Stanley Road playing fields, Finchley, N2 8DD
in the London Borough of Barnet
planning application no. F/04475/13

### Strategic planning application stage II referral

### The proposal
Erection of a three storey educational building including a three court sports hall; provision of a floor-lit 3G all-weather outdoor sports pitch, a two-court hard play area, car and cycle parking provision, drop-off zone, new pedestrian and circulatory accesses, landscaping and ancillary works.

### The applicant
The applicant is Archer Academy with the assistance of Kier Construction London, and the architect is Jestico & Whiles. The site is owned by Barnet Council.

### Strategic issues
The principle of development and the design is strongly supported as it delivers a high quality education facility with improved sports facilities. Matters relating to inclusive access and flood risk are acceptable, and issues raised previously with regards energy and transport have been satisfactorily addressed, in order to fully comply with the London Plan.

### The Council’s decision
In this instance Barnet Council has resolved to grant planning permission subject to the S106 agreement.

### Recommendation
That Barnet Council be advised that the Mayor is content for it to determine the case itself, subject to any action that the Secretary of State may take, and does not therefore wish to direct refusal or direct that he is to be the local planning authority.

### Context
1. On 12 November 2013 the Mayor of London received documents from Barnet Council notifying him of a planning application of potential strategic importance to develop the above site for the above uses. This was referred to the Mayor under the following Categories of the Schedule to the Order 2008:

   Category 3E: (a) “Development which does not accord with one of more of the provisions of the development plan in force in the area; and (b) comprises or includes the provision
of more than 2,500 square metres of floorspace for a use falling within (xi) Class D1 (non-residential institutions) in the Use Classes Order”

On 12 December 2013 the Mayor considered planning report D&P/3272/02, and subsequently advised Barnet Council that whilst the principle of the development to provide new education and sports facilities, and matters of design, flood risk and inclusive access were all supported in strategic terms; a number of issues were raised with regards energy and transport that needed to be addressed to ensure full compliance with all of the relevant policies of the London Plan. These issues were set out in paragraph 59 of that report.

A copy of the above-mentioned report is attached. The essentials of the case with regard to the proposal, the site, case history, strategic planning issues and relevant policies and guidance are as set out therein, unless otherwise stated in this report. On 18 December 2013 Barnet Council decided that it was minded to grant planning permission and on 28 February 2014 it notified the Mayor of this decision. Under the provisions of Article 5 of the Town & Country Planning (Mayor of London) Order 2008 the Mayor may allow the draft decision to proceed unchanged, direct the Council under Article 6 to refuse the application or issue a direction to the Council under Article 7 that he is to act as the Local Planning Authority for the purposes of determining the application. The Mayor has until 13 March 2014 to notify the Council of his decision and to issue any direction.

The decision on this case, and the reasons will be made available on the GLA’s website www.london.gov.uk.

Update

At the consultation stage, it was noted that the principle of a new education academy with improved sports facilities was strongly supported in strategic planning terms. The design and layout of the proposal was also strongly supported, and strategic matters relating to flood risk and inclusive access were acceptable.

The Council was however advised that whilst the scheme broadly complied with the policies of London Plan relating to the principle of the development, design, flood risk and inclusive access, concerns were raised on matters of energy and transport. Addressing each point in turn, the following is noted:

Energy

At consultation stage, matters of energy efficiency and district heating were satisfactory, and whilst the proposal to use combined heat and power (CHP) was welcomed, more information was required on the heat and electrical load profiles and the overall contribution the CHP would have. Furthermore, whilst the use of photovoltaic panels was welcomed, the figures need to be reprovided in the format specified in the updated GLA guidance on energy assessments. It was noted at that stage that the carbon savings appeared to fall short of the 40% carbon reduction target in Policy 5.2, which came into effect on 1 October 2013.

The applicant has engaged extensively with the GLA energy team since the stage one report, and the majority of all of these issues have been addressed. However, whilst the level and format of information supplied now complies with the guidance, it is clear that the overall carbon savings are 25%, which fall short of the 40% target.

The application was submitted to Barnet Council on 30 September, initially referred to the GLA on 14 October 2013 and followed up with documents on 12 November 2013, and so the 40% target is applicable. The applicant has reviewed the energy strategy for the development and has identified various methods of increasing the carbon reduction target, potentially to 40%, by further improvements to the building fabric to reduce heat loss, but more significantly by increasing the PV generation. However, this would require approximately a 350% increase in PV provision.
The budget for the Archer Academy project was based on achieving a carbon reduction target of 25% from the outset, as the timescales for the project envisaged a submission well before 1 October 2013. As such, there would be significant implications on the viability and deliverability of the project if the scheme had to be redesigned to accommodate the additional measures identified. Given the significant need to deliver the academy in order to provide much needed education facilities in the Finchley area, the wider benefits of the scheme outweigh the slight shortfall in carbon savings, as a result of the delayed submission of the application.

Transport

At consultation stage a number of issues were highlighted in relation to transport, including: staggered school start/finish times; car and cycle parking provision; walking; trip generation and student modal split; highway and public transport capacity assessment, and; London Underground infrastructure protection. The applicant has subsequently addressed the above issues through the submission of further information.

The trip generation data, breakdown of mode share and impact assessment are all supported by TfL, which all show that the proposal will not have a significant impact on either the adjacent highway network or public transport services.

The applicant has committed to staggering the school start/finish times in the context of the operations of the neighbouring school, which will ensure minimal impact on the transport network, and this has been secured by a planning condition attached to the draft decision notice.

The travel plan and associated contribution of £5,000 toward its monitoring, are both secured through the S106 agreement, which also includes an obligation on the applicant to monitor the level and occupancy of the car park to ensure there is no overprovision of parking facilities on site. In addition, a planning condition has been included to ensure that the improvements identified in the pedestrian audit shall be carried out at the applicant’s expense.

Conditions are included in the draft decision notice to ensure that cycle parking provision and electric vehicle charging points will be provided in accordance with the standards in the London Plan. A construction logistics plan (CLP) and delivery & servicing plan (DSP) will also be secured by conditions, with the latter requiring consultation with London Underground infrastructure protection before any commencement on site has been agreed, which is welcomed.

Subject to finalising the legal agreement, TfL officers are satisfied that the proposal conforms to the transport policies of the London Plan.

Response to consultation

Barnet Council advertised the application to 538 adjoining and neighbouring properties to the site and erected site notices. As a result of the public consultation exercise undertaken, Barnet Council’s committee report confirms that a total of 96 responses were received; 5 objecting, 82 supporting, and 9 comments on the proposal.

Matters raised by objectors related to the following:

• Additional pressure on parking in surrounding roads.
• Additional traffic, including from commercial vehicles, on residential roads.
• Contaminated land.
• Noise and disturbance from the sports pitches and construction.
• Security concerns from those properties that back onto the site.
• Poor design.
• Impact on resident’s amenity (loss of view and light pollution).
In relation to the objections raised, matters relating to neighbour’s residential amenity and contaminated land, are not in this instance planning matters of strategic importance and have been assessed by the Council in the committee report, with appropriately worded conditions and planning obligations secured where necessary. In relation to the objections raised on matters of design and transport impacts, these matters have been dealt with in this and the previous report, and the scheme has been found to be acceptable and in accordance with the London Plan.

Other statutory consultees responded as follows:

- **Sport England**: Whilst the site is a former playing field, it has not been used for that purpose for some time. The proposals will bring the site back into use with a number of sports pitches and changing/ancillary facilities. The sporting offer to the community is enhanced and there is no objection.

- **English Heritage (archaeology)**: No objection subject to a condition requiring a field evaluation post determination.

**Article 7: Direction that the Mayor is to be the local planning authority**

Under Article 7 of the Order the Mayor could take over this application provided the policy tests set out in that Article are met. In this instance the Council has resolved to grant permission with conditions and planning obligations, which satisfactorily addresses the matters raised at stage one, therefore there is no sound planning reason for the Mayor to take over this application.

**Legal considerations**

Under the arrangements set out in Article 5 of the Town and Country Planning (Mayor of London) Order 2008 the Mayor has the power under Article 6 to direct the local planning authority to refuse permission for a planning application referred to him under Article 4 of the Order. He also has the power to issue a direction under Article 7 that he is to act as the local planning authority for the purpose of determining the application and any connected application. The Mayor may also leave the decision to the local authority. In directing refusal the Mayor must have regard to the matters set out in Article 6(2) of the Order, including the principal purposes of the Greater London Authority, the effect on health and sustainable development, national policies and international obligations, regional planning guidance, and the use of the River Thames. The Mayor may direct refusal if he considers that to grant permission would be contrary to good strategic planning in Greater London. If he decides to direct refusal, the Mayor must set out his reasons, and the local planning authority must issue these with the refusal notice. If the Mayor decides to direct that he is to be the local planning authority, he must have regard to the matters set out in Article 7(3) and set out his reasons in the direction.

**Financial considerations**

Should the Mayor direct refusal, he would be the principal party at any subsequent appeal hearing or public inquiry. Government guidance in Circular 03/2009 (‘Costs Awards in Appeals and Other Planning Proceedings’) emphasises that parties usually pay their own expenses arising from an appeal.

Following an inquiry caused by a direction to refuse, costs may be awarded against the Mayor if he has either directed refusal unreasonably; handled a referral from a planning authority unreasonably; or behaved unreasonably during the appeal. A major factor in deciding whether the Mayor has acted unreasonably will be the extent to which he has taken account of established planning policy.

Should the Mayor take over the application he would be responsible for holding a representation hearing and negotiating any planning obligation. He would also be responsible for
determining any reserved matters applications (unless he directs the council to do so) and determining any approval of details (unless the council agrees to do so).

**Conclusion**

26 Having regard to the details of the application, the matters set out in Barnet Council’s committee report, draft S106 legal agreement, and draft decision notice, the scheme is acceptable in strategic planning terms. It will deliver a new education academy with enhanced sports facilities on a site that currently has no defined use (former playing field). The design of the proposal is strongly supported, and strategic planning matters relating to inclusive access, flood risk, energy and transport have all been addressed and are satisfactory.

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## Stanley Road playing fields, Finchley, N2 8DD

in the London Borough of Barnet

planning application no. F/04475/13

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### Strategic planning application stage 1 referral


### The proposal

Erection of a three storey educational building including a three court sports hall; provision of a floor-lit 3G all-weather outdoor sports pitch, a two-court hard play area, car and cycle parking provision, drop-off zone, new pedestrian and circulatory accesses, landscaping and ancillary works.

### The applicant

The applicant is the Archer Academy with the assistance of Kier Construction London, and the architect is Jestico & Whiles. The site is owned by Barnet Council.

### Strategic issues

**The principle of development** and the **design** is strongly supported in line with the directions from the NPPF in terms of the proposal delivering a high quality education facility and an improvement to sports facilities. Matters relating to **inclusive access** and **flood risk** are acceptable. Further information is however required on the **energy** and **transport** in order to fully comply with the London Plan.

### Recommendation

That Barnet Council be advised that the application broadly complies with the London Plan, although further information is required as set out in paragraph 59 of this report to ensure full compliance.

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**Context**

1. On 12 November 2013 the Mayor of London received documents from Barnet Council notifying him of a planning application of potential strategic importance to develop the above site for the above uses. Under the provisions of the Town & Country Planning (Mayor of London) Order 2008 the Mayor has until 24 December 2013 to provide the Council with a statement setting out whether he considers that the application complies with the London Plan, and his reasons for taking that view. The Mayor may also provide other comments. This report sets out information for the Mayor’s use in deciding what decision to make.

2. The application is referable under Category 3E of the Schedule to the Order 2008:
Category 3E: (a) “Development which does not accord with one of more of the provisions of the development plan in force in the area; and (b) comprises or includes the provision of more than 2,500 square metres of floorspace for a use falling within (xi) Class D1 (non-residential institutions) in the Use Classes Order”

3 Once Barnet Council has resolved to determine the application, it is required to refer it back to the Mayor for his decision as to whether to direct refusal; take it over for his own determination; or allow the Council to determine it itself.

4 The Mayor of London’s statement on this case will be made available on the GLA website www.london.gov.uk.

Site description

5 The site is located in the southern part of the London Borough of Barnet, close to the adjoining authorities of Haringey and Camden. The site area is 1.26 hectares and comprises two parts; the former Stanley Road playing field, roughly square in shape; and a further square shaped parcel of land to the south-east formerly occupied by Herbert Wilmott youth centre but more recently used for commercial storage.

6 Barnet Council historically maintained the site as an active playing field up to 2003. Since then, the site has become overgrown, and whilst goalposts and floodlight columns are still evident on site, it has not been used as an active playing field for 10 years and is now used for more informal recreation (dog walkers etc) with unrestricted public access. Barnet Council disposed of the site in 2010.

7 To the south-east the site adjoins a collection of single and two-storey buildings forming the Holy Trinity Primary School. Beyond this there is generally 2-3 storey residential development on Leslie Road, Oakridge Drive and Eagens Close. To the south-west the site adjoins the Northern Line railway which runs north to south between High Barnet and central London. There is a pedestrian bridge adjacent to the southern-most corner of the site over this railway line, which is the only access to Stanley Road. Beyond the railway line are further residential developments of 2-3 stories in Stanley Road and Elmhurst Avenue. Residential development surrounding the site varies in architecture and form, from planned estates and cul-de-sacs to traditional linear streets.

8 The site is located 680m north-west of East Finchley Underground station (Northern line) and there are numerous bus routes within walking distance of the site on High Road and East End Road. The site records a good public transport accessibility level of 3 (out of a range of 1 to 6, where 6 is the highest). The nearest part of the Transport for London Road Network (TLRN) is the A406 North Circular Road, located 1.2 km to north-west of the site. The nearest part of the Strategic Road Network (SRN) is the A1000 High Road, located 0.35 km east of the site.

Details of the proposal

9 The application is for the provision of a new secondary level ‘free school’, which will be split across two sites. The upper school is located in Beaumont Close, south of the application site which is already in use. It is only the lower school to be located on Stanley Road playing fields that is the subject of this referral to the Mayor under the 2008 Order.

10 The lower school at Stanley Road playing fields will accommodate 450 pupils aged between 11 and 14 with the equivalent of 54 full-time staff; the site will also accommodate the sports facilities for the entire school and the wider community.

11 The site consists of two parcels of land that will be combined and reconfigured. The proposals include; the provision of a three-storey school building of 3,710 sq.m (GIA) which will
include a new three-court indoor sports hall; two new external hard courts; a new outdoor flood-lit 3G synthetic turf playing pitch; hard and soft play and social areas, and; 20 car parking spaces (two for disabled use), a mini-bus space and drop-off facilities, circulatory access and pedestrian access.

**Strategic planning issues and relevant policies and guidance**

12 The relevant issues and corresponding policies are as follows:

- **Education** London Plan;
- **Playing fields** London Plan
- **Urban design** London Plan; Shaping Neighbourhoods: Character and Context Draft SPG
- **Inclusive access** London Plan; Accessible London: achieving an inclusive environment SPG;
- **Sustainable development** London Plan; Sustainable Design and Construction SPG; Mayor’s Climate Change Adaptation Strategy; Mayor’s Climate Change and Energy Strategy; Mayor’s Water Strategy;
- **Transport and parking** London Plan; the Mayor’s Transport Strategy
- **Crossrail** London Plan; Mayoral Community Infrastructure Levy.


14 The following are also relevant material considerations:

- The Barnet Open Space, Sports and Recreational Facilities Needs Assessment, December 2009

**Principle of development**

**Education**

15 New residential development and in-migration of population is placing great pressure on existing school capacities within the borough of Barnet, and London as a whole. This trend is likely to continue and thus this is a strategic proposal instigated by Barnet Council to address the shortage of school places in local schools in the area. A Barnet Council cabinet committee report dated 27 September 2011 presents the implications on schools in the borough and how additional classes are not sufficient in managing the growing demand.

16 London Plan policy 3.18 affirms that, in principle, the Mayor supports provision of secondary school facilities to meet the demands of a growing and changing population and enable greater educational choice. The policy states that development proposals that enhance education and skills will be supported, including new build, expansion of existing facilities or change of use to educational facilities.

17 The National Planning Policy Framework, paragraph 72 sets out the Government’s commitment to support the development of schools and their delivery through the planning
system. It states: “The Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities. 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:

- give great weight to the need to create, expand or alter schools; and
- work with schools promoters to identify and resolve key planning issues before applications are submitted.”

18 The proposed development will, in principle, enhance education provision and provide modern facilities for teaching and sports and increase the student capacity, and is therefore supported in strategic terms.

19 Policy 3.19 of the London Plan also encourages proposals which maximises the extended or multiple use of education facilities for community or recreational use. The proposals include the provision of community use of all of the sports facilities outside of school hours, which is supported. Whilst specific times have not been provided, it is evident from the submission that public consultation has taken place and with the response being overwhelmingly positive. To ensure these community benefits in perpetuity, the intended level of community access should be secured by condition by the Council.

20 The applicant has undertaken a thorough assessment of alternative sites to locate the school, focusing on sites that either present a more sustainable single site option, or are not located on existing playing fields. A total of 23 sites were considered and scored on a points system. All other sites were discounted for reasons including; being located beyond the catchment area; not being big enough, and; not being available for purchase or use. Barnet Council is the freeholder of the application site, and this provides a prompt opportunity to address the shortfall in education places for children.

Playing fields

21 Paragraph 74 of the NPPF and London Plan policy 3.19 both resist the loss of playing fields from development; support the increase or enhancement of sports and recreation facilities, and; encourage multi-use public facilities.

22 The site is an undesignated playing field in the London Borough of Barnet, which is poorly maintained with no formal playing pitch. The proposed development involves the loss of this informal recreation space/former playing field. However, the new school proposal will re-provide significantly improved sports facilities including; 3,564 sq.m of dedicated all-weather 3G pitch; 1,234 sq.m of hard play courts; a three-court indoor sports hall with changing facilities, and; 2,375 sq.m of general green space, all of which would be available to the community outside of school hours. Whilst this represents a net reduction in the overall amount of open sporting area, the quality and standard of the facilities far outweighs the loss in quantum of space.

23 The Council liaised with Sport England when working up the detail of the scheme, and extensive public consultation has taken place locally. Sport England is fully satisfied that the sporting benefits of the development outweigh the loss of grass playing field and that the application significantly enhances the sporting potential of the site. The facilities will also serve a current high demand from local clubs for pitches, which is strongly welcomed. The results from the public consultation showed 100% support for the proposals from the local community.

Urban design
24 Good design is central to all objectives of the London Plan and is specifically promoted by the policies contained within chapter seven which address both general design principles and specific design issues. London Plan Policy 7.1 sets out a series of overarching design principles for development in London. Other design polices in this chapter and elsewhere in the London Plan include specific design requirements relating to maximising the potential of sites, the quality of new housing provision, tall and large-scale buildings, built heritage and World Heritage Sites, views, the public realm and the Blue Ribbon Network. New development is also required to have regard to its context, and make a positive contribution to local character within its neighbourhood (policy 7.4).

25 The new school proposal is for a three-storey building with a gross internal floor area of 3,710 sq.m. A three-storey building is appropriate in the context of local building heights and helps to minimise the footprint spread across the site in order to maximise the external play/sport space, whilst still creating sufficient accommodation for the pupils.

26 The building consists of two elements; a three-storey main block of classrooms and associated accommodation running east-west across the site, and; a double height sports hall. The building’s L-shaped footprint hugs the west and south edges of the site which minimises its visual impact on existing residential buildings, and locates the sports hall along the western boundary to act as an acoustic buffer from the railway. The main block is orientated with the short section of the building overlooking the railway, and as a consequence only four classrooms face this direction. The L-shaped footprint also contributes to the creation of an arrival plaza on the south facade under a recessed portico, which provides a welcoming threshold, enhances the visibility of the school from Eagans Close and ensures it has street presence, which is welcomed.

27 The appearance and materiality of the building are simple and cognitive and are sympathetic to the context of green open space. Colour and texture will be employed to the different spaces and zones within and around the building which will provide identity and aid wayfinding.

28 Access to the building is Eagans Close through the main arrival plaza, although there is a secondary pedestrian access closer to the western boundary which provides direct access out of hours to the sports facilities on this part of the site.

Inclusive design

29 Inclusive design principles, if embedded into a development and design process from the outset help to ensure that all of us, including older people, disabled and deaf people, children and young people, can use the places and spaces proposed comfortably, safely and with dignity. The aim of London Plan Policy 7.2 is to ensure that proposals achieve the highest standards of accessibility and inclusion. Furthermore, educational establishments have a duty under the Equalities Act 2010 to ensure that their facilities and services are accessible for disabled students.

30 The Design and Access Statement submitted with the application demonstrates how the principles of inclusive design, including the specific access needs of disabled people, have been integrated into the proposed development.

31 The scheme includes; level threshold to all access/egress points; a wheelchair compatible lift serving all floors; adequate circulation, doorway and stairway widths with handrails; powered entrance doors, and accessible WC’s on all floors. The building is also designed with appropriate refuses to allow for managed and assisted evacuation in an emergency.

Flood risk and surface water run-off
A Flood Risk Assessment has been undertaken which confirms that the site is within Flood Zone 1. As such the principle of the development is acceptable in flood risk terms.

The FRA states that the development will achieve greenfield run-off rates. This is important because the development is a relatively rare example in London of greenfield development and Barnet Council has alerted the applicant an existing local flood risk issue on a nearby footpath.

The Surface Water Drainage Strategy proposes to achieve greenfield run-off rates by use of sub-surface storage and a limited discharge of 5 litres to the local surface water sewer network. Given the nature and scale of proposals, this approach is compliant with London Plan Policy 5.13 and the Sustainable Design and Construction SPG, although the applicant is encouraged to examine options for open storage and/or infiltration SUDS within the open areas of the site. The specified surface water management measures should be secured using an appropriate planning condition.

**Energy**

The applicant has broadly followed the energy hierarchy to reduce carbon dioxide (CO2) emissions, although further revisions and information is required before the proposals can be considered acceptable and the CO2 savings verified.

The applicant should submit tables of total site carbon emissions (not per sq.m) and carbon savings at each step of the energy hierarchy, as detailed in the GLA guidance on preparing energy assessments:


**Energy efficiency standards**

A range of passive design features and demand reduction measures are proposed to reduce the CO2 emissions of the proposed development. Both air permeability and heat loss parameters will be improved beyond the minimum backstop values required by building regulations. Other features include low energy lighting and solar control glazing. The demand for cooling will be minimised through careful glazing sizing, solar control glazing and internal blinds. The development is estimated to achieve a reduction of 4.5% in regulated CO2 emissions compared to a 2010 Building Regulations compliant development for energy efficiency.

As stated above, the applicant should provide site wide carbon emissions and savings rather than figures per sq.m of floor area. The applicant should also provide BRUKL sheets for the efficiency only case (i.e. excluding CHP and PV) to support the saving claimed in the report (it appears that the appendices to the Part L report, which appear to include BRUKL sheets, have not been submitted).

**District heating**

The applicant has carried out an investigation and there are no existing or planned district heating networks within the vicinity of the proposed development. The applicant has, however, provided a commitment to ensuring that the development is designed to allow future connection to a district heating network should one become available, and this is welcomed.
The applicant is proposing to install a site heat network, and should confirm that all parts of the building will be connected to the site heat network which should be supplied from a single energy centre.

**Combined heat and power**

The applicant is proposing to install a 40 kWth gas fired CHP unit as the lead heat source for the site heat network, which is supported, although further information is required on the heat and electrical load profiles for the site and the predicted contribution from the CHP. It is unclear from the report whether the CHP is sized to meet the heat demand or the electrical demand and whether the sizing is reasonable for the loads, and this needs confirming.

A reduction in regulated CO2 emissions of 19% will be achieved through this second part of the energy hierarchy. As stated above, site wide carbon emissions and carbon savings from CHP should be provided in the format explained in the GLA guidance. This is to help validate the figures and for monitoring purposes.

**Renewable energy technologies**

The applicant has investigated the feasibility of a range of renewable energy technologies and is proposing to install 10.5kWp of solar PV on the roof. A reduction in regulated CO2 emissions of 6% will be achieved through this third element of the energy hierarchy. As stated above, the carbon figures should be re-provided in line with the GLA Guidance.

**Overall CO2 savings**

After addressing the comments above, the carbon emissions and carbon savings figures should be provided in the format detailed in the GLA Guidance before the carbon savings can be verified.

However, based on the information provided to date, the CO2 savings appear to fall short of the 40% target required by Policy 5.2 of the London Plan. The applicant must therefore consider additional measures aimed at achieving further reductions.

**Transport**

This application was the subject of detailed comments issued by TfL to Barnet Council on 12 November 2013, where it was advised that additional information on trip rates, cumulative development impact, mode share and distribution would be required in line with London Plan Policy 6.3.

There are 21 car parking spaces proposed for use by staff and visitors, and the applicant should provide justification on this level of provision before TfL can confirm this as acceptable. Regardless of the quantum agreed, TfL encourages the provision of electric vehicle charging points (EVCPs), which should be secured by condition, in line with London Plan policy 6.13.

40 cycle parking spaces are initially proposed with the intention that this should be increased to 50 spaces subject to demand. A further five spaces should be provided in line with the London Plan. The monitoring of cycle use and demand for cycle parking facilities should be included in the updated school travel plan in line with London Plan Policy 6.9. TfL also requests that all cycle parking facilities be secured and covered, with shower and changing facilities provided to encourage staff and pupils to cycle to and from the school.
The transport assessment suggests an additional 39 vehicle trips would be generated on the local network between 8-9am. TfL is concerned about the potential for pupils to be dropped off on the High Road and therefore further details and clarification should be provided to ensure that this arrangement is appropriate and safe. The initial impact assessment shows that the High Road experiences some congestion at the Kitchener Road junction as vehicles turning right slow down southbound traffic. TfL therefore request further detailed junction assessment to be undertaken in the form of modelling for this specific junction to assess potential impact on bus journey times.

TfL recommends that the Academy stagger its start/finish time to minimise highway and traffic impact on the local highway network, and Barnet Council is encouraged to secure this arrangement by planning condition or S106 agreement.

TfL expects that additional bus capacity will be required to mitigate the demand from the proposed school as there is currently little spare capacity on route 263. However, with the availability of DfE grant funding toward bus service improvements for free schools, TfL will not seek a financial contribution through the planning process in this instance.

Due to the proximity of the proposed development to the Northern Line cutting, it is requested that conditions be imposed to safeguard London Underground’s assets, and details of construction should be agreed prior to construction commences. A draft Construction Logistics Plan (CLP) was submitted with the application, which is welcomed by TfL, although the finalised version should be secured by condition/through the S106 agreement.

It is expected that pupils will commute between the proposed school extension and the Beaumont Close school site on regular basis for PE classes. A walking route has been identified for this purpose. TfL however questions whether this is the most desirable route and further justification is needed. The applicant should nevertheless provide a pedestrian (PERS) audit for the route between these sites, and include other local amenities, bus stops and East Finchley station. Barnet Council is then encouraged to secure any identified measures through a s278 agreement, including public realm upgrades and new pedestrian crossing facilities.

The existing travel plan must be updated to take into account this extension. Once accredited by STAR (School Travel Accredited and Recognised) scheme, TfL is satisfied for the travel plan to be secured and monitored through section 106 agreement.

No Community Infrastructure Levy is chargeable on this development as it is for the provision of an education facility.

**Local planning authority’s position**

Barnet Council officers have indicated that they are broadly supportive of the proposal, and currently have indicated that the scheme is likely to be presented to their planning committee on 18 December 2013.

**Legal considerations**

Under the arrangements set out in Article 4 of the Town and Country Planning (Mayor of London) Order 2008 the Mayor is required to provide the local planning authority with a statement setting out whether he considers that the application complies with the London Plan, and his reasons for taking that view. Unless notified otherwise by the Mayor, the Council must consult the Mayor again under Article 5 of the Order if it subsequently resolves to make a draft decision on the application, in order that the Mayor may decide whether to allow the draft decision to proceed unchanged or direct the Council under Article 6 of the Order to refuse the application. There is no
obligation at this present stage for the Mayor to indicate his intentions regarding a possible
direction, and no such decision should be inferred from the Mayor’s statement and comments.

Financial considerations

There are no financial considerations at this stage.

Conclusion

London Plan policies on the principle of the development (education and playing
fields), urban design, inclusive access, flood risk, sustainable development and transport
are relevant to this application. The application broadly complies with the London Plan although
further information and clarification is required in order to ensure full compliance, as set out below:

- **Education facilities**: The proposed development of education and sports facilities is
  welcomed and complies with London Plan Policy 3.19. A definitive minimum level of
  community access should be agreed and secured via condition.

- **Playing fields**: Whilst the proposals result in the loss of a former poorly maintained
  playing field/recreation area, the scheme includes the re-provision of significant sports
  facilities and pitches that far outweigh the loss of the open recreation space

- **Urban design**: The design, layout, form and appearance are all supported and the scheme
  complies with the design policies in chapter seven of the London Plan.

- **Inclusive design**: The proposals demonstrate that the new school will be accessible by all
  users and complies with London Plan Policies 3.1, 6.13 and 7.2.

- **Flood risk**: The proposal broadly complies with London Plan Policy 5.13.

- **Climate change mitigation and adaptation**: Further information is required to
determine whether the application complies with London Plan climate change mitigation
and adaptation policies.

- **Transport**: Issues relating to cycle parking, car parking, impact assessment, walking
  environment, construction methodology and the requirement to secure DSP and CLP by
  condition will need to be addressed before the application can be considered in line with
  the transport policies set out in the London Plan.

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for further information, contact Development and Projects:

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