 of the Wildlife and Countryside Act 1981 (as amended), section 197 of the Town and Country Planning Act 1990 in accordance with local planning policy DM01 & DM16. Policies CS5 and CS7 of the Local Plan Core Strategy DPD (adopted September 2012), Policy G5, G6 & G7 of the London Plan.

- 27 No removal of trees, shrubs or vegetation shall take place between 1st March and 31st August inclusive, unless a competent ecologist has undertaken a careful, detailed check of vegetation for active birds' nests immediately before the vegetation is cleared and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation should be submitted to the local planning authority.

Reason: To ensure that the approved development will achieve the required level of Biodiversity Net Gain over the statutory 30-year period in accordance with Schedule 14 of the Environment Act 2021, pursuant to Section 9 of the Wildlife and Countryside Act 1981 (as amended), and section 197 of the Town and Country Planning Act 1990 in accordance with local planning policy DM16. Policies CS5 and CS7 of the Local Plan Core Strategy DPD (adopted September 2012), Policy G6 of the London Plan.

- 28 Prior to occupation, a detailed bat sensitive lighting strategy for the site shall be submitted to and approved in writing by the local planning authority. The strategy shall:

- a) identify those areas/features on site that are particularly sensitive for bats and that are likely to cause disturbance in or around their breeding sites and resting places or along routes used to access key areas of their territory; and
- b) show how and where external lighting will be installed (through the provision of appropriate lighting contour plans and technical specifications) so that it can be clearly demonstrated that areas to be lit will not disturb or prevent the above species using their territory or having access to their breeding sites and resting places.

All artificial lighting shall be designed in accordance with the lighting specification, avoidance and mitigation measures outlined with the Guidance Note 08/18 Bats and artificial lighting in the UK Bats and the Built Environment series (Institution of Lighting Professionals, 2018)

All external lighting shall be installed in accordance with the specifications and locations set out in the strategy, and these shall be maintained thereafter in accordance with the strategy.

Reason: To ensure that the approved development will achieve the required level of Biodiversity Net Gain over the statutory 30-year period in accordance with Schedule 14 of the Environment Act 2021, pursuant to section 197 of the Town and Country Planning Act 1990 in accordance with local planning policy DM16. Policies CS5 and CS7 of the Local Plan Core Strategy DPD (adopted September 2012), Policy G6 of the London Plan.

- 29 Prior to occupation of the development the details the specification, location, including height, orientation, of all ecological enhancement features including integrated bat roost boxes, bird nest boxes, insect hotels, hedgehog homes and log piles shall be submitted and approved by the local planning authority.

All approved biodiversity enhancement features shall be installed on site prior in accordance with the thereafter approved enhancement plan and in line with guidance outlined within 'Designing for Biodiversity A technical guide for new and existing buildings (RIBA)'.

Reason: To enhance the biodiversity value of the site beyond its current baseline. Pursuant to section 197 of the Town and Country Planning Act 1990 in accordance with local planning policy DM16. Policies CS5 and CS7 of the Local Plan Core Strategy DPD (adopted September 2012), Policy G6 of the London Plan

- 30 Prior to the commencement of any works including site preparation, and ground clearance works a precommencement badger survey of the site will need to be undertaken by a suitably qualified ecologist and the report submitted to and approved by the LPA.

The survey will need to be undertaken following the methodology outlined within the approved Ecological Impact Assessment (Arbtech, June 2023) to determine the presence or likely absence of badgers or their occupied setts within 30m of the hereafter approved works. If in the event evidence of badgers or their setts are confirmed to be onsite, then a detailed badger mitigation strategy will need to be submitted as part of the Badger Survey Report to inform the LPA as whether the proposed works will need to be undertaken via a Natural England Badger Mitigation Licence or through a Non-Licensed Method Statement.

No works may be permitted to commencement until the LPA has been satisfied that no offence is likely to occur under the Protection of Badgers Act 1992.

Reason: To ensure that the approved development will not result in any likely offence under the Protection of Badgers Act 1992.

Pursuant to section 197 of the Town and Country Planning Act 1990 in accordance with local planning policy DM16. Policies CS5 and CS7 of the Local Plan Core Strategy DPD (adopted September 2012), Policy G6 of the London Plan.

- 31 Prior to commencement of the development hereby permitted, a detailed plan for both onsite and offsite landscaping and habitat creation and enhancements shall be submitted to and approved in writing by the Local Planning Authority. This will take the form of a Biodiversity Net Gain Plan (BNGP) in accordance with Biodiversity Net Gain assessment (Richard Graves Associates, V0.2 issued, November 2023) in general accordance with BS42020:2013, to achieve the approved level of Biodiversity Net Gain on site.

The BNG Plan must provide:

- a) The sizes of each habitat area to be created, how they will be created and full details and responsibilities on at least 30 years of aftercare and ongoing

management and monitoring from creation based on the approved Biodiversity Net Gain assessment (Richard Graves Associates, V0.2 issued, November 2023) to achieve an uplift of 10.49% Habitat Units and 100% uplift in Hedgerow Units.

b) The approved post-development habitat will be provided to maximise local biodiversity and contribute to increased urban permeability. Full details on substrate (including physico-chemical information), species, planting density and abundance will be provided, including cross-sectional views. Green infrastructure will need to select species appropriate for the type of roof / planting proposed, in accordance with Clause c (below).

c) A detailed soft landscaping will provide biodiversity enhancement through planting schemes that provide nectar, pollen and fruit resources throughout the seasons, a variety of structural diversity and larval food plants, through no less than 60% native and local species by number and diversity. Substrate, provenance and numbers of all bulbs, seeds and plugs / whips / trees will be detailed. Ornamental plants will be on the "RHS Plants for Pollinators" lists (or of documented wildlife value), to provide increased resource availability;

d) A timetable of delivery for each habitat to be created;

e) Details of establishment aftercare and ongoing management of all habitats shall be provided for the duration of development.

f) Details on the monitoring of habitats and the provision of a report, which shall be provided to the LPA at the end of each year of monitoring (years 2 and 3 after creation of habitat on and offsite, years 5, 7 & 10 and every 5 years thereafter until the 30th year), which will assess the condition of all habitats created and any and all necessary management or replacement / remediation measures required to deliver the Net Gain values set out in the BNGP for each habitat;

g) Details of the contingency methods for management and funding, should the monitoring identify changes are required to ensure the habitat(s) are in the appropriate condition to deliver the Net Gain values set out in the BLEMP for each habitat for the 30-year period.

h) The BNG monitoring reports outlined within clauses (f) and (g) must be reported to the LPA by the end of the respective years to provide sufficient evidence that net gain is being obtained for the respective habitats.

Work shall be undertaken in accordance with the approved scheme and thereafter retained in perpetuity.

Reason: To ensure that the approved development will achieve the required level of Biodiversity Net Gain over the statutory 30-year period in accordance with Schedule 14 of the Environment Act 2021. Pursuant to section 197 of the Town and Country Planning Act 1990 in accordance with local planning policy DM16. Policies CS5 and CS7 of the Local Plan Core Strategy DPD (adopted September 2012), Policy G6 of the London Plan.

32 Notwithstanding the plans submitted, a detailed drawing showing 10 standard parking bays including, 1 disabled parking bays shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of the development and shall be implemented to the Authority's satisfaction before the building is first occupied and shall thereafter be kept available/ maintained for such use at all times.

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.

- 33 Details of cycle parking including the type of stands, gaps between stands, location of cycle parking and type of store proposed shall be submitted to and approved in writing by the Local Authority. Thereafter, before the development hereby permitted is occupied, 20 cycle parking spaces (28 long-stay and 2 short-stay) in accordance with the London Plan Cycle Parking Standards and London Cycle Design Standards shall be provided and shall not be used for any purpose other than parking of vehicles in connection with the 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.

- 34 Prior to occupation of the development, full details of the electric vehicle charging points to be installed in the development shall have been submitted to and approved in writing by the Local Planning Authority. These details shall include provision for not less than 20% of the approved parking spaces to be provided with active electric vehicle charging facilities (2 active and 8 passive). The development shall be implemented in full accordance with the approved plans prior to first occupation and thereafter be maintained as such.

Reason: To ensure that the development makes adequate provision for electric vehicle charging points to encourage the use of electric vehicles.

- 35 Prior to the commencement of the development, details of off-site highways improvements shall be submitted to and approved in writing by the Local Planning Authority. Highways Engineering Drawings and detailed Construction Specifications shall be submitted, with a minimum scale of 1:200 and the applicant shall enter into a s278 agreement with the council to deliver any off-site highways works. The works approved shall be fully constructed in accordance with the approved details to the satisfaction of the local Highway Authority prior to first occupation of the development.

Reason: To ensure the safe form of access to the development and to protect the amenity of the area and to conform to 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.

- 36 Within 3 months of occupation, a full Framework School Travel Plan that meets the criteria of the current Transport for London Travel Plan guidance, currently 'Travel Planning for new development in London incorporating deliveries and servicing' and Itrace or TRICS compliant surveys shall be submitted to and approved in writing by the Local Planning Authority. The document shall set out the transport policy to incorporate measures to reduce trips by the private car especially single occupancy and single passenger journeys and encourage non-car modes of transport such as

walking, cycling and public transport and to reduce, consolidate or eliminate delivery trips. The Travel Plan Statement should include the appointment of a Travel Plan Champion, SMART targets and a clear action plan for implementing the measures. The Travel Plan should be reviewed, updated and resubmitted in writing for approval in years 1, 3 and 5 in accordance with the targets set out in the Plan. Monitoring of the travel plan is to be funded by the applicant in accordance with the Barnet's Travel Plan SPD.

Reason: To encourage the use of sustainable forms of transport to the site in accordance with policies Core Strategy (adopted) 2012 CS9 and Development Management Policies (adopted) 2012 DM17

- 37 Prior to occupation of the development, details of refuse collection must be submitted to and approved in writing by the Local Planning Authority. Refuse collection points should be located within 10 metres of the Public Highway, at ground floor level, otherwise, the development access needs to be designed and constructed to allow refuse vehicles to access the site and turn around within the site, including access road construction to be designed in accordance with the Council's adoptable standards. The applicant will be expected to sign a Waiver of Liability and Indemnity Agreement to indemnify the Council against any claims for damage caused to private roads arising from and/ or in connection with the collection of waste by the Council vehicle from the premises.

Reason: To ensure that the access is satisfactory in terms of highway safety development and to protect the amenity of the area and 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.

- 38 Before the permitted development is occupied, a full Parking Management Plan (PMP) shall be submitted to and approved in writing by the Local Planning Authority. The development thereafter shall only be operated in accordance with the approved delivery service plan.

Reason: In the interest of highway safety in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted 2012)

- 39 No development shall commence (excluding demolition) until a mechanism for the payment of the School Travel Plan Monitoring Contribution has been entered into with the Local Planning Authority. The terms of the obligation shall be as set out by the Local Planning Authority which is based on the requirements of the Barnet Travel Plan SPD.

Reason: The condition will ensure the continued monitoring of the school's Travel Plan and encourage a model shift in travel patterns pursuant to Core Strategy (adopted) 2012 CS9 and Development Management Policies (adopted) 2012 DM17.



### **RECOMMENDATION III:**

- 1 That upon completion of the agreement specified in Recommendation I, the Service Director for Planning and Building Control approve the planning application subject to the following conditions and any changes to the wording of the conditions considered necessary by the Service Director for Planning and Building Control:
  
- 2 That if the above agreement has not been completed or Section 106 agreement has not been submitted by 01.04.2024, unless otherwise agreed in writing, the Service Director for Planning and Building Control REFUSE the application under delegated powers for the following reason(s):
  1. The proposed development does not provide a legal agreement to mitigate the highways impacts of the proposed development and it is therefore considered that it would have a detrimental impact on the free flow of traffic and highway safety, contrary to Policy T6.1 of the London Plan (2021), Policy CS9 of the Adopted Core Strategy and Policy DM17 of the Adopted Development Management Policies DPD
  
  2. The proposed development does not provide a legal agreement towards the payment of the School Travel Plan Monitoring Contribution. The terms of the obligation shall be as set out by the Local Planning Authority which is based on the requirements of the Barnet Travel Plan SPD.
  
  3. The proposed development does not include a formal undertaking to meet the costs of the required carbon off-set provision. The proposal would therefore not address the impacts of the development, contrary to Policy SI 2 of the London Plan (2021), Policy CS9 of the Local Plan Core Strategy (adopted September 2012), and policy DM04 of the Adopted Development Management Policies DPD.

### **Informative(s):**

- 1 Tree and shrub species selected for landscaping/replacement planting provide long

term resilience to pest, diseases and climate change. The diverse range of species and variety will help prevent rapid spread of any disease. In addition to this, all trees, shrubs and herbaceous plants must adhere to basic bio-security measures to prevent accidental release of pest and diseases and must follow the guidelines below.

"An overarching recommendation is to follow BS 8545: Trees: From Nursery to independence in the Landscape. Recommendations and that in the interest of Bio-security, trees should not be imported directly from European suppliers and planted straight into the field, but spend a full growing season in a British nursery to ensure plant health and non-infection by foreign pests or disease. This is the appropriate measure to address the introduction of diseases such as Oak Processionary Moth and Chalara of Ash. All trees to be planted must have been held in quarantine.

- 2 The submitted Construction Method Statement shall include as a minimum details of:
  - o Site hoarding
  - o Wheel washing
  - o Dust suppression methods and kit to be used
  - o Site plan identifying location of site entrance, exit, wheel washing, hoarding, dust suppression, location of water supplies and location of nearest neighbouring receptors. Explain reasoning if not applicable.
  - o Confirmation whether a mobile crusher will be used on site and if so, a copy of the permit and indented dates of operation.
  - o Confirmation of the following: log book on site for complaints, work in accordance with British Standards BS 5228-1:2009+A1:2014 and best practicable means are employed; clear contact details on hoarding. Standard construction site hours are 8am-6pm Monday - Friday, 8am-1pm Saturday and not at all on Sundays and Bank Holidays. Bonfires are not permitted on site.
  - o Confirmation that all Non Road Mobile Machinery (NRMM) comply with the Non Road Mobile Machinery (Emission of Gaseous and Particulate Pollutants) Regulations 1999.
  - o For major developments only: provide a copy of an asbestos survey; For smaller developments -confirmation that an asbestos survey has been carried out.
  
- 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 (including CLR11 'Model Procedures for the Management of Land Contamination');
  - 2) National Planning Policy Framework (2012) / National Planning Practice Guidance (2014);
  - 3) BS10175:2011 - 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;
  - 5) CIRIA report C665 - Assessing risks posed by hazardous ground gases to buildings;
  - 6) CIRIA report C733 - Asbestos in soil and made ground: a guide to understanding and managing risks.

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 Secured by Design accreditation can be awarded to this development with the incorporation of recommendations and in line with the specific SBD guide for schools - currently 'New Schools 2014' and DOCO recommendations as outlined above. A copy of the current guide can be viewed online at:  
[https://www.securedbydesign.com/images/downloads/New\\_Schools\\_2014.pdf](https://www.securedbydesign.com/images/downloads/New_Schools_2014.pdf)

A full breakdown of the required recommendations for the development to meet SBD accreditation can be provided to the applicant/LPA etc via an online meeting and ongoing consultation, whereby this consultation would remain free of charge throughout.

- 5 A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing [trade.effluent@thameswater.co.uk](mailto:trade.effluent@thameswater.co.uk).

Application forms should be completed on line via [www.thameswater.co.uk](http://www.thameswater.co.uk). Please refer to the Wholesale; Business customers; Groundwater discharges section.

- 6 Soft landscaping should consist of 70/30 native grass to flowering plants to provide high quality habitat for pollinating insects including bees, butterflies. An example of a potential species rich meadow seeding mix includes Boston Seed Dual Purposed Wildflower Meadow Seed Mix BSXM 70/30 and for the amenity lawn Emorsate Seed Strong Lawn Grass Mixture EG22.

Any proposed tree, hedgerows, and shrub planting should incorporate native species rich plantings and consist of native berry producing shrub species such as hawthorn, blackthorn, spindle, field maple, hazel, and hornbeam. A best practice approach would be to apply a '10-20-30' formula to develop a diverse tree/hedge population - no more than 10% of any species, 20% of any genus or 30% of any family. These species will provide ideal foraging and sheltering habitats for a variety of species including nesting birds, invertebrates, and foraging mammals.

Night scented plants should also be incorporated into a detailed planting schedule where feasible. An extensive list of suitable plant species can be found on the RHS advice page <https://www.rhs.org.uk/advice/pdfs/plants-for-bats.pdf>. The provision of bat friendly planting is in Policies CS5 and CS7 of the Local Plan Core Strategy DPD (adopted September 2012), Policy G6 of the London Plan

- 7 The Community Infrastructure Levy (CIL) applies to all 'chargeable development'. This is defined as development of one or more additional units, and / or an increase

to existing floor space of more than 100 sq m. Details of how the calculations work are provided in guidance documents on the Planning Portal at [www.planningportal.gov.uk/cil](http://www.planningportal.gov.uk/cil).

We believe that your development is liable for CIL. The Mayor of London adopted a CIL charge on 1st April 2012 setting a rate of £60 per sq m on all forms of development in Barnet except for education and health developments which are exempt from this charge. The London Borough of Barnet first adopted a CIL charge on 1st May 2013. A new Barnet CIL Charging Schedule applies from 1 April 2022 (<https://www.barnet.gov.uk/planning-and-building/planning/community-infrastructure-levy>) which applies a charge to all residential (including sui generis residential), hotel, retail and employment uses.

Please note that Indexation will be added in line with Regulation 40 of Community Infrastructure Levy.

Liability for CIL will be recorded to the register of Local Land Charges as a legal charge upon your site payable should you commence development. Receipts of the Mayoral CIL charge are collected by the London Borough of Barnet on behalf of the Mayor of London; receipts are passed across to Transport for London to support Crossrail, London's highest infrastructure priority.

You will be sent a 'Liability Notice' that provides full details of the charge and to whom it has been apportioned for payment. If you wish to identify named parties other than the applicant for this permission as the liable party for paying this levy, please submit to the Council an 'Assumption of Liability' notice, which is also available from the Planning Portal website.

The CIL becomes payable upon commencement of development. You are required to submit a 'Notice of Commencement' to the Council's CIL Team prior to commencing on site, and failure to provide such information at the due date will incur both surcharges and penalty interest. There are various other charges and surcharges that may apply if you fail to meet other statutory requirements relating to CIL, such requirements will all be set out in the Liability Notice you will receive. You may wish to seek professional planning advice to ensure that you comply fully with the requirements of CIL Regulations.

If you have a specific question or matter you need to discuss with the CIL team, or you fail to receive a 'Liability Notice' from the Council within 1 month of this grant of planning permission, please email us at: [cil@barnet.gov.uk](mailto:cil@barnet.gov.uk).

- 8 The developer is informed that hoarding, scaffolding, crane and skips on or abutting the public highway require a licence. To make an application for these licenses please contact the council's Highways Licence Team on 0208 359 3555 for any necessary Highways Licenses or email [highwayscorrespondence@barnet.gov.uk](mailto:highwayscorrespondence@barnet.gov.uk)
- 9 The Highway Authority will require the applicant to give an undertaking to pay additional costs of repair or maintenance of the public highway in the vicinity of the site should the highway be damaged as a result of the construction traffic. The construction traffic will be deemed "extraordinary traffic" for the purposes of Section 59 of the Highways Act 1980. Under this section, the Highway Authority can recover

the cost of excess expenses for maintenance of the highway resulting from excessive weight or extraordinary traffic passing along the highway. It is to be understood that any remedial works for such damage will be included in the estimate for highway works.

- 10 Refuse collection point should be located at a ground floor level and within 10m of the collection point. Levelled access should be provided for the refuse collection personnel to collect the bins. The refuse collection personnel are not expected to push the bins on an inclined surface to safeguard their Health and Safety requirements. If the refuse vehicle is expected to travel over an un-adopted road then the applicant will be expected to sign a Waiver of Liability and Indemnity Agreement indemnifying the Council. Alternatively, the dustbins will need to be brought to the edge of the refuse vehicle parking bay on day of collection. The applicant is advised that the Council's refuse collection department is consulted to agree a refuse collection arrangement.
- 11 The applicant is required to submit a Street Works Licence application to the Development and Regulatory Services, 2 Bristol Avenue, Colindale NW9 4EW, 4-6 weeks before the start of works on the public highways.
- 12 As a result of development and construction activities is a major cause of concern to the Council. Construction traffic is deemed to be "extraordinary traffic" for the purposes of Section 59 of the Highways Act 1980. During the course of the development, a far greater volume of construction traffic will be traversing the public highway and this considerably shortens the lifespan of the affected highway.

Please note existing public highways shall not be used as sites for stock piling and storing plant, vehicles, materials or equipment without an appropriate licence. Any damage to the paved surfaces, verges, surface water drains or street furniture shall be made good as directed by the Authority. The Applicant shall be liable for the cost of reinstatement if damage has been caused to highways. On completion of the works, the highway shall be cleared of all surplus materials, washed and left in a clean and tidy condition.

## **OFFICER'S ASSESSMENT**

This application is being referred to the Strategic Planning Committee under the following function of the Council's constitution:

"does not accord with the provisions of the Development Plan and, in the opinion of the Chief Planning Officer, constitutes a significant departure."

### **1. Site Description**

The application site forms part of the wider Woodhouse College, situated between North

Finchley and Friern Barnet on the eastern side of the London Borough of Barnet in North London. Woodhouse College is one of the most successful sixth form colleges in England and is a member of the Maple Group. It is currently rated 'outstanding' by Ofsted and is managed and run by the Frontier Learning Trust.

The application site (red line boundary) currently comprises private open land formed of managed grassland located to the rear (north) of the existing Woodhouse College buildings and an existing all weather pitch.

The proposed development area comprises a private open space situated directly to the north of the floodlit all-weather pitch and east of Fenstanton Avenue from which a vehicular means of access (for maintenance requirements) is also afforded. The proposed new school building will be located on this open space with proposed pedestrian access from the West of the site.

The precise extent of the site is defined by the red line on the issued site location plan and extends to approximately 0.5 hectares. The site is bounded by a residential apartment block to the north fronting Cottonham Close (which was developed on former school land), a mix of detached and terraced housing on Fenstanton Avenue to the west and the wider school complex to the south and east (beyond which are the rear gardens of housing situated on Hilton Avenue.

The main vehicular access to the existing college is from Woodhouse Road (A1003) to the south.

The public transport accessibility profile of the site is 'moderate' (PTAL3) and it is not situated within a conservation area or in the vicinity of any statutory or locally listed buildings.

## **2. Site History**

Reference: 23/1212/FUL

Address: Woodhouse College, Woodhouse Road, London, N12 9EY

Decision: Approved subject to conditions

Decision Date: 6 July 2023

Description: Installation of a single storey temporary Portakabin building

Reference: 19/5993/FUL

Address: Woodhouse College, Woodhouse Road, London, N12 9EY

Decision: Approved subject to conditions

Decision Date: 8 January 2020

Description: Erection of a bike shelter to front of the college

Reference: 15/04398/S73

Address: Woodhouse College, Woodhouse Road, London, N12 9EY

Decision: Approved subject to conditions

Decision Date: 18 September 2015

Description: Variation of Condition 1 (hours of use) to planning permission C03312L dated 10/01/1996. Variation to include changing the usage time from 21.00 to 22.00 hours

Reference: 15/06157/S73

Address: Woodhouse College, Woodhouse Road, London, N12 9EY

Decision: Approved subject to conditions

Decision Date: 26 November 2015

Description: Variation of condition pursuant to planning permission C03312L dated 17/1/1996 for "Details of the construction of the all-weather pitch, its floodlighting and means of enclosure together with proposals for a dense barrier of planting between the pitch and western site boundary". Variation include use the AWP and the floodlights between the hours of 09.00 - 20.00 on a Sunday.

Reference: 14/07265/FUL

Address: Woodhouse College, Woodhouse Road, London, N12 9EY

Decision: Approved subject to conditions

Decision Date: 5 January 2015

Description: Upgrade and increase to size of a football pitch with new perimeter fence. Insertion of a new gate with alteration to position of part of fence to north and west.

### 3. Proposal

The proposal seeks the construction of a part two, part three storey independent building with associated access, parking, external amenity spaces and hard and soft landscaping to provide a mathematics school (Use Class F1(a)).

Access to the site is taken from the southwestern corner via Fenstanton Avenue. A separate pedestrian access is proposed slightly to the south of the vehicular entrance. The main entrance to the building is from the west facing elevation fronting Fenstanton Avenue.

On the western boundary and accessed directly from Fenstanton Avenue is a new substation to service the proposed school.

The proposed ICLMS building is to be located on land owned by Woodhouse College, to the North of the existing all-weather sports pitch. The red line boundary of the proposed site is approximately 0.53 hectares and the GIA of the proposed block is 2366m<sup>2</sup> and the proposed building footprint (excluding canopy) is 1039 m<sup>2</sup>.

The building is proposed to have a L shaped design with a maximum width of approximately 29m and a maximum depth of width of approximately 47.2m. The two storey element will have a maximum height of approximately 9.5m and the three storey element will have a height of approx. 12.4m (14.3m including the staircase overrun to the roof)

The building has been designed to meet the area standards set out in Building Bulletin 103 (BB103). The new Imperial College London Mathematics School (ICLMS) provides support and guidance for the taught curriculum at ICLMS for sixth forms pupils aged 16 to 19.

It is intended that the school will offer places for up to 200 to 220 sixth-form pupils (100 to 110 per year group), supported by 13 full-time members of teaching staff. The school will specialise in teaching mathematics and related subjects to students who wish to study maths and further maths at A-level, as well as other STEM subjects.

The proposed building is read as three volumes; Main Block (3 storeys), Main Entrance (2 storeys) and Main Hall (double- height space). The proposal comprises of the following main components:

- New building structure to provide the main academic building, including multi-purpose hall;
- The main hall, dining and social spaces are located close to the main entrance;
- The SEN rooms are located in the South East corner of the school on the ground floor. Away from the main dining, social and teaching spaces;
- On the first floor, the general teaching spaces have been arranged to create a maths cluster, supported by two seminar rooms;
- On the second floor, all science labs and the ICT-rich classroom are located;
- Provision of biodiversity through use of boundary planting, planting around the building, new trees, hedges and a bio-solar roof;
- Provision of car parking and cycle parking spaces;

#### **4. Public Consultation**

Consultation letters were sent to 348 neighbouring properties.

The application has been advertised as a departure in the local press and a site notice posted.

78 responses have been received, comprising 27 letters of objection and 51 letters of support.

The objections received can be summarised as follows:

- These are playing fields that are still in use and students need access to playing area other than the artificial G5 pitches that are currently in place;
- Students use the pavements in Fenstanton Avenue to gather (eat lunch, smoke etc). The expansion of the college, with an entrance on Fenstanton Avenue is only going to make this matter worse;
- There are already too many schools in this area, which has resulted in more traffic (parents dropping off and collecting students) regardless of the CPZ parking restrictions;
- There will be disruptions to the thriving wildlife and surrounding nature between the football pitch and Fenstanton avenue;
- Creation of excess pollution;
- The Limes retirement home for senile dementia and Alzheimer's is opposite the proposed site and will be heavily disrupted;
- Ambulances also make frequent visits to this care home, at present Fenstanton avenue is a quiet road free from obstructions, construction work would compromise this easy access;
- Increase in noise;
- Damage the character of the area;
- Additional stress on parking;
- Positioned too close to the boundary fence of Cottonham Close;
- Parking spaces seem to be positioned right next to the fence;
- During the building stage there will be a lot of dust and noise;
- Building is too high because there are only 2 levels in our overdeveloped area (Cottonham Close);
- Limited access to pavement for residents to use (on Fenstanton Avenue);
- Loss of privacy;
- Loss of light;
- Increase the pollution and overcrowding in the area;



- The environmental damage will be significant if this open space is lost;
- Removing this green space will also heighten the risk of flooding in the area;
- This is a clear case of over development;
- Increased footfall, and congestion around eating establishments;
- Tremendous strain on the existing infrastructure - water, sewage, electricity, gas and broadband;

The letters of support received can be summarised as follows:

- Represents a fantastic opportunity for the local area in not only providing a specialist school for students studying STEM subjects but also engaging in outreach with local schools;
- The school's aims in relation to diversity in STEM and the links with Imperial College London represent a significant opportunity for our area and north London;
- Majority of students travelling to the school will arrive by public transport therefore traffic will not be significantly increased in the area;
- Building in terms of size, position and sustainability have been carefully considered;
- It will provide more young people with the opportunity to receive a high quality education for their A levels;
- Imperial College London Mathematics School is helping steer Britain in the direction of becoming a mathematically literate and fluent nation;
- Given the location and number of students attending this school, it will not place a strain on the road network of the surrounding area;
- There will be virtually no loss of habitat for the flora and fauna in the area, as the Outline Planting Plan shows a large area set aside for growing trees;
- These trees and existing open areas provide a natural buffer zone between the houses and school, thus blocking line-of-sight;
- I am a student at ICLMS and I can say that this new building would be incredibly beneficial to not only the students but the community as a whole;
- ICLMS is a selective school and as a result they have attracted many well-mannered and dedicated students;
- An opportunity which should be utilised to its utmost potential;
- The school is a selective academic school helping underprivileged students in A-level studies in conjunction with Imperial College London;
- ICLMS, at its peak, will only increase the number of students in the area by 6.4% (so insignificant);
- There is very little impact on local biodiversity as identified by the Ecological Impact Assessment;
- Insult to the students who have worked immensely hard to get in and those who are travelling from as far as outside of London to be able to attend;

## **Neighbouring / Residents Associations and Local Amenity Groups**

### **Finchley Society**

The Finchley Society objects to this proposal, mainly due to the following reasons;

- Consideration of and proposed measures to improve biodiversity is welcomed. The required management of these measures that will be needed over several years should be conditioned to ensure compliance.
- Limited information is provided on the visual and light impact on the pre-existing, low level, adjacent properties in Fenstanton Avenue, Cottonham Close and Hemmingford Close as well as other properties in the area.

- Having a green roof to the proposed cycle parking is welcomed however the number of short term and long term storage does not seem to meet the London Plan requirement.
- No mention is made of suitable storage for a range of bikes - cargo bike, trike etc, storage for scooters, provision for electric bike charging, bike maintenance equipment, CCTV etc.
- How will the Woodhouse College planning requirement for community access be maintained following the loss of their sports field and what community use will be provided by the new school in light of the loss of this facility?

#### External / Internal Consultees

#### **Children's Services**

The Council is supportive of this scheme and there is a clear and evidenced need.

#### **Environmental Health**

No objections subject to conditions.

#### **Metropolitan Police - Secure by Design**

No objections subject to a condition requiring the development hereby approved to include measures set out by the Secure by Design accreditation is in place. This is required to protect pupils, staff and visitors using the school in the event of an unlawful incursion at the premises or nearby.

#### **Policy**

Confirmed that the proposed school is acceptable.

#### **Urban Design**

The proposed layout, the overall height, massing, stepped design approach and fenestration strategy are all supported.

#### **Thames Water**

With regard to waste comments, we would expect the developer to demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991.

With regard to surface water drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Management of surface water from new developments should follow Policy SI 13 Sustainable drainage of the London Plan 2021. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required.

Thames Water would advise that with regard to waste water network and sewerage treatment works infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.

#### **Sports England**

Objections have been raised to the loss of playing fields. They conclude, that the proposal would reduce the sites playing field area by approximately half thereby reducing the area where the community and students can engage in a range of sport and physical activity

activities. The proposal is not considered to accord with any of the Exceptions to Sport England.

### **Commercial Services - Street Scene**

The waste plan for this application is acceptable to the Street Scene collections team.

### **Transport for London (TfL)**

Following the submission of further information, TfL have no further objections.

### **Travel Advisor**

The travel plan is acceptable and the School Travel Advisor will establish contact with the schools Travel Plan Coordinator this academic year to discuss how the plan will reimplemented/continue to be implement their action plan.

It is recommended that the travel plan is secured via a s106 agreement and the contribution of £10,000 is sought towards travel plan monitoring.

### **Traffic and Development**

Highways would raise no objection to the proposal subject to a S106, conditions and informative.

### **Ecology**

No objections subject to conditions.

### **Sustainable Drainage**

The application is acceptable subject to conditions.

## **5. Planning Considerations**

### **5.1 Policy Context**

#### National Planning Policy Framework and National Planning Practice Guidance

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 revised National Planning Policy Framework (NPPF) was published on September 2023. 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, creates better places in which to live and work and helps make development acceptable to communities.... being clear about design expectations, and how these will be tested, is essential for achieving this'. 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.

Paragraph 95 states:

"It is important that a sufficient choice of school places is available to meet the needs of

existing and new communities. Local Planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. They should:

- a) give great weight to the need to create, expand or alter schools through the preparation of plans and decisions on applications; and
- b) work with schools promoters, delivery partners and statutory bodies to identify and resolve key planning issues before applications are submitted."

### The Mayor's London Plan 2021

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 for the next 25-50 years. 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.

### Barnet's Local Plan (2012)

Barnet's Local Plan is made up of a suite of documents including the Core Strategy and Development Management Policies Development Plan Documents. Both were adopted in September 2012.

- Relevant Core Strategy Policies: CS NPPF, CS1, CS5, CS8, CS9, CS10
- Relevant Development Management Policies: DM01, DM02, DM03, DM04, DM13, DM14, DM17

### Supplementary Planning Documents

Green Infrastructure (2017)

Sustainable Design and Construction SPD (adopted October 2016)

### Barnet's Local Plan (Reg 22) 2021

Barnet's Draft Local Plan on 26th November 2021 was submitted to the Planning Inspectorate for independent examination which will be carried out on behalf of the Secretary of State for the Department of Levelling Up, Housing and Communities. This is in accordance with Regulation 22 of the Town and Country Planning (Local Planning) (England) Regulations 2021 (as amended).

The Regulation 22 Local Plan sets out the Council's draft planning policy framework together with draft development proposals for 65 sites. The Local Plan 2012 remains the statutory development plan for Barnet until such stage as the replacement plan is adopted and as such applications should continue to be determined in accordance with the 2012 Local Plan, while noting that account needs to be taken of the policies and site proposals in the draft Local Plan and the stage that it has reached.

## **5.2 Assessment of proposals**

### **Education Need**

The delivery of a school on the site should be given significant weight in the decision

making process due to the following factors relating to its need:

London Plan Policy S3 (C), Education and Childcare Facilities states that, "Development proposals should ensure that there is no net loss of education or childcare facilities, unless it can be demonstrated that there is no ongoing or future need." Paragraph 6.8.4 of the London Plan, states that "The Mayor will support higher and further education providers and boroughs to identify opportunities to work in partnership to benefit from the development of higher and further education facilities".

Paragraph 15.7.6 of Barnet's Core Strategy DPD (2012) states that the Council continue to identify opportunities to improve the condition of secondary schools in Barnet and to provide sufficient school places.

Children's Services, were consulted and they are supportive of this scheme as there is a clear and evidenced need of schools in the Borough.

### **Loss of the Open Green Space**

The site consists of a two-storey existing Woodhouse College on its southern boundary fronting Woodhouse Road. The application site is located on the Northern boundary of the existing Woodhouse College site, which is currently an open green space.

Policy CS7 of the Core Strategy states that the Council will create a greener Barnet by protecting open spaces, including Green Belt and Metropolitan Open Land. Policy DM15 of the Local Plan states that open space will be protected from development. In exceptional circumstances loss of open space will be permitted where the following can be satisfied:

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

Supporting text at paragraph 16.3.2 clarifies that the open spaces other than Green Belt and Metropolitan Open Land protected by this policy includes outdoors sports (including playing fields, sports pitches and golf courses). The policy goes on to state that any exception will need to ensure that it does not create further public open space deficiency and has no significant impact on biodiversity.

Policy G1 of the London Plan states that London's network of green and open spaces, and green features in the built environment, should be protected and enhanced.

Policy S5 (C) of the London Plan states that Existing sports and recreational land (including playing fields) and facilities for sports and recreation should be retained unless:

- 1) an assessment has been undertaken which clearly shows the sports and recreational land or facilities to be surplus to requirements (for the existing or alternative sports and recreational provision) at the local and sub-regional level. Where published, a borough's assessment of need for sports and recreation facilities should inform this assessment; or
- 2) the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
- 3) the development is for alternative sports and recreational provision, the benefits of

which clearly outweigh the loss of the current or former use.

The area proposed to be developed is viewed as playing field, by Sports England. As noted, policies do not look favourably on the redevelopment of playing fields or open green space, particularly within a protected designated area. Therefore, the proposed development would represent a departure from policy.

However as noted above it is clear that national, regional and local policy is strongly in favour of improving school facilities and providing sufficient school places, this is a material consideration in the determination of this proposal. Therefore, there needs to be a balance between the need for an additional school and the preservation of this open space.

The applicant has put forward a case for departure which is as follows:

#### Suitability of the Site and Compliance with Policies

Policy S5 (C) of the London Plan states that Existing sports and recreational land (including playing fields) and facilities for sports and recreation should be retained unless:

- 1) an assessment has been undertaken which clearly shows the sports and recreational land or facilities to be surplus to requirements (for the existing or alternative sports and recreational provision) at the local and sub-regional level. Where published, a borough's assessment of need for sports and recreation facilities should inform this assessment; or
- 2) the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
- 3) the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use.

In this case compliance with Part 2 and Part 3 are not relevant if it has been adequately demonstrated that the proposal complies with part C1 of Policy S5 (C) of the London Plan.

As part of the justification the Planning Statement / Justification letter states that the application site is privately owned with no public access and the application site has not been used for any kind of formal sports for a period in excess of 25 years. A signed letter from the Principal of the existing Woodhouse College confirms that the rear field has never been used for playing sport in her time at the College from 1994, apart from an 18 month period in 2006-8. It goes on to confirm that the existing all-weather pitch meets the needs of the sports curriculum requirements as this, alongside the indoor facilities meet the needs of the extra-curricular activities it offers for the existing college.

The site historically formed part of the of Woodhouse College and was used for curriculum purposes up until 1994 and prior to the construction of the adjoining flood lit all-weather pitch. The application site to the rear of the site has been used by students for informal recreation during break times in the summer months and for no other purpose. Therefore, this area is surplus to the requirements of the existing Woodhouse College.

Furthermore, the application site is not designated public or protected open space or playing field land in the current adopted Barnet Local Plan and neither is it Metropolitan Open Land (MOL) or Green Belt. The application site is not identified within the London Borough of Barnet's Playing Pitch Strategy (2017) as forming part of the Borough's current or future needs for playing pitches.

It is due to these considerations that the site was found to be suitable for redevelopment

and an ideal location for the new ICLMS.

### **Impact on the character and appearance of the existing site, street scene and wider locality**

Policy DM01 requires that all developments should seek to ensure a high standard of urban and architectural design for all new development and high-quality design, demonstrating high levels of environmental awareness of their location by way of character, scale, mass, height and pattern of surrounding buildings, spaces and streets.

Amendments have been secured during the life of the application, which involve reducing the building footprint and the overall height / massing, whilst keeping in line with the requirements of the DfE's School Output Specification Technical Annex 1A: Definitions of Spaces and the DfE General Design Brief.

The application site comprises a broadly rectangular area of predominantly open space which forms part of the historic playing field of Woodhouse College. The site is bounded by two storey residential properties. The proposed L-shape building would be almost centrally situated within the site, which allow for sufficient buffer to the neighbouring properties.

The building is staggered in height and can be read as three volumes. The Main Block is 3 storeys, the main entrance is 2 storeys and the main hall is 2 storeys, which is set down from the main entrance.

In terms of scale, massing and height, the new-build would extend above the existing surrounding buildings, however, due to its sitting, staggered heights and choice of materials, it would not appear overbearing when viewed in context with the adjacent college and residential properties.

Furthermore, existing natural vegetation along its eastern and western boundary helps to screen the development. Along its northern boundary, natural vegetation is sparse, therefore further planting and landscaping has been proposed.

In terms of proposed materials and appearance, the proposal seeks to utilise a Feature Brick (mid grey), Primary brick (sandy tone), and PPC aluminium windows, a pallet of materials that are robust, easily maintained and in-keeping with the development in the local area. Furthermore, a signage for the building is proposed to follow the ICLMS branding guidelines with a grey / silver / metallic finish.

Overall, the proposed building will be acceptable in terms of its impact on the site and wider character.

### **Amenity Impact on Neighbouring Properties**

In terms of recommended separate distances, the Barnet Residential Design Guidance SPD principally concerns residential overlooking from habitable room to garden and between habitable rooms, which is a recommended distance of 10.5 metres between a new development and a neighbouring garden and a distance of 21 metres between habitable windows. There is no stated guidance for commercial / community uses to residential properties etc.

The proposal comprises of a 'L' shaped footprint with staggered heights, breaking down the massing and creating a sense of openness within the site. The design of the building within the site has been carefully considered with respect to neighbouring properties. The nature of the building has been designed to help counteract concerns around amenity and outlook.

In terms of neighbouring properties, the closest residential properties are located to the north (Cottonham Close.), to the east (Properties on Hilton Avenue) and to the west (properties on Fenstanton Avenue).

At the northern boundary facing Cottonham Close, there is a separation of 29.5m to the neighbouring building, 14.3m to the boundary with this property and a further 15.2m to the edge of the nearest property.

At the eastern boundary, there is a distance of distance is 49.8m from the face of the building to the fence-line boundary between the no-build zone and the back gardens of the properties on Hilton Avenue.

At the western end facing Fenstanton Avenue, there would be a 33.8m separation distances (23.3m to the development boundary and a further 10.5m).

Therefore, the nature of the proposed use is not considered to result in any adverse impacts in terms of overlooking to this building. There are also intervening mature trees along the eastern and western boundaries of the site, which act as a strong visual screen between the site and the adjacent neighbours. It is acknowledged that along its northern boundary, natural vegetation is sparse, therefore further planting and landscaping has been proposed, to mitigate any overlooking or loss of privacy.

Due to the proposed orientation and sitting of the new building and the separation distance, there are no concerns with regards to loss of light to the occupiers of neighbouring building.

## **Noise**

An Acoustic Report has been submitted, which considers noise at sensitive areas of the proposed site, externally and internally within the building such as the class rooms.

The Council's Environmental Health service have reviewed the submitted Acoustic Report and is satisfied that the plant noise at nearest sensitive receptor will be in line with the Council's internal noise condition of 5dB below background.

Given the urban area of the proposed development any marginal exceedance is considered typical for the general area. Noise levels at other different parts of the building were found to be compliant.

## **Air Quality**

The application is supported by an Air Quality Assessment which has reviewed the construction and operational impacts. In conclusion, the report states that the proposed development would not have significant impacts on the immediate area. Within other elements of the proposal, there will be measures to improve air quality, such as improved



landscaping and biodiversity, green transport measures and electric energy strategy. The Council's Environmental Health Officer provided comments on the submitted Air Quality Report and they have no objections on this element of the proposal.

## **Highways and Parking**

### **Transport, Highways and Parking**

Policy CS9 of the Barnet Core Strategy identifies that the Council will seek to ensure more efficient use of the local road network and more environmentally friendly transport networks, require that development is matched to capacity and promote the delivery of appropriate transport infrastructure. Policy DM17 of the Barnet Development Management Plan document sets out the parking standards that the Council will apply when assessing new developments. Other sections of Policies CS9 and DM17 seek that proposals ensure the safety of all road users and make travel safer, reduce congestion, minimise increases in road traffic, provide suitable and safe access for all users of developments, ensure roads within the borough are used appropriately, require acceptable facilities for pedestrians and cyclists and reduce the need to travel.

The site is situated on land at the rear of Woodhouse College which fronts onto Woodhouse Road within the London Borough of Barnet. The college is bounded by Fenstanton Avenue to the west, Hilton Avenue to the east, Woodhouse Road to the south and Wren Academy to the north. The new block (development) will accommodate 200 pupils and 18 staff.

The site has reasonable public transport accessibility with a PTAL of 3. It is located approximately 1.2km southeast of Woodside Park underground station. 7 bus routes can be accessed from stops within 3-5 minutes walking distance of the site. The site is in a CPZ which operates Mon-Sat from 9am-5pm. The main vehicular access to the college is provided to the south of the site via a one-way route from Woodhouse to Hilton Avenue and access to the multi-user games area (MUGA) via Fenstanton Avenue. Access to the site is to be taken from Fenstanton Avenue, where there is an existing access serving the existing MUGA at the northern end of the site. This will be improved and will also serve as access to the site.

### *Parking*

There are no specific standards for D1 use but based on the mode share data for similar sites in the borough around 50% of staff are expected to travel by car which means that out of the 18 staff, 9 will travel to school by car. Hence, the provision of 10 spaces including a disabled bay is acceptable. The surrounding roads are in a CPZ that operates from Mon-Sat, 9am-5pm. Highways would therefore accept the proposed parking provision for the site subject to provided that the applicant is willing to enter into a s106 agreement with the Council to deny occupants of the development the right to purchase CPZ permits. A detailed parking layout plan showing the dimensions of the 10 parking spaces is requested and this can be secured by way of a planning condition.

Cycle parking and electric vehicle charging points are to be provided in accordance with London Plan standards. The proposed development will include 30 cycle parking spaces, 3 for staff and 25 for pupils and 2 for visitors. The location of the cycle stores is considered acceptable. However, it is recommended that cycle parking for staff, pupils, and visitors is provided in separate compartments. This should be easily accessible and ideally close to

the building entrance. Long-stay cycle parking should be provided in a secure, sheltered, and fully enclosed compound. While short stay cycle parking should be provided in a secured, lockable and sheltered environment. Highways would request that a cycle parking condition is imposed.

Electric vehicle charging points should be provided in accordance with London Plan standards and it is recommended that 1 active and 9 passive charging points are provided. This can be secured by way of a planning condition.

### *Internal Layout*

The proposed access to the site is to be taken from Fenstanton Avenue. From a design point of view, the proposed access would meet the required standards but highways are concerned about the potential loss of on-street parking spaces is not supported (Fig 4.3 of Velocity TA).

### *Servicing*

It is requested that all servicing take place off-street as there is sufficient space within the site to accommodate this. It is recommended that deliveries take place during the off-peak period. Further details of the servicing strategy are to be set out in a delivery and servicing plan and this can be secured by way of a planning condition. The location of refuse storage is acceptable but elevations are required and thus a condition is recommended

### *Trip Generation*

The morning peak hour (8am-9am) when school traffic coincides with the morning rush hour is considered the worst case. It is predicted that between 70-80% of students will travel to school by public transport which means that the number of car journeys is unlikely to be significant

### *Road Safety*

The accident data presented by the applicant shows 11 slight accidents occurred across the study area which covers Fenstanton Ave, Hilton Avenue and the Section of Woodhouse Road bordering the site over the last three years. 3 of the 11 accidents were serious and 8 were slight. The data shows that 2 of the 3 serious accidents involved pedestrians and 1 involved a pedal cyclist.

### *Travel Plan*

A draft travel plan has been submitted by the applicant. Officers have reviewed the plan. It is recommended that the travel plan is secured via a s106 agreement and the contribution of £10,000 is sought towards travel plan monitoring.

### *Construction Management and Logistics Plan*

The proposed development will involve significant building works. Given the sensitive nature of the site, it is requested that a construction management and logistics plan is requested. It will be acceptable to secure this by way of a planning condition. In addition, a before and after highway condition survey must be carried out to ensure that any damage to the highway directly resulting from the construction works is fully captured and rectified.

## *Parking Management Plan*

A parking management plan is requested as some of the parking areas for the development can be accessed by the public. The plan must set out amongst other things, the criteria for allocation of parking spaces, how illegal parking will be enforced, and steps to prevent unauthorized use. This can be secured by way of a planning condition.

## *Required off-site works*

The relevant planning obligations and off-site highway works are listed below:

Planning obligations:

- 1) A contribution of £10,000 towards travel plan monitoring
- 2) A contribution of £30,000 towards CPZ review and implementation
- 3) CPZ permit restrictions

Off-site highway works:

- 1) Provision of an upgraded vehicle access with tactile paving on both sides on Fenstanton Avenue
- 2) Reinstatement of redundant accesses to footway
- 3) Introduction of a school street on Fenstanton Avenue
- 4) School warning signs and school keep clear markings on Fenstanton Avenue
- 5) Changes to the CPZ parking layout in the vicinity of the access
- 6) Provision of a tactile paving at the junction of Fenstanton Avenue and Woodhouse Road
- 7) Review of existing waiting restrictions and implementation of new waiting restrictions
- 8) Widening and upgrading the pedestrian refuge on Woodhouse Road at its junction with Fenstanton Avenue to a zebra crossing
- 9) The applicant is requested to cut back the vegetation along the footpath on the eastern side of Fenstanton Avenue
- 10) Widening of the existing footpath on the east side of Fenstanton Avenue
- 11) Provision of dropped kerb with tactile paving in the vicinity of the new access on Fenstanton Avenue

10.2 The applicant is therefore required to enter into a s278 agreement with the council to implement these works (All off site highways works must be completed to the satisfaction of the local highway authority prior to first occupation of the development).

## *Summary of Highways issues*

The application has been reviewed by the Council's Traffic and Development service who raise no objections subject to the securing of travel plan, other relevant conditions and the above-stated off-site works.

## **Landscaping, trees and biodiversity**

The submitted Design and Access Statement proposes a number of ecological enhancements, including a bio solar roof promoting biodiversity, native hedge planting and additional trees will be planted within the site.

At present, there is minimal landscaping within the site, with only a row of planted shrubs / trees along the eastern and western boundary. It is proposed to remove two trees and some scrub vegetation, however this will be compensated with the planting of 25 new trees within the boundary of the new maths college. To further enhance habitat on site and achieve a net gain, 12 additional trees will be planted within this area of the site, increasing the number of new trees to a total of 37.

Furthermore, the grass areas will be seeded with a grass and wildflower mix to promote pollinators. In addition, with the introduction of a bio solar roof to the two and three storey elements of the building, the proposal will achieve the Urban Greening Factor an urban greening factor of 0.60.

The LPA is satisfied that the combined on and offsite levels of habitat creation and enhancements can be delivered, managed, and monitored by means a planning condition for detailed Biodiversity Net Gain which would include post-development habitat condition monitoring by means of an updated Biodiversity Net Gain assessment calculated using the Defra Metric 4.0 at years 2, 3, 5, and every 5 years thereafter until year 30.

Overall, the proposed landscaping and biodiversity measures are considered to be acceptable. The installation of these measures will be secured via condition.

## **Energy and Sustainability**

London Plan Policy SI 2 requires major development proposals to be zero-carbon which means reducing greenhouse gas emissions in operation and minimising both annual and peak energy demand in accordance with the following energy hierarchy

- Be lean: use less energy and manage demand during operation
- Be clean: exploit local energy resources (such as secondary heat) and supply energy efficiently and cleanly
- Be green: maximise opportunities for renewable energy by producing, storing and using renewable energy on-site
- Be seen: monitor, verify and report on energy performance.

Local Plan Policy DM01 states that all development should demonstrate high levels of environmental awareness and contribute to climate change mitigation and adaptation. Policy DM04 requires all major developments to provide a statement which demonstrate compliance with the Mayor's targets for reductions in carbon dioxide emissions, within the framework of the Mayor's energy hierarchy.

A Net Zero Carbon Strategy Report has been submitted in support of the application. The energy statement presents the strategy for the construction of the new building. The Councils Energy & Sustainability Officer has reviewed the documents and has stated that the application has clearly demonstrated that the zero-carbon target cannot be fully achieved on-site, as per the London Plan: Policy SI 2, 9.2.2. Therefore, a Section 106 agreement is recommended for the development to meet the policy requirements.

The developer is requested to pay the Carbon Offset Contribution to Barnet Council prior to or on Commencement and on the understanding that such contribution will be used to effect the reduction of carbon dioxide emissions within the London Borough of Barnet, and shall not be used for any other purpose. The overall contribution is calculated over 30 years (the assumed lifetime of the development's services). The number of tonnes of

carbon emissions in the calculation is based on the estimated Carbon Reduction Shortfall included within the Energy Strategy submitted with the Application.

The applicant has confirmed that the building CO2 per year is 3.502 tonnes. This equates to ££95 x 30 x 3.502 = £9980 per tonne of carbon to be offset. This amount will be secured as part of the S106 agreement.

The application has also provided a BREEAM pre-assessment in support of the application which advises that the development can achieve BREEAM 'Very Good' which is welcomed.

## **Flood Risk / SuDS**

Policy CS13 of the Barnet Core Strategy states that "we will make Barnet a water efficient borough and minimise the potential for fluvial and surface water flooding by ensuring development does not cause harm to the water environment, water quality and drainage systems. Development should utilise Sustainable Urban Drainage Systems (SUDS) in order to reduce surface water run-off and ensure such run-off is managed as close to its source as possible subject to local geology and groundwater levels".

In respect of flood risk, the site is within Flood Zone 1 which is classified as being of low risk of flooding.

In terms of drainage strategy, the sustainable drainage team have commented that the strategy provided is broadly acceptable in principle, however they have noted inconsistency regarding greenfield runoff calculations. It is considered that these updated calculations can be provided via a condition requiring a new Drainage Strategy.

## **6. Equality and Diversity Issues**

Section 149 of the Equality Act 2010, which came into force on 5th April 2011, imposes important duties on public authorities in the exercise of their functions, including a duty to have regard to the need to:

- "(a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
- (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it."

For the purposes of this obligation the term "protected characteristic" includes:

- age;
- disability;
- gender reassignment;
- pregnancy and maternity;
- race;
- religion or belief;
- sex; and
- sexual orientation.

Officers have in considering this application and preparing this report had regard to the requirements of this section and have concluded that a decision to grant planning permission for this proposed development will comply with the Council's statutory duty under this important legislation and provide a number of equality benefits through the provision of a new Education Need for which there is a strong evidence need in the Borough.

The site is accessible by various modes of transport, including by foot, bicycle, public transport and private car, thus providing a range of transport choices for all users of the site.

The proposal is considered to be in accordance with national, regional and local policy by establishing an inclusive design, providing an environment which is accessible to all.

### **Planning Balance**

It has been identified that the scheme represents a departure from Barnet Policy DM15 of the Local Plan which states that open space will be protected from development. However, the proposed development is considered to provide a number of significant benefits through the provision of a STEM secondary school which would outweigh the loss of the open green space.

The amenities of neighbouring residential occupiers are not considered to be unduly impacted by the proposed development.

The potential transport impacts of the scheme have been considered and are comparable or significantly improved as part of the proposal. A number of appropriate mitigation measures have been proposed and are secured via condition.

### **8. Conclusion**

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires the Council to determine any application in accordance with the statutory development plan unless material considerations indicate otherwise. All relevant policies contained within the development plan, as well as other relevant guidance and material considerations, have been carefully considered and taken into account by the Local Planning Authority. It is concluded that the proposed development overall accords with the relevant development plan policies. It is therefore considered that there are material planning considerations which justify the grant of planning permission. Accordingly, APPROVAL is recommended subject to conditions as set out above.

