

Location **New Edgware Royal British Legion Club Parnell Close Edgware HA8 8YE**

Reference: **23/2950/FUL** Received: 6th July 2023
Accepted: 7th July 2023

Ward: Edgwarebury Expiry 6th October 2023

Case Officer: **Tania Sa Cordeiro**

Applicant:

Proposal: Demolition of the existing building and the erection of a part two storey, part three storey building to be used as a school together with associated external amenity space, car parking, cycle storage and refuse and recycling facilities

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 £10000 towards CPZ review and implementation and CPZ permit

restriction.

Travel Plan:

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

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:

Planning Statement

Arboricultural Impact Assessment , prepared by Trevor Heap , Arboricultural Consultancy Ltd.

Construction Management Plan, prepared by Crosby Transport Planning

Delivery and Servicing Plan, prepared by Crosby Transport Planning

School Travel Plan, prepared by Crosby Transport Planning

Transport Statement, prepared by Crosby Transport Planning

Daylight and Sunlight Assessment

Preliminary Ecological Appraisal, prepared by Ecoassistance

Drg.no. E22-010/EXELE010 (Existing Parnell Close Elevations)

Drg.no. E22-010/EXELE011 (Existing East and West Elevation)

Drg.no. E22-010/PSIT001 (Site Location Plan)

Drg.no. E22-010/EXSIT005 (Existing Site Plan)

The above plans were received on the 07th July 2023.

Drg.no. E22-010/PSIT005 rev.7(Proposed Site Plan)

Drg.no. E22-010/PGAP010 rev.7 (Proposed Ground Floor Plan)

The above plans were received on the 01 November 2023.

Noise Impact Assessment Report (Report 26756.NIA.01), prepared by KP Acoustics, received in the 21 November 2023.

Bat Emergence Survey Report rev, V1.2, prepared by Ecoassistance, received on the 20 July 2023.

Drg.no. E22-010/PELE010 rev.6 (Proposed Parnell Close Elevational and South Elevation)

Drg.no. E22-010/PELE011 rev.3 (Proposed East and West Elevation)

Drg.no. E22-010/PGAP011 rev.7 (Proposed First Floor Plan)

Drg.no. E22-010/PGAP012 rev.8 (Proposed Second Floor Plan)

Drg.no. E22-010/PGAP013 rev.3 (Proposed Roof Plan)

Drg.no. E22-010/PGAP014 rev.3 (Proposed Roof Plan)

Drg.no. E22-010/PSEC010 rev.3 (Proposed Sections)

The above plans were received on the 15 November 2023.

CGI received on the 20 November 2023.

Transport Air Quality Neutral Statement (ref. 7154-002M_1-0_AG), received on the 11th December 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 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.

- 5 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 on the submitted Arboricultural Impact Assessment Method Statement & Tree Protection Plan (to BS:5837 2012) Beis Chinuch Primary School, New Edgware Royal British Legion Club, Parnell Close, HA8 8YE approved under this application 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.

- 6 a) A scheme of hard and soft landscaping, including details of existing trees to be retained and size, species, planting heights, densities and positions of any soft landscaping, shall be submitted to and agreed in writing by the Local Planning Authority prior to the occupation of the hereby approved development.
- b) All work comprised in the approved scheme of landscaping shall be carried out before the end of the first planting and seeding season following occupation of any part of the buildings or completion of the development, whichever is sooner, or commencement of the use.
- c) Any existing tree shown to be retained or trees or shrubs to be planted as part of the approved landscaping scheme which are removed, die, become severely damaged or diseased within five years of the completion of development shall be replaced with trees or shrubs of appropriate size and species in the next planting season.

Reason: To ensure a satisfactory appearance to the development in accordance with Policies CS5 and CS7 of the Local Plan Core Strategy DPD (adopted September 2012), Policy DM01 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted October 2016) and G5 and G7 of the London Plan 2021.

- 7 a) Prior to the first occupation of the hereby approved development, details of the proposed green roof have been submitted to and approved in writing by the Local Planning Authority.
- b) The green roof shall be implemented in accordance with the details approved this condition prior to the commencement of the use or first occupation of the development and retained as such thereafter. Should part of the approved green roof be removed, die, become severely damaged or diseased within five years of the completion of development, it shall be replaced in accordance with the details approved by this condition.

Reason: To ensure that the proposed development does not prejudice the

enjoyment of the occupiers of their homes in accordance with Policies DM04 of the Development Management Policies DPD (adopted September 2012) and G5 and G6 of the London Plan 2021.

8 a) Prior to the occupation of the hereby approved development, details of a Landscape Management Plan for all landscaped areas for a minimum period of 25 years have been submitted to and approved in writing by the Local Planning Authority.

b) The Landscape Management Plan shall include details of long term design objectives, management responsibilities, maintenance schedules and replacement planting provisions for existing retained trees and any new soft landscaping to be planted as part of the approved landscaping scheme.

c) The approved Landscape Management Plan shall be implemented in full in accordance with details approved under this condition.

Reason: To ensure a satisfactory appearance to the development in accordance with Policy DM01 of the Development Management Policies DPD (adopted September 2012), Policies CS5 and CS7 of the Local Plan Core Strategy (adopted September 2012) and G5, G6 and G7 of the London Plan 2021.

9 Notwithstanding the plans submitted, a drawing showing 3 parking bays, including 1 disabled parking bay 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 Barnets Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

10 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, 44 cycle parking spaces (40 long-stay and 4 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 Barnets s Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

11 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 of electric vehicle charging points facilities (3 active points). The development shall be implemented in full accordance with the approved details 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 in accordance with policy 6.13 of the London Plan.

- 12 No site works including demolition or construction work shall commence until a Construction Management and Logistics Statement has been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be implemented in full accordance with the details approved under this plan. The Demolition and Construction Management and Logistics Statement submitted shall include, but not be limited to, the following information:

- 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.
- xi. Provision of a competent banksman.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties and in the interests of highway and pedestrian safety in accordance with policies CS9, CS13, CS14, DM01, DM04 and DM17 of the Barnet Local Plan and policies 5.3, 5.18, 7.14 and 7.15 of the London Plan.

- 13 Before the permitted development is occupied a full Delivery and Servicing Plan (DSP) 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) September 2012 and

Policy DM17 of Development Management Policies (Adopted) September 2012.

- 14 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 Barnets Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

- 15 Prior to the commencement of the development, details of improvements to the existing access 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 constructed in accordance with the approved details before the site is occupied.

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 Barnets Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

- 16 Within 6 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.

- 17 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.

- 18 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.

- 19 The development hereby permitted shall not be occupied by pupils outside the hours of 8:00am to 5:00pm Mondays to Thursdays, 08.00am to 3:30pm on Fridays and 9:00am to 1:00pm on Sunday 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 School. 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.

- 20 At no time shall the total number of pupils in the school building hereby approved exceed 285 and 30 members of staff on site at any one time within the new school 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.

- 21 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.

- 22 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).

- 23 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).

- 24 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.

- 25 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 15% 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.

26 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).

27 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).

- 28 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.

- 29 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).

- 30 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.

- 31 Prior to occupancy all details (including specification, location, and orientation) of biodiversity enhancement measures including 2 x integrated bat roost box (or similar), 1 x house sparrow terrace shall be submitted to and approved by the Local Planning Authority.

The development hereby permitted shall not be occupied until all ecological enhancement features are installed/constructed in line with 'Designing for Biodiversity A technical guide for new and existing buildings (RIBA)'.

Reason: To ensure that nature conservation interests are not prejudiced by the development, 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 Prior to the occupancy of works details of a Low Impact Lighting shall be submitted and approved by the local planning authority. Any artificial lighting scheme designed

for development including off street lighting, shall be in accordance with Bats Conservation Trust Guidance Note 08/18 Bats and artificial lighting in the UK Bats and the Built Environment series.

Reason: To ensure that any protected species present are not adversely affected by the development in accordance with Policy DM16 of the Development Management Policies DPD (adopted September 2012) and the Sustainable Design and Construction SPD (adopted October 2016), and the relevant statutory wildlife protection legislation.

- 33 All vegetation clearance or demolition should avoid the active nesting bird season (March 1st to August 31st inclusive).

If this cannot be reasonable avoided and any tree / vegetation clearance required to be removed during the active nesting bird season and cannot reasonable be avoided, then a nesting bird check must be conducted prior to commencement of clearance by a suitably qualified ecologist. Any active birds' nest that are discovered are to have an appropriate 5m protective buffer is to be place around the nest and the nest is to be retained until such time that the chicks have fledged.

Reason: To ensure that the protection of nesting birds is not prejudiced during construction in accordance with Section 197 of the Town and Country Planning Act 1990 in accordance with Policy DM16 of the Local Plan Development Management Policies DPD (adopted September 2012), Policies CS5 and CS7 of the Local Plan Core Strategy DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted October 2016) and Policy G6 of the London Plan (2021).

- 34 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).

- 35 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/>

Reason: In the interest of good air quality in accordance with Policy DM04 of the Barnet Local Plan Development Management Policies (2012) and Policy SI1 of the London Plan 2021.

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

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

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of neighbouring properties in accordance with Policies DM04 of the Development Management Policies DPD (adopted September 2012) and D14 of the London Plan 2021.

- 37 a) No development other than demolition works shall commence on site in connection with the development hereby approved until a report has been carried out by a competent acoustic consultant that assesses the likely noise impacts from the development of the ventilation/extraction plant, and mitigation measures for the development to reduce these noise impacts to acceptable levels, and has been submitted to and approved in writing by the Local Planning Authority.

The report shall include all calculations and baseline data, and be set out so that the Local Planning Authority can fully audit the report and critically analyse the content and recommendations.

- b) The measures approved under this condition shall be implemented in their entirety prior to the commencement of the use/first occupation of the development and retained as such thereafter.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of neighbouring properties in accordance with Policy DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted April 2016) and Policies D13 and D14 of the London Plan 2021.

- 38 a) Notwithstanding the details shown on the plans submitted and otherwise hereby approved, the development hereby approved shall not be first occupied or brought into use until details of all acoustic walls, fencing and other acoustic barriers to be erected on the site have been submitted to the Local Planning Authority and approved in writing.

- b) The details approved by this condition shall be implemented in their entirety prior to the commencement of the use or first occupation of the development and retained as such thereafter.

Reason: To ensure that the proposed development does not prejudice the enjoyment of the occupiers of their homes in accordance with Policy DM04 of the Development Management Policies DPD (adopted September 2012) and Policies D13 and D14 of the London Plan 2021.

- 39 Before development commences, an air quality neutral assessment report shall be written in accordance with the relevant current guidance. This report shall be submitted to and approved by the Local Planning Authority.

The report shall include all calculations and baseline data, and be set out so that the Local Planning Authority can fully audit the report and critically analyse the content and recommendations.

- a) If the report shows that the site does not conform to the air quality neutral

benchmark requirements then a scheme of offset measures based on the findings of the report shall be submitted to and approved by the Local Planning Authority prior to development.

b) The approved measures shall be implemented in its entirety in accordance with details approved under this condition before any of the development is first occupied or the use commences and retained as such thereafter.

Reason: To ensure that the amenities of occupiers are protected from the poor air quality in the vicinity in accordance with Policy DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted October 2016) and Policy GG3 and SI1 of the London Plan 2021.

40 Prior to installation, details of the boilers shall be forwarded to the Local Planning Authority for approval. The boilers shall have dry NOx emissions not exceeding 40 mg/kWh (0%).

Reason: To comply with the Mayor's London Plan SPG on Sustainable Design and Construction and Policy SI1 of the Mayor's London Plan 2021 in relation to air quality.

41 Before development commences, a report should be carried out by an approved acoustic consultant and submitted to the Local Planning Authority for approval, that assesses the likely noise impacts from the development with regards to its use as a school and the out of hours' usage if any. The report shall also clearly outline mitigation measures for the development to reduce these noise impacts to acceptable levels.

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

Reason: To ensure that the amenities of neighbouring premises are protected from noise from the development.

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.

Informative(s):

- 1 In accordance with paragraphs 38-57 of the NPPF, the Local Planning Authority (LPA) takes a positive and proactive approach to development proposals, focused on solutions. The LPA has produced planning policies and written guidance to assist applicants when submitting applications. These are all available on the Council's website. A pre-application advice service is also offered and the Applicant engaged with this prior to the submissions of this application. The LPA has negotiated with the applicant/agent where necessary during the application process to ensure that the proposed development is in accordance with the Development Plan.
- 2 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." To ensure the replacement trees meet bio-security standards they should be purchased from a DEFRA accredited supplier that can be found here:- www.planthealthy.org.uk

- 3 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.

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.

- 4 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
- 5 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.
- 6 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.
- 7 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.
- 8 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.
- 9 Surface of the highway and any gullies or drains nearby must be protected with plastic sheeting. Residue must never be washed into nearby gullies or drains. During the development works, any gullies or drains adjacent to the building site

must be maintained to the satisfaction of the Local Highways Authority. If any gully is damaged or blocked, the applicant will be liable for all costs incurred. The Applicant shall ensure that all watercourses, drains, ditches, etc. are kept clear of any spoil, mud, slurry or other material likely to impede the free flow of water therein.

- 10 Consultation between the development team and Local Authority should be had with regards to the trees and bushes in the Southwest of the site, outside of its perimeter to have it cleared and trees trimmed so that 1) natural surveillance is improved and 2) the trees cannot be used to help climb over the perimeter fence. A maintenance strategy should be discussed and put into place.

The fence height adjacent to the outbuildings (located next to 16 Parnell Close) should be at a height to reduce the risk from someone using the outbuildings to climb over the fence line and into the school grounds or buildings.

In addition to laminated glazing being installed it is important that the fixings are also correct. <https://www.npsa.gov.uk/windows-glazed-facades> provides further guidance on glazing and fixings dependent on the type of glazing installed.

The architects and school should discuss how a dynamic lockdown will be conducted using the security layers discussed and recommended. Further guidance can be found on [https://www.protectuk.police.uk/search?keys=lockdown & & field_r_page_category=All & & field_region=All & & field_sector=All](https://www.protectuk.police.uk/search?keys=lockdown&&field_r_page_category=All&&field_region=All&&field_sector=All)

All staff should complete the Action Counters Terrorism (ACT) E - learning training before school opening. This will help identify the threat, identify suspicious items and actions to take on an marauding weapons attack i.e. Run Hide Tell principles.

A plan should be written with the security team and school staff to outline what action to take on identifying a suspicious item taking the principles learned from the ACT E Learning training.

Consider how appropriate and fast time communications / announcements will be made throughout the school to staff to alert them of any threats and actions to take. See for further information <https://www.npsa.gov.uk/marauding-terrorist-attacks-0>

A postal acceptance policy, process and procedure should be formalised. A plan of action to take in the event of a suspicious item should be written. As discussed training can be provided to staff. Further guidance on suspicious mail can be found on <https://www.npsa.gov.uk/screening-mail-and-courier-deliveries> It is important that any air conditioning that supports the school can be switched off from where you decide all post is opened. Or a standalone system is installed.

- 11 The removal of the invasive non-native species (e.g. buddleia) should be undertaken by a trustworthy third-party invasive plant removal specialist who belong to a trade body such as the Property Care Association (PCA) Property Care

Association or the Invasive Non-Native Specialist Association View Our Members - INNSA. An invasive species removal specialist would be responsible for the secure removal/treatment, transposition and disposing of "controlled waste" under the Environment Protection Act 1990 (EPA 1990). Controlled waste is defined as any plant material or contaminated soil under the Environment Protection Act 1990.

- 12 During construction, any excavations including holes, pipes and boreholes that need to be left overnight should be covered over or fitted with mammal ramps to ensure that any animals that enter can safely escape. Any open pipework with an outside diameter of greater than 120 mm must be covered at the end of each workday to prevent animals entering/becoming trapped. Vegetation clearance should be undertaken in a sensitive manner to allow terrestrial mammals to disperse. Any trapped mammals found during the process should be carefully moved to the retained boundary habitats at the end site or adjacent habitats off site.
- 13 The LPA advises that the soft landscaping for the amenity lawn consist of species rich seed mix or turf. This mix should consist of a ratio of 70/30 native grass to flowering plants as such flowering plant species and grasses provide high value to 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 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.
- 14 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.

- 15 The applicant is advised to engage a qualified acoustic consultant to advise on the scheme, including the specifications of any materials, construction, fittings and equipment necessary to achieve satisfactory internal noise levels in this location.

In addition to the noise control measures and details, the scheme needs to clearly set out the target noise levels for the habitable rooms, including for bedrooms at night, and the levels that the sound insulation scheme would achieve.

The Council's Sustainable Design and Construction Supplementary Planning Document requires that dwellings are designed and built to insulate against external noise so that the internal noise level in rooms does not exceed 30dB(A) expressed as an Leq between the hours of 11.00pm and 7.00am, nor 35dB(A) expressed as an Leq between the hours of 7.00am and 11.00pm (Guidelines for Community Noise, WHO). This needs to be considered in the context of room ventilation requirements.

The details of acoustic consultants can be obtained from the following contacts: a) Institute of Acoustics and b) Association of Noise Consultants.

The assessment and report on the noise impacts of a development should use methods of measurement, calculation, prediction and assessment of noise levels and impacts that comply with the following standards, where appropriate:

- 1) BS 7445(2003) Pt 1, BS7445 (1991) Pts 2 & 3 - Description and measurement of environmental noise;
- 2) BS 4142:2014 - Method for rating industrial noise affecting mixed residential and industrial areas;
- 3) BS 8223: 2014 - Guidance on sound insulation and noise reduction for buildings: code of practice;
- 4) Department of Transport: Calculation of road traffic noise (1988);
- 5) Department of Transport: Calculation of railway noise (1995);
- 6) National Planning Policy Framework (2012)/ National Planning Policy Guidance (2014).

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.

- 16 The applicant is advised to engage a qualified kitchen extraction consultant to advise on the scheme, including the specifications of any materials, construction, fittings and equipment necessary to achieve satisfactory smoke and odour control. Please note that:
- Flue(s) must be 1.5 m* above eaves or any open able windows in the vicinity (within 20 metres of the flue) if there are sensitive premises in the vicinity. The final discharge must be vertically upwards. There should be no hat or cowl on the top of the flue. If flues are to be attached to neighbouring noise/vibration sensitive premises they must incorporate anti-vibration mounts, flexible couplings and silencers. *If the flue is in a Conservation area then this height may be reduced to

1m above eaves.

- The assessment and report on the noise impacts of a development should use methods of measurement, calculation, prediction and assessment of noise levels and impacts that comply with the following standards, where appropriate: DEFRA Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems (DEFRA, January 2005); DEFRA Odour Guidance for Local Authorities (DEFRA, March 2010). 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.

- 17 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.

All the impacts of noise, dust and air pollution from the construction should be covered by conditions in line with the London Plan. Noise monitoring and dust monitoring should be carried out as and when requested by EH.

OFFICER'S ASSESSMENT

1. Site Description

The site is the former New Edgware Royal British Legion Club and is sited within Parnell Close, a residential cul-de-sac. The last use of the building is F2 (b) community use and is currently vacant.

The surrounding area is predominately residential in character. The properties to the northern and eastern perimeters are residential buildings, the adjacent building to the west is the Edgware Synagogue and to the south is the A41 dual carriageway.

The application site is not a listed building and is not located within a Conservation Area.

The site is within Flood Zone 1 which is classified as being of low risk of flooding.

2. Site History

Single storey side extension and new main entrance | Royal British Legion Club Parnell Close Edgware Middx
29 Oct 1980 (ref. W01443C) | status: Approved subject to conditions

Single-storey extension to rear of club premises fronting Edgware Way. | Royal British Legion Parnell Close Edgware
14 May 1980 (ref. W01443B) | Status: Approved subject to conditions

Single-storey and two-storey extensions to existing British Legion premises | Royal British Legion Parnell Close Edgware
19 Jan 1977 (ref. W01443A) | Status: Approved subject to conditions

Wine and bottle store and boundary wall. | British Legion New Edgware Branch Parnell Close Edgware
31 Oct 1967 (ref. W01443) | Status: Approved subject to conditions

3. Proposal

The proposal seeks the demolition of the existing building (F2 (b) community use) and the construction of a part two storey, part three storey building with associated access, parking, external amenity spaces and hard and soft landscaping to provide a primary school (Use Class F1(a)).

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 school.

The main entrance to the building is from the north facing elevation fronting Parnell Close. A separate pedestrian access is proposed slightly to the west of the vehicular entrance and south of the site off Edgware Way Footpath.

The boundary of the proposed site is 1612sqm (0.167ha) and the GIA of the proposed block 707m² .

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 is a part two storey, part three storey building with a maximum height of 10m (12.7m including the plant room). The two storey element will have an overall height of 7.5m. The proposed building flank wall will be set in approximately 8.3m from the flank wall of no.16 Parnell Close. On the other side the flank wall will be set in approximately 15.4m from the flank wall of the synagogue.

The proposal will introduce two different play areas - a dedicated nursery playground and a larger playground for the rest of the school.

It is intended that the school will offer places for up to 285 pupils at any one time, supported by 30 members of teaching staff. The school will operate from 8:00am to 5:00pm Mondays to Thursdays, 08.00am to 3:30pm on Fridays and 9:00am to 1:00pm on Sunday.

At ground floor level, it is proposed that the main hall with small kitchen facilities (does not involve cooking on site) will be provided together with the main kindergarten room and two early years classrooms. Two staff rooms, the head teachers office and a small meeting room will also be provided at this level. Six classrooms, together with the Senior Leadership Team office and a dedicated IT classroom will be provided at the first floor level. A further six classrooms with two offices and a library will be provided at second floor level.

4. Public Consultation

Consultation letters were sent to 164 neighbouring properties.

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

73 responses have been received, comprising 9 letters of objection, 63 letters of support and 1 representation.

The objections received can be summarised as follows:

- Concerned about the location of the proposed building at the end of a narrow cul-de-sac with very limited parking which at the moment is used by residents of Parnell Close who have to park on the pavement.
- If the parents and teachers are not allowed to access the school via Parnell Close, the surrounding roads eg Warwick Avenue and Kenilworth Road will be blocked causing traffic chaos during drop-off and pick-up times.
- The proposed location of the school at the end of Parnell Close could affect accessibility to the synagogue at the end of Parnell Close which is used daily for a nursery and for various clubs and activities during the week.
- Another great concern is the water leak at the end of Parnell Close outside the Royal British Legion Club, causing a great hazard for people walking down Parnell Close to access the footpath around the synagogue to access Warwick Avenue.
- Parnell Close is a single lane road, with no room to pass other cars. It is fundamentally unsuitable for heavy construction traffic.
- There is limited availability for parking already for residents on Parnell Close and Kenilworth Road let alone for staff and parents and turning for cars, let alone lorries is often very difficult.
- Residents daily lives will become a nightmare throughout the whole construction period.
- This will produce much congestion in Warwick Avenue twice a day and cars will have to park over homeowners' driveways causing stress and inconvenience to residents who will be blocked in and not able to access to the street.
- Double yellow lines or residents' parking bays should be set up if planning permission is approved.
- Traffic will surely back up on to the dual carriageway due to cars struggling to gain access to Parnell Close with both construction and when the school is open.

- Road access to Kenilworth road has parked cars on both sides and there is no free flow of traffic as cars need to pull in to allow the opposite direction to proceed forward, this is already an issue and the school would make it significantly worse. This means that there is no pavement and forces walkers into the road, I find this unsafe for primary aged children.
- At present primary aged children in Barnet are in decline and classes are being closed within our existing provision. We have a number of schools within Broadfields estate to cater for our diverse community.

The letters of support received can be summarised as follows:

- Much needed space for a school which is currently split across two sites, costing parents and staff much time as they shuttle between the two.
- It will enable the children and the staff to walk to school.
- Entire school on one site as opposed to two like it is now which is highly inconvenient.
- Will add significantly to the immediate area and modernise the landscape whilst providing for the pressing need for appropriate premises to the school.
- The school has clear plans to encourage; more walking, less driving, less traffic including freeing up traffic at the two existing sites and replacing it with one unified environmentally friendly site.
- This school building is critical for the educational development and ultimately the emotional wellbeing of orthodox Jewish girls and their families in Edgware.

The letters of representation received can be summarised as follows:

-Main concern is that Parnell Close cannot take any large numbers of traffic. The synagogue members and deliveries using the synagogue car park are careful not to block the road for the residents. I can't imagine how it would be if the school would be allowed to use the road - maybe for the teachers but NOT in any circumstances should parents use the road. Is there room for them to park in Kenilworth - it would affect the residents there.

External / Internal Consultees

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.

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.

Transport for London (TfL)

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

Travel Advisor

A framework travel plan has been submitted by the applicant. Officers are currently reviewing the plan and a separate response on this will follow shortly. It is recommended that the travel plan is secured via a s106 agreement and a 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, CPZ permit restrictions, a contribution of £10,000 towards travel plan monitoring, the off-site highway works set out in section 11 as well as the following conditions and informative.

Children's Services

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

Ecology

No objections 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 19 December 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 99 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 24) 2021

Barnet's Draft Local Plan - Reg 24: The Reg 22 version of the draft new Local Plan was approved by the Council on 19th October 2021 for submission to the Secretary of State. Following submission, the Local Plan underwent an Examination in Public (Reg 24). The Reg 22 document sets out the Council's draft planning policy framework together with draft development proposals for 65 sites.

As part of this stage (Reg 24), the Inspector in his Interim Findings and Next Steps letter of August 17th has set out how the Council can through making Main Modifications to the Local Plan address issues of legal compliance and deficiencies in soundness. These interim findings are a clear indication of what the Local Plan and the policies and site proposals within will look like at adoption, subject to making the Inspector's suggested Main Modifications. Whilst the Council moves forward to formal consultation on the Main Modifications (expected to commence in January 2024) the Interim Findings and Next Steps letter of August 17th shall be considered, in the interim, a relevant material

consideration in the Council's decision making on planning applications.

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:

For proposals such as this Core Strategy Policy CS10 identifies that the Council will work with its partners to ensure that community facilities including schools are provided for Barnet's communities.

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

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."

There is a great need for schools in the borough. 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 Class F2 (b) community use

The council would normally resist the loss of a F2 (b) facility. The pre-amble to Policy DM13 of the Development Management Policies DPD advocates that the loss of community or educational use should be resisted unless there are exceptional circumstances.

It is understood that historically the site has been used by the Royal British Legion, which would fall under class F2(b) (local community use). The application seeks permission to demolish the existing building and to build in its place a new part two storey, part three storey school building, providing new teaching spaces and facilities for existing pupils and staff members which will fall under class F1(a) (provision of education).

As part of the justification, the Planning Statement / Justification letter states that 'the site will be used as a religious, Jewish primary girls school and will contain approximately 285 pupils together with the associated teaching staff. At present the school is located in close proximity to the site on two separate premises. However, it is less than ideal to have the school split across two sites which are not fit for purpose and cannot provide them with the facilities they require to meet the children's educational needs. The new premises will allow the students to flourish, learn and develop'.

It is noted that the proposal would introduce a new use on site, however, it would still serve the local community. It is due to these considerations that the site is found to be suitable for redevelopment and a suitable location for the new school.

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 school.

The application site comprises a broadly rectangular area. The site is bounded by two storey residential properties to its north and East. To its west is the Synagogue and its south is the A41 (Edgware Way). The proposed building is sited within the site, which allow for sufficient buffer to the neighbouring properties.

The building is staggered in height. It will be set in away from the boundary with no. 16 Parnell Close and has been designed to match the eaves height of this neighbouring property. The separation distance between the new school and the synagogue is significantly larger as it will be the main access route into the playground. There is also a significant level difference between the application site and Edgware Synagogue and as a result, the proposal will only appear marginally taller than this neighbouring property which is over four storeys in height.

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.

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 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.

The proposed building flank wall will be set in approximately 8.3m from the flank wall of

no.16 Parnell Close. On the other side the flank wall will be set in approximately 15.4m from the flank wall of the synagogue. There are no existing windows on the facing flank walls of both these properties.

To its north the school building is separated from the properties on the opposite side of the road by the street (Parnell Close). Furthermore, due to the staggered footprint of the residential buildings across the road, there is separation distances of approximately 20m and 25m between the residential properties and the front elevation of the school.

Therefore, the proposed building is not considered to result in any adverse impacts in terms of 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, calculations have been undertaken to predict the noise impact from visitors entering and leaving the facility during the operating hours, and external noise breakout from the hall closest to the noise sensitive receivers to the environment.

The Council's Environmental Health service have reviewed the submitted Acoustic Report and has requested that a bespoke condition is attached to provide a noise report which will calculate the noise impacts from kids outside playing or have assessments based on BS 8223: 2014. The report should also include any plant expected to be used on site.

The site backs onto the A41 and noise could be an issue if windows are open. Therefore it is recommended that windows that face the A41 are not opened and mechanical ventilation is installed, taking air from the opposite side of the building.

A bespoke condition has been attached to read as follows:

'Before development commences, a report should be carried out by an approved acoustic consultant and submitted to the Local Planning Authority for approval, that assesses the likely noise impacts from the development with regards to its use as a school and the out of hours' usage if any. The report shall also clearly outline mitigation measures for the development to reduce these noise impacts to acceptable levels.

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

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. It states that the transport emissions air quality neutral assessment demonstrates the development is compliant with LBEpolicy and air quality

neutral emissions requirements.

A reduction in transport emissions is demonstrated from the current consented use of the site and the current operation of the school, through the TS and TP. With the findings of the assessment, the air quality positive measures such as 46-cycle parking spaces and green infrastructure the proposed development is considered air quality neutral and positive.

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 subject to conditions.

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 fronts onto Parnell Close and backs onto Edgware Way (A41). The site is not in a CPZ, and it lies in an area with a PTAL score of 1b (low). However, two bus routes (113, 186) can be accessed from stops within 7-8 minutes walking distance from the site.

The proposal comprises the demolition of the existing building and erection of an educational institution (primary school and kindergarten) with maximum pupil intake of 285 children served by 30 staff. Refuse and cycle parking as well as 3 parking spaces including a disabled bay are proposed as part of the development. Vehicular and pedestrian access to the site are from Parnell Close.

Parnell Close is a narrow (4.3m wide) cul-de-sac road with footways ranging between 1.5m -2.0m wide on both sides of the road. Because the road is narrow, vehicles park on the footway forcing pedestrians to walk in the carriageway which could pose a safety risk. In addition, the impact of additional vehicles movements on Parnell Close could have an adverse impact on residential amenity given the proximity of the blocks of flats opposite the site.

Furthermore, the supporting Transport Statement confirms that the majority of pupils live within 1 mile of the site, which will in turn encourage pupils and parents to walk to school.

Parking

There is no specific parking standards for schools (D1 use) in the London Plan and so based on the mode share data for the existing school and similar sites in the borough around 50% of staff are expected to travel by car which means that about 15 spaces would be required. 3 parking spaces including a disabled bay are proposed which means that potentially up to 12 vehicles belonging to staff of the school could be forced to park on-

street.

However, the applicant has carried out a parking survey during the opening hours of the school the results show that a minimum of 171 spaces were available all the time which equates to a parking stress ratio of 48.2%. Based on this level of on-street parking availability, Highways are satisfied that the parking displacement by the development can easily be accommodated on-street. The proposed school is expected to prepare a travel plan which would aim to further reduce the number of staff that would travel to school by car. One disabled bay is proposed and this is acceptable.

Although cycle parking and electric vehicle charging points are to be provided in accordance with the minimum London Plan standards. Based on this, the proposed development will require a total of 44 cycle parking spaces (40 long stay and 4 short stay), 4 for staff and 36 for pupils. 46 cycle parking spaces are proposed including 4 Sheffield stands with adequate spacing to allow for larger bicycles and scooters. The location of the long-stay cycle parking is acceptable but it is recommended that staff and pupil cycle storage be provided in separate compartments.

The location of the cycle store is acceptable but 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. This can be secured by way of a planning condition.

Electric vehicle charging points should be provided in accordance with London Plan standards. While the proposed parking provision on site is below the EVCP threshold it is recommended that all the 3 spaces are fitted with active charging points. This can be secured by way of a planning condition.

Internal Layout

Vehicular access to the site is on Parnell Close via an existing crossover which leads to the car park at the western end of the site. Pedestrians will be able to access the site from Parnell Close and the footpath on the southern boundary of the site along Edgware Way (A41). Cyclists and pedestrians can access the site from these two egresses too. The footprint of the building occupies most of the site but there is space for car and cycle parking as well as a play area along the western and southern boundary of the site. In principle, Highways do not have any issues with the proposed site layout.

Trip Generation

The morning peak hour (8am-9am) when school traffic coincides with the morning rush hour is considered the worst case. A travel survey of existing students and staff has been undertaken and the results show that around 65.1% of pupils travel to school by car (single occupancy and car share) and 35% by other modes. For the 285 pupils, the car mode share of 65.1% equates to 185 car trips during the school morning peak (8-9am). However, it is noted that in reality, the number of trips is likely to be lower as 43.3% of pupils car share. The 185 car trips (worst case) equates to around 3 vehicles per minute which could have an impact on traffic conditions if most of the drop-off activity occurs in the immediate vicinity of the school. It is therefore recommended that a "park and walk" scheme as part of the travel plan measures. About 50% of staff travel by car which means 15 vehicles will travel to the site during the AM peak. The level of trip generation by the development could cause local congestion but it is noted that any disruption caused is transient and can be sufficiently mitigated if adequate relief measures are introduced.

To mitigate the impact of the scheme on the immediate network given that the road is a no-through road which is narrow in sections due to parking, Highways would recommend that school arrival and departure times are staggered, a park and walk scheme is introduced, a shuttle bus is introduced to reduce car trips.

Road Safety

The Personal Injury Statistics for the road network surrounding the application site has been obtained for analysis. The most recent 5-year period on record (2017 - 2021) has been obtained from the crashmap.co.uk database for the local highway network which surrounds the site, including Parnell Close, Kenilworth Road and the A41 Edgware Way. The study area is shown.

The accident statistics show that there are no accidents on Parnell Close and Kenilworth Road (away from the junction with Edgware Way). Of the accidents that have occurred at the A41 Edgware Way/Kenilworth Rd junction, only one involved a pedestrian which was classified as 'slight'. The cluster of accidents at the A41/ Kenilworth Road junction indicates that there may be a safety problem at this junction which is on one of the key walking routes to the school. Improvements to enhance crossing facilities at this junction are recommended. The additional car trips coupled with an increase in pedestrian activity resulting from the proposed development are likely to increase conflicts and pose a safety risk in the vicinity of the school. A "school safety zone and a school street" is recommended to address such concerns. These works are to be carried out under a s278 agreement with the council.

Servicing

Delivery and servicing vehicles will be able to turn at the western end of Parnell Close using the existing turning head. Vehicles will be able to reverse back into the car parking area utilising the existing dropped kerb and proposed vehicular access gates if required. Vehicles will then be able to depart in a forward gear. The same manoeuvring arrangements will apply for refuse collections. A bin storage area is to be located to the rear of the kitchen towards the southeastern corner of the site. Bins will be wheeled to within the proximity of the vehicular access in advance of collections and returned thereafter. It is expected that most deliveries will be undertaken by vans and small lorries. On average 3-4 deliveries are expected each day carrying either food, furniture, equipment, stationery, supplies, post and maintenance. Elevations of the bin stores are requested and swept paths of service and emergency vehicles are needed. Details to be secured by way of a planning condition.

Travel Plan

A framework 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 a contribution of £10,000 is sought towards travel plan monitoring.

Construction Management and Logistics Plan

Given the sensitive nature of the site, it is therefore requested that a construction

management and logistics plan is requested. It will be acceptable to secure the plan 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. Estimated vehicle movements and contact details of the community liaison officer and a description of the works involved at the various stages of construction are requested. An updated CLP is requested and this can be secured by way of a planning condition.

Parking Management Plan

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

Road Adoption

Officers have noted that the adopted highway boundary along Parnell Close and around the turning area at the western end of the site is unclear. The red line boundary appears to encroach on the adopted highway. The area in front of the site will require a redesign to ensure that the proposals do not encroach on the adopted highway. A plan of the adopted highway against the red line boundary is requested.

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 £10,000 towards CPZ review and implementation
- 3) CPZ permit restrictions

Off-site highway works:

The following off-site highway works are requested to mitigate the impact of the development. 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) :

- a) Provision of School Warning Signs and School Keep Clear Markings on Parnell Close
- b) Introduction of a School Safety Zone and School Street on Parnell Close
- c) Review and introduction of waiting restrictions in the vicinity of the site
- d) Introduction of footway parking scheme and passing places on Parnell Close
- e) Provision of a pedestrian refuge on Kenilworth Avenue near junction with A41 Edgware Way
- f) Provision of tactile paving at the junction of Parnell Close and Kenilworth Avenue

A plan of the proposed off-site highways works is requested.

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

No details on soft landscaping have been submitted in support of the application. A condition has been attached requiring a hard and soft landscaping plan to be submitted.

At present, there is minimal landscaping within the site, with only a row of planted shrubs / trees along the southern and western boundary. It appears from the amended Preliminary Ecological Appraisal and Potential Bat Roost Assessment report (Ecoassistance, May 2023, V1.2) that there were two semi-mature ash trees which were removed but did not possess any potential roost features which could support roosting bats (see below). As part of soft landscaping for the site the two trees should be replanted or species of a higher ecological value should be planted e.g. oak or hazel. In addition, soft landscaping should consist of 70/30 native grass to flowering plants to provide high quality habitat for pollinating insects including bees, butterflies.

Any proposed tree 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. These species will provide ideal foraging and sheltering habitats for a variety of species including nesting birds, invertebrates, and hedgehogs. 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.

Biodiversity Net Gain assessment is not applicable given the size and extent of the works.

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.

The application is not supported by an Energy Statement, therefore, a condition has been attached stating that 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.

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.

No drainage strategy has been provided as part of this application. Therefore a condition has been attached requiring a Drainage Strategy, stating that 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.

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.

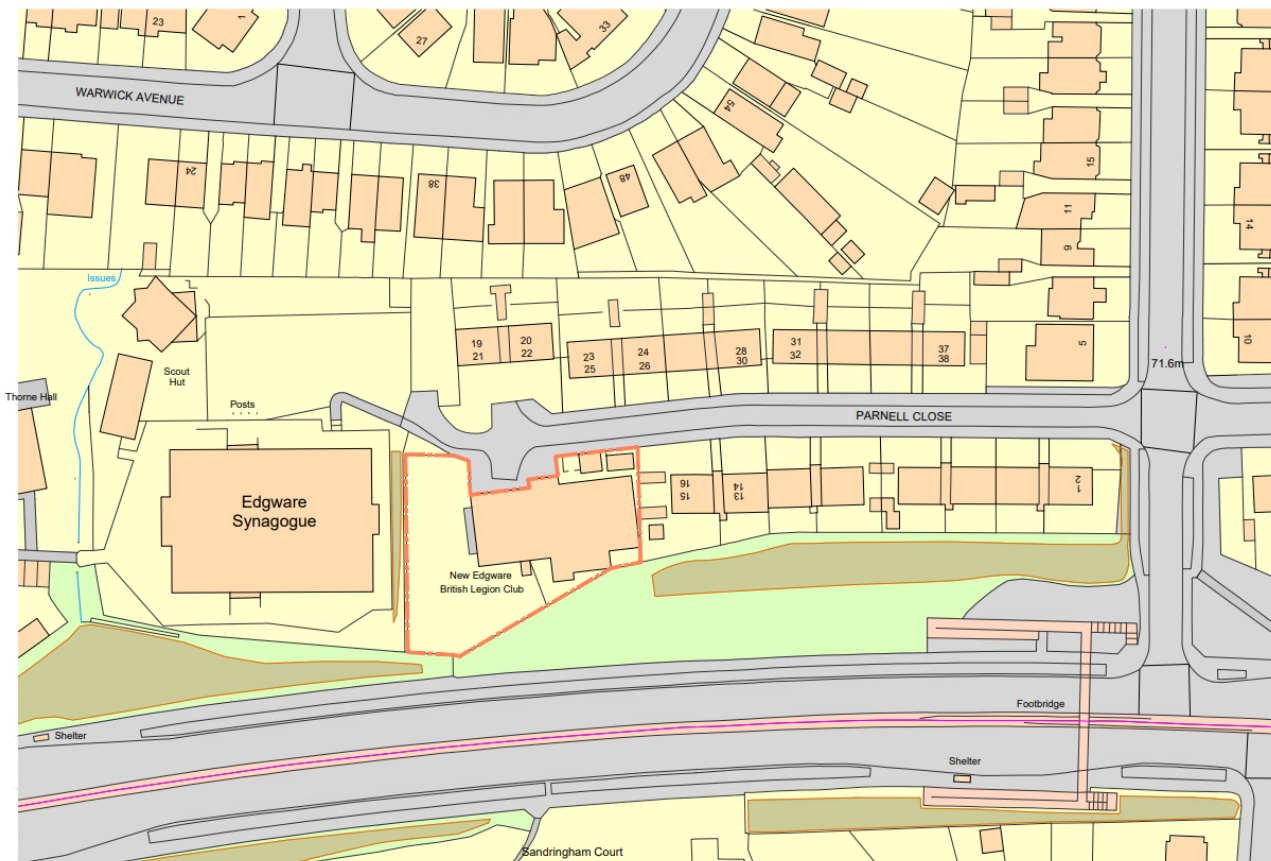
Officers have in considering this application and preparing this report had regard to the requirements of this section and have concluded that a decision to grant planning permission for this proposed development will comply with the Council's statutory duty under this important legislation and provide 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.

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 and a s106 agreement.



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