

## LONDON BOROUGH OF ENFIELD

### PLANNING COMMITTEE

Date : 16<sup>th</sup> December 2010

**Report of**

Assistant Director, Planning & Environmental Protection

**Contact Officer:**

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**Ward:** Chase

**Application Number :** LBE/10/0032

**Category:** Other Development

**LOCATION:** CAPEL MANOR PRIMARY SCHOOL, BULLSMOOR LANE, ENFIELD, EN1 4RL

**PROPOSAL:** Single storey extensions to north, south and west elevations, installation of canopies to south elevation, provision of hard surfaced games area construction of car park to front of site involving widening of existing vehicular access and creation of additional vehicular access.

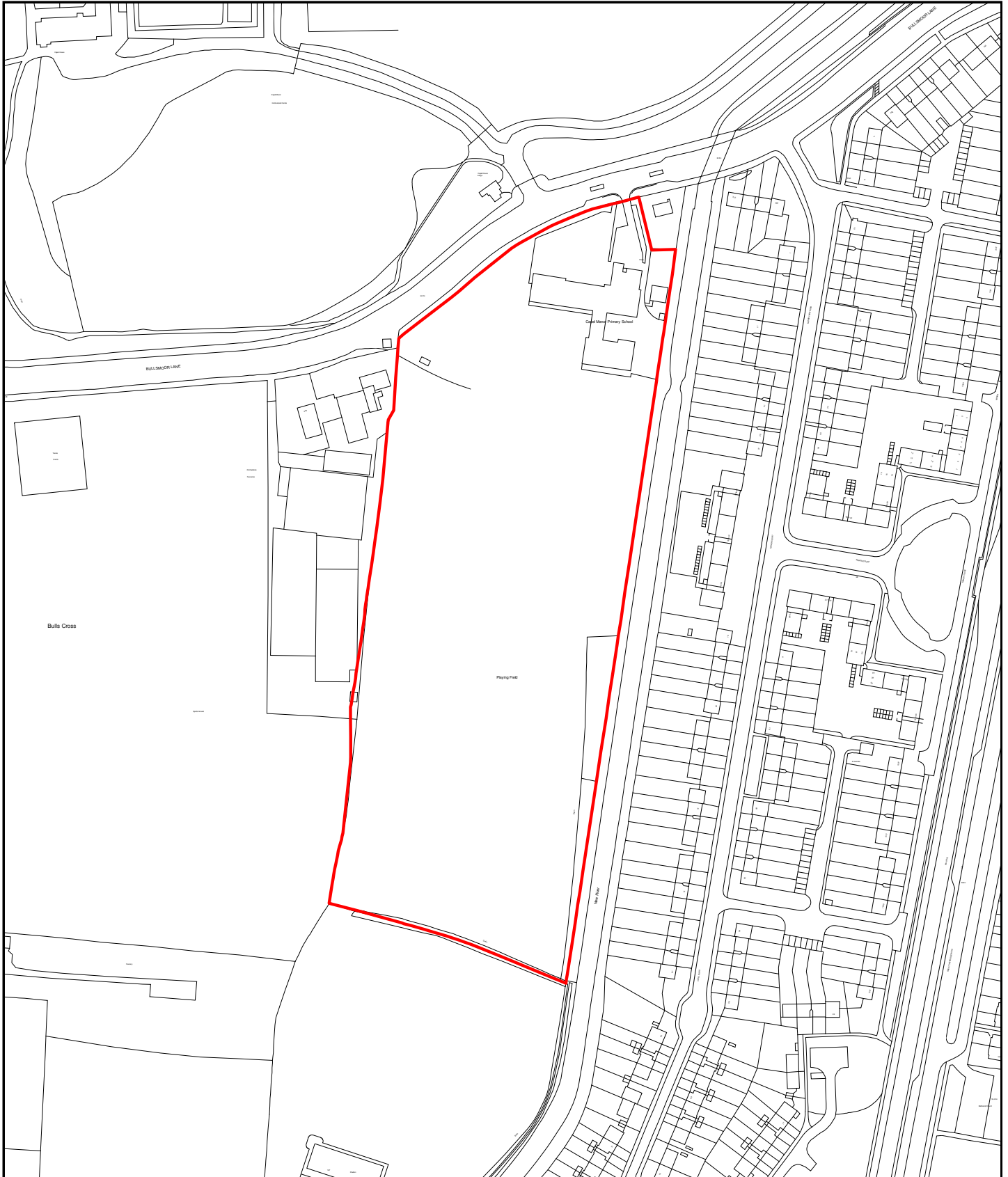
**Applicant Name & Address:**

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EN1 3XA

**Agent Name & Address:**

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**RECOMMENDATION:** That subject to any Direction from the Government Office for the West Midlands, following Sport England's objection to the development, planning permission be **GRANTED** subject to conditions:



### Development Control



Scale - 1:2500  
Time of plot: 07:57

Date of plot: 03/12/2010

## **1 Site and Surroundings**

- 1.1 Capel Manor Primary School is located on the south side of Bullsmoor Lane, west of the A10. The school sits on a large site, with a grass playing field as well as hard play area. The site is generally flat with an open aspect and a gently slope from west to east.
- 1.2 The main school was built in 1957 and comprises two single storey wings, connected by a double height hall. The school generally has pitched roofs over the classrooms and flat roofs elsewhere. The double storey Hall has a pitched tiled roof. There are a number of discrete structures, including the site manager's house, a green house and a hut building to the east of the site. The main school entrance is off Bullsmoor Lane, for both vehicular and pedestrian access.
- 1.3 The site is located within the Forty Hill Conservation Area and the Green Belt. It contains a number of trees: some isolated trees and some within groups in the open space. None of the trees are the subject of a Tree Preservation Order but are protected by virtue of the Conservation Area.
- 1.4 The site is bounded by Bullsmoor Lane to the north; the New River to the east and beyond the residential properties in Manor Farm Road; a horticultural unit along part of the western boundary and open space for the remainder of the boundary and to the south.

## **2 Proposal**

- 2.1 This application proposes the erection of single storey extensions to the north, south and west elevations of the existing building, installation of canopies to the south elevation, provision of a hard surfaced games area, the construction of a car park to the front of the site involving the widening of the existing vehicular access and the creation of an additional vehicular access. All works are linked to the expansion of the school from 1 to 2 forms of entry.
- 2.2 The new classrooms are to be located to the rear of the existing building, in the form of a curved wing. This would be heavily glazed, but punctuated by projecting boxes, which form the wet areas within the classrooms. The projecting boxes would be clad in solid panels. The link between the classroom extension and the main school is a simple glazed structure with a flat roof.
- 2.3 The front of the existing school is also to be extended to create a new entrance, new studio, new administration offices with ancillary storage and to enlarge the kitchen. The existing school entrance is low key. To make the entrance an obvious destination, the new entrance area and hall have curved walls, echoing the classroom extension. The entrance area has a glazed curtain walling elevation, while the small hall has a brick elevation. The administration and kitchen extensions are simple brick extensions with flat roofs, behind parapets.
- 2.4 New glass canopies incorporating PV panels are proposed to give shading to existing classrooms.

- 2.5 The application proposes the transfer of the existing main playground areas which front onto Bullsmoor Lane, to the rear of the current buildings and the existing playground areas to be replaced by an enlarged staff car park (increased from 9 to 28 spaces). The car park is to be designed as a sustainable urban drainage system to reduce the load on existing adopted drainage. A new access is proposed to facilitate an in/out arrangement.
- 2.6 The school is currently used for some out of hours activity including after school clubs and holiday facilities. The playing fields are not used for community use. In the future the new studio as well as the existing hall will be used for community use. This will be limited after school until 8pm on school days and from 8am to 8pm at the weekends and during holidays. Activities may include after school clubs, local sports teams and social clubs. Children's daytime parties may be considered.
- 2.7 The proposals will require the removal of some trees on site to build the rear extension and to accommodate the new parking proposals. The tree survey confirms the trees proposed for removal are mainly Category C (trees of low quality and value) with one Category B tree (of moderate quality and value) proposed for removal.

### **3 Relevant Planning Decisions**

- 3.1 LBE/10/0016 Planning permission granted July 2010 for the installation of temporary building at rear to provide additional classrooms.

### **4 Consultations**

#### **4.1 Statutory and non-statutory consultees**

##### **4.1.1 Greater London Authority**

The Mayor considers that the application complies with the London Plan but asks that account should be taken of the following comments:

*Urban Design:* There is no major concern on design issues but the possibility of using the future car park entrance, for which an additional opening will be created; during the earlier construction phases should be explored. Furthermore, retaining the existing healthy trees and shrubs and additional tree screening is recommended.

*Access:* The applicant is required to agree to conditions that secure the implementation of the proposed access arrangements.

*Climate Change mitigation and adaption:* The applicant should provide an estimate of the overall carbon dioxide savings, compared to a 2010 Building Regulations compliant development. Green roofs and rainwater harvesting, and the discharge of surface water into the nearby open space using SuDS should be considered.

*Transport:* A number of issues, including increased cycle parking, electric vehicle charging points and improvements to the travel plan must be addressed and conditioned.

The Mayor does not need to be consulted again on this application provided that account is taken of the comments above.

#### 4.1.2 Transport for London

TfL acknowledges that while cycle usage is currently low, the 10 cycle parking spaces proposed to serve 420 pupils and 53 staff is insufficient. TfL has noted that within the 'hands up survey' undertaken to ascertain trip generation, 101 (52%, an increase of 91 pupils from actual trip generation) of the 192 pupils surveyed would prefer to cycle to school. An increase of cycle provision to a minimum of 30 spaces, in combination with a robust travel plan will encourage this aspiration to come to fruition. All cycle spaces must be safe, covered and secure with good lighting and CCTV. TfL recommends that the cycle parking is allocated and separated appropriately between staff and pupils.

A total of 28 car parking spaces, inclusive of 2 disabled spaces are to be provided. TfL recommends that the car parking should be provided on a restraint based approach so as to encourage travel by sustainable modes. A travel plan can assist this. However, taking into account the poor public transport access within the area, the level of parking proposed is considered acceptable.

TfL recommends that on-site car parking should be provided with electric vehicle charging points (EVCPs) in line with emerging best practice and draft replacement London Plan policy, i.e. 20 % of spaces with a further 10% having passive provision.

TfL requests that the developer undertakes a Pedestrian Environment Review System (PERS) audit, focussing on particular routes to public transport access points. The results of the audit along with the recommendations will need to be included within the Transport Assessment. In addition there will be a need to include signage for walking and cyclists to the passenger transport network and to local amenities.

In order to mitigate any adverse impacts of construction traffic on the Strategic Road Network or local road network two documents should be provided in support of the application. A Construction Logistics Plan which identifies efficiency and sustainability measures to be undertaken while the development is being built and a Delivery and Servicing Plan which identifies efficiency and sustainability measures to be undertaken once developments are operational. These should be secured via planning conditions should the application be approved.

TfL does not consider that the additional vehicular trips generated would result in a significant impact on the A10 Great Cambridge Road.

The existing school has very high car trip rates for both staff and pupils. TfL therefore requests that stricter targets should be set to reduce car based trips to/from the expanded school, along with appropriate measures (i.e. car sharing). Currently no staff and only 5.2% of pupils cycle to school. TfL believes that with the use of both hard and soft measures in combination with achievable targets within the travel plan, there will be considerable scope to increase this figure. TfL supports the proposal to review the amount of cycle

parking as part of the travel plan on condition that there is no reduction in the total. They consider the Travel Plan should be secured, enforced, monitored and reviewed and funded through a S106 Agreement.

#### 4.1.3 Sport England

Sport England objects to the proposed development as it proposed to take place directly on playing field without any justification through like for like replacement or the development being purely sport related or ancillary to the use of the sports field and does not accord with any of the exceptions in Sport England's playing fields policy. They advise that should the Council be minded to grant planning permission, the application should be referred to the Government Office in order that they can advise whether they are happy with the Council's resolution or they can call in the application for determination.

#### 4.1.4 London Fire and Emergency Planning Authority

The Authority has confirmed that they are satisfied with the proposals

#### 4.1.5 Traffic and Transportation

The following observations have been received:

- The school currently operates one form entry from reception up to Year 6, with 30 pupils entering each year.
- The proposed extensions would allow the school to have 2 form entry across all years.
- The existing number of pupils is 210. Following the expansion, then after 2016 the school will have 420 pupils i.e. doubling in size.
- There are currently 39 staff, with 22 being full time, and 28 being on site at any one time.
- After expanding, then there will be 53 staff, including 29 part time, and 39 being on site at any one time.
- There are currently 9 spaces for staff.
- Most of the pupils arrive at the school for 8.40, and finish between 3.10 and 3.20.
- The current total number of arrivals by car is 77 single trips and 16 shared car sharing trips. Ninety five pupils walk to the school.
- The TA assumes that the modal split will not change when predicting the future trip generation, and has applied the existing percentage modal split to the number of pupils after the school has expanded to its full capacity of 420. This is a reasonable assumption to make and reflects current evidence on car usage.

It is acknowledged that Capel Manor School has been selected for expansion as part of a Borough wide school expansion scheme and has been selected based on its suitability to accommodate an increase in pupils. However, whilst the school may have sufficient space to expand, there could still be a considerable impact on the neighbouring roads in terms of parking provision and traffic generation. The Transport Assessment (TA) attempts to address the problems resulting from the increase in traffic through firstly accurately predicting the increase in pupils and then proposing highway works to mitigate the impacts, and through using soft measures such as the school travel plan. The predictions of the modal split of pupils are based on the

existing modal split taken from the school travel plan, which was reviewed in May 2010. These figures have been confirmed with the Traffic and Transportation School Travel Planning team as being the most up to date available and are considered acceptable for use in the application. The figures show that the current modal split is:

45% car  
9% car share  
45% walk

The majority of the pupils arrive between 8.45-8.50, and leave between 3.10-3.15. This works out at about 77 car trips in the morning and 70 in the afternoon (allowing for breakfast club and after school activities). For staff, the modal split is as follows:

94% car  
6% walk

This works out at 26 arrivals and 26 departures over the day. Although there is no parking available for pupils' dropping off and collection, there is a staff car park although this only has 9 spaces.

In predicting the increase in trips, the TA applies the same existing modal split to the future pupil and staff increase. As the number of pupils is doubling, this works out at double the number of pupil car trips – which will be 154 (and 32 car shares) The increase in staff trips is also worked out using the same modal split and is applied to the future numbers, resulting in a prediction of 37 staff trips each way for the number of staff on site, which is given as being 39 at any one time. This is compared to the existing 27 trips from having 28 staff on site at any one time. This approach to predicting the increase is considered acceptable, as although the modal split is stated in the School Travel Plan (STP) as reducing by 5% it is unlikely to fall in terms of actual car trips as pupils are likely to be travelling from further away as the school expands to take in more pupils.

As the school will have considerably more car borne trips, it is essential that the STP is kept up to date and well managed for both staff and students. The effect of an additional 77 vehicles will have a significant impact on the safety of the surrounding roads and also the availability of parking, which should be addressed over the course of the schools expansion. The increase in staff alone will contribute another 27 trips, although parking will be provided for staff.

The TA also suggests some mitigation measures to improve access for pedestrians and increase the safety of the surrounding roads, and Traffic & Transportation fully support their inclusion in the TA. The mitigations schemes proposed are:

- Relocate existing traffic island/pedestrian refuge island 6m east to allow southbound vehicles to turn right out of Bull's Cross without crossing on to northbound vehicles
- Dropped crossings with tactile pavings
- Single yellow lines for at least 10m in either direction of the junction and 10m to east of relocated pedestrian refuge (see above).

- Remove no parking bay for the Royal Mail van and replace with waiting restrictions.
- Tighten the radii of the access to the far western end of the school playing field to reduce pedestrian crossing distance and speed of the cars turning into it.
- Introduce a separate egress to Bullsmoor Lane separate from the existing combined access/egress, so that vehicles travel through the site in one direction.
- Introduce tactile paving on the access/egress to Capel Manor College to facilitate pedestrian movements.
- Tighten the radii of Bullsmoor Lane and Manor Farm junction to improve accessibility for pedestrians and make it safer in terms of cars slowing down to turn the corner. Also introduce tactile paving crossings.
- Introduce tactile paving at key points along Manor Farm Road and Manor court.
- A 20mph zone is also going to be implemented around the school (this is separate to the proposed measures in the TA).

The schemes will not result in an increase in available on street parking capacity, and mainly involve improving pedestrian crossing points and safety in the area. Even if these measures were all implemented, it wouldn't help the problems related to the increase in parking demand. The TA does not address the current parking situation with any statistics on parking availability and the predicted availability, and therefore the impacts on the surrounding roads of an extra potential 77 pupil + 37 staff trips cannot be determined from the TA. However, it is a reasonable assumption that increasing the capacity of the school as proposed would lead to an increased demand for on-street parking at the beginning and the end of the day and therefore safety is the main concern. It is accepted that the mitigation measures proposed are a step towards improving the safety of the area on the basis that the number of car trips will increase regardless of how much the STP improves the modal split.

In conclusion, the methodology used in the TA to predict the increase in vehicle trips is acceptable, and doubling the number of pupils is likely to double the number of car trips to the school. The STP over the last few years has reduced the modal split of car trips, but due to increase in numbers and the wider catchment area of the future intake then it is unreasonable to expect this to continue, with staff car trips also likely to increase. Whilst the TA is not able to propose any mitigation measures for the parking demand, other than through reducing demand through a STP, it does seek to address safety concerns that arise as demand for parking around the school increases and the school has committed to implement the measures identified. Over the course of six years the school should be able to prepare for the overall increase in numbers through both the travel plan and through the highway works, and Traffic and Transportation only support the application on the basis that there is a commitment from the school to continue to improve the STP and work with Traffic and Transport to improve the highway safety.

#### 4.1.6 Environmental Protection and Regulation

No objections are raised subject to conditions controlling construction activities on site.

#### 4.1.7 Biodiversity Officer



The Biodiversity Officer raises no objections subject to conditions requiring implementation of the ecological enhancements referred to in the Ecological Assessment.

#### 4.2 Public

- 4.2.1 Consultation letters have been sent to the occupiers of 60 adjoining and nearby properties. The application has also been advertised on site and local press. No letters of objection have been received with one letter of support.

### 5 **Relevant Policy**

#### 5.1 Local Development Framework

- 5.1.1 At the meeting of the full Council on 10th November 2010, the Core Strategy of the Local Development Framework was approved. The document and the policies contained therein are now material considerations to be taken into account when considering the acceptability of development proposals. The following are of relevance

Core Policy 8	Education
Core Policy 11	Recreation, leisure, culture and arts
Core Policy 20	Sustainable energy use and energy infrastructure
Core Policy 21	Delivering sustainable water supply, drainage and sewerage infrastructure
Core Policy 24	The road network
Core Policy 25	Pedestrians and cyclists
Core Policy 30	Maintaining and improving the quality of the built and open environment
Core Policy 31	Built and landscape heritage
Core Policy 33	Green Belt and Countryside
Core Policy 34	Parks, playing fields and other open spaces
Core Policy 36	Biodiversity

#### 5.2 Unitary Development Plan

- 5.2.1 After the adoption of the Core Strategy, a number of UDP policies are retained as material considerations pending the emergence of new and updates policies and development standards within the Development Management Document. The following are of relevance

:

II)G8	New planting in the Green Belt
(II)G11	Criteria for the design of new development in the Green Belt
(II)C28	Development in conservation areas not to result in inappropriate use of hard or soft landscape that contributes to the character of the conservation area.
(II)C30	New buildings in conservation areas to replicate, reflect or complement the traditional characteristics of the area
(II)C38	Trees
(II)C39	Replacement of trees where lost as a result of development
(II)GD3	Design
(II)GD6	Traffic generation
(II)GD8	Access and servicing

- (II)T13 Access on to public highway
- (II)CS2 Community services design
- (II)CS3 Community services provided in optimum locations

### 5.3 London Plan

- 3A.24 Education facilities
- 3C.1 Integrating transport and development
- 3C.2 Matching development to transport capacity
- 3C.17 Tackling congestion and reducing traffic
- 3C.21 Improving conditions for walking
- 3C.22 Improving conditions for cycling
- 3C.23 Parking strategy
- 3C.25 Freight strategy
- 3D.9 Green Belt
- 3D.14 Biodiversity and nature conservation
- 3D.15 Trees and woodland
- 4A.1 Tackling climate change
- 4A.2- 8 Climate change/ Sustainable design and construction
- 4A.14 Sustainable drainage
- 4B.1 Design principles for a compact city
- 4B.2 Promoting world class architecture and design
- 4B.5 Creating an inclusive environment
- 4B.8 Respect local context and communities
- 4B.12 Heritage conservation

### 55.4 Other Material Considerations

- PPS1 Delivering sustainable development
- PPG2 Green Belts
- PPS5 Planning for the Historic Environment
- PPS9 Biodiversity and geological conservation
- PPG13 Transport
- PPG17 Planning for open space, sport and recreation

Forty Hill Conservation Area Character Appraisal

## 6 **Analysis**

### Green Belt

- 6.1 PPG2 sets out the general presumption against inappropriate development in the Green Belt and that such development should not be approved except in very special circumstances. Inappropriate development is by definition harmful to the Green Belt and it is for the applicant to demonstrate the very special circumstances necessary to outweigh this harm, and any other harm..
- 6.2 The extension proposed constitutes inappropriate development in the Green Belt and therefore, as required by PPG2, the applicant has put forward the following very special circumstances:
  - i) the projected demand for school places in this part of the Borough;
  - and

- ii) that there are no suitable alternative sites for expansion.
- 6.3 The site is currently a school and the proposed development intensifies this use in order to meet projected demand for pupil places in the north east of the Borough. Seven alternative sites have been investigated for expansion and all have been identified to have significant disadvantages over the application site for example – isolation from residential areas, poorer public transport accessibility level, being located in cul-de-sacs. The conclusion reached is that Capel Manor Primary School is the most suitable site for the proposed development within the catchment area and this is accepted.
- 6.4 The works to the front of the proposed building, including the provision of the staff car park, are limited in scale and nature and do not detrimentally impact on the amenity of the Green Belt. The rear extension introduces a more significant volume of building, which inevitably extends into the open aspect to the rear of the site. However, the building retains the school's low profile which is appropriate to minimise impact on open views across the site from the wider Green Belt.
- 6.5 In summary, it is considered that the evidence put forward demonstrates that there are very special circumstances sufficient to outweigh the harm caused by virtue of the inappropriateness of the development and any other harm

#### Loss of Playing Fields

- 6.6 Sport England have objected to the development on the grounds that the proposed extension involves development on playing field without any justification through like for like replacement or the development be purely sports related or ancillary to the use of the sports field.
- 6.7 Paragraph 15 of PPG17, advises that development on playing fields should not be allowed unless:
- i. the proposed development is ancillary to the use of the site as a playing field (e.g. new changing rooms) and does not adversely affect the quantity or quality of pitches and their use;
  - ii. the proposed development only affects land which is incapable of forming a playing pitch (or part of one);
  - iii. the playing fields that would be lost as a result of the proposed development would be replaced by a playing field or fields of equivalent or better quantity and quality and in a suitable location; or
  - iv. the proposed development is for an outdoor or indoor sports facility of sufficient benefit to the development of sport to outweigh the loss of the playing field
- 6.8 Notwithstanding the above, it is considered that the following material facts need to be considered. The site presently provides playing fields ancillary to the existing school and there is no community use of the fields. The playing fields are grassed with no formal pitches laid out. The applicant advises that the existing site has a total site area of 38,345 sq.m. The existing playing field area is 34,298 sq.m. The proposed playing field area is 30,478 sq.m, 89% of the existing playing field area. No formal pitches would be lost as a consequence of the development. The Education (School Premises) Regulations 1999 set out the statutory minimum total team playing fields for a school of Capel Manor's proposed numbers as 15,000 sq.m. The proposed

playing field area is more than double the statutory minimum and there is sufficient room to accommodate both a 200m running track and a junior sized football pitch. Moreover, the school is now considering community use of the playing fields by local sports teams, thereby opening up an open space resource previously unavailable. Although the proposals reduce the area of playing field, Core Policy 8 of the now adopted Core Strategy identifies the need to expand this school to meet an acknowledged educational need and having regard to other sensitivities associated with the site, its Green Belt and Conservation Area designation, the additional accommodation cannot be provided in an alternative fashion. The remaining playing field exceeds the required playing field area for a school of this size.

- 6.9 Given the above, it is considered that the objection from Sport England cannot be supported and the educational need in this part of the Borough, identified through Core Policy 8 of the recently adopted Core Strategy, outweighs the objection to the limited loss of the playing fields required to facilitate this school expansion.

#### Impact on the Forty Hill Conservation Area

- 6.10 The Conservation Area at this point is largely 'rural' in character with trees and hedgerows lining the road and substantial areas of open space beyond. The existing school building on the site does not make a positive contribution to the character and appearance of the Conservation Area, but given its limited height, and the fact that the grounds are relatively well enclosed by trees and hedges, it does not unduly intrude.
- 6.11 The proposals maintain the single storey approach to buildings on the site and given the bulk of the new building is confined to the rear of the site, it would barely be visible in the public domain.
- 6.12 The works to the front of the building provide a more recognisable entrance to the building and result in a more contemporary and cohesive appearance to the front elevation. The works would preserve the character and appearance of this part of the Conservation Area.
- 6.13 The application also proposes the provision of a larger car park to the site frontage. This area of the site is already substantially hard surfaced as it accommodates the existing staff car park and some hard play facilities for the children. These are to be relocated to the rear of the school, which provides the children with a better environment for outdoor play. The reconfiguration of the space to provide an enlarged staff car will have no further undue impact on the character or appearance of the area. The provision of a new access to provide in/out facilities for the car park, does result in the loss of a Sycamore tree and a section of hedging to the site frontage. The tree is not protected and a replacement tree will be planted. Whilst the removal of some of the hedging will open up views into the site, given the new extensions will achieve a more cohesive design and elevational appearance, it is considered that overall the character and appearance of the Conservation Area would be preserved.
- 6.14 The concern raised by the Mayor that temporary construction access would result in the loss of a tree and therefore construction access should be via the proposed new permanent access has been addressed and the applicant has confirmed that construction access will be via the latter.

### Sustainable Design

- 6.15 The submitted documents confirm that the target BREEAM rating for the scheme is 'Very Good' and the Preliminary BREEAM assessment suggests that the scheme will achieve this rating. The scheme has been designed to include renewable energy provisions for 20% of the energy use of the new extensions. This is in the form of photovoltaic cells included in a canopy in the playground ; the canopy also provides sheltered play space and some solar shading to the existing classrooms, which currently overheat. The scheme also includes a range of passive design features and demand reduction measures to reduce the carbon emissions of the proposed development.
- 6.16 The Mayor has asked that further information be provided to show the overall carbon dioxide savings, compared to a 2010 Building Regulations compliant development. They have also asked that the applicant investigate the possibility for connection to a district heating network, further consider the use of a green roof, rainwater harvesting and the discharge of surface water into the nearby open space, using SuDS.
- 6.17 The applicant advises that the scheme has been registered under the Building Regulations 2006 and will comply with these standards. However, they will undertake the comparison against a 2010 compliant scheme and this information will be available for the meeting.
- 6.18 With respect to district heating, the applicant has responded that the nearest existing district heating network is 9.5 miles away at Haggerson West. The nearest proposed district heating network is 7.9 miles away at Mill Hill East. As the site is an area of low heat demand density it is unlikely that a district heating network in this area would be a priority. Notwithstanding this, the applicant has been asked to provide the necessary pipework as part of this development to connect to any future district heating network and an update will be provided at the meeting.
- 6.19 A green roof has been considered for the new wing of the building but is unfortunately not achievable within the budgetary constraints.
- 6.20 Rainwater harvesting will be included in the form of water butts.

### Transport

- 6.21 The school presently employs 39 staff, 22 being full time and 17 being on site at any one time; there are 9 on- site parking spaces at present. The proposed expansion would increase staff numbers to 53, including 29 part time and 24 being on site at any one time. The proposal includes provision for 28 on-site car parking spaces. This level of provision is therefore considered acceptable.
- 6.23 The Mayor and TfL have asked that provision be made for vehicle charging points in line with emerging guidance and draft London Plan policy i.e. 20% of all parking spaces. The applicant has advised that they can make initial provision for one charging point, with additional provision being made if demand increases. This would be monitored through the travel plan. This approach is considered acceptable given current demand.

- 6.24 The proposal makes provision for 10 cycle parking spaces to be provided at the outset, with further spaces provided as demand increases, monitored through the travel plan. TfL and the Mayor have requested that 30 spaces be provided at the outset. The applicant has been asked to increase provision to 30 spaces and an update will be provided at the meeting.
- 6.25 The expansion of the school as proposed will increase traffic generation around the site and demand for on street parking. A series of measures have been identified in the Transport Assessment to safeguard highway safety. A condition is recommended requiring that a programme and timescales for implementation be submitted to and approved prior to the commencement of works on site.
- 6.26 The Mayor and TfL have requested a PERS audit be undertaken focusing on routes to public transport access points. The transport consultant has undertaken an audit of the area although not strictly following the PERS methodology. This led to the recommendations for the off-site highway works listed above. A further audit is not proposed.

### Trees

- 6.27 The development result in the loss of 4 trees in total, none of which are the subject of a Tree Preservation Order, but do make a contribution to the character and appearance of the conservation area and the amenity of the Green Belt. It is accepted that these trees need to be removed to facilitate the development and meet the acknowledged educational need. The applicant has agreed to replacement planting to compensate for their loss and this is to be secured by condition. On balance, this approach is considered acceptable.

### Biodiversity

- 6.28 A habitat survey of the site has been provided. This concludes that the habitats found on site are common and widespread and thus, of low ecological value. The site supports badgers for foraging and commuting, but not as a resident species. The site is unlikely to support common reptile and amphibian species throughout. However, there are areas of woodland around the site which could provide suitable habitat for some species. These areas would not be affected by the proposed development. Bats are likely to use the wooded areas of the site, but these are not expected to be affected by the development.
- 6.29 The ecological report submitted identifies a number of enhancements that can be implemented to enhance the biodiversity of the site. A condition is recommended to require the submission of a programme of implementation.

### Impact on adjoining residents

- 6.30 The site is separated from the nearest residential properties by the New River. Given this and the size, scale and siting of the proposed extensions, the development would have no undue impact on the amenities of these residents.

## **7. Conclusion**

7.1 In conclusion it is considered that there is an acknowledged education need for the proposed development and that this is sufficient to outweigh the harm caused to the Green Belt as a result of the inappropriate development and to outweigh the objection raised by Sport England to the loss of playing fields. The development is designed to respect its setting within the Green Belt and the Forty Hill Conservation Area and would preserve its character and appearance. The expansion of the school will result in an increase in traffic generation. However, it is considered that the off-site highway works identified will safeguard highway safety and through the provision of a robust travel plan, reliance on the car should be reduced. Accordingly, approval is recommended for the following reasons:

- 1 The evidence put forward demonstrates that there are very special circumstances sufficient to outweigh the harm caused to the Green Belt by virtue of the inappropriateness of the development and any other harm. In this respect the development accords with the advice contained in Planning Policy Guidance Note 2, Green Belts, London Plan policy 3D.9 and Core Strategy Policy CP33.
- 2 The evidence put forward demonstrates that special circumstances exist in the form of an acute educational need to outweigh the presumption against the loss of playing fields. In this respect the development has appropriate regard to Core Strategy CP 34 but that in the circumstances greater weight must be given to Core Policy 8 which identifies the need for this school to expand by 1 form of entry and given the specific site circumstances, in terms of the Green Belt and Conservation Area designations, some development within the existing playing fields is unavoidable.
- 3 The development, having regard to its size, siting and design would preserve the character and appearance of this part of the Forty Hill Conservation Area. In this respect the development complies with Core Strategy Policies 30 and 31, Policies (II)GD3, (II)C28 and (II)C30 of the Unitary Development Plan and London Plan policies 4B.1, 4B.8 and 4B.12
- 4 Having regard to the conditions imposed, the development would not unduly prejudice the free flow and safety of traffic on the adjacent highway. In this respect the development complies with Core Strategy Policies CP24 and 25, Policies (II)GD6, (II)GD8 and (II)T13 of the Unitary Development Plan and London Plan policies 3C.1, 3C.2, 3C.17, 3C.21, 3C.22, 3C.23 and 3C.25.

## **8 Recommendation:**

8.1 That subject to any Direction from the Government Office for the West Midlands, following Sport England's objection to the development, planning permission be GRANTED subject to the following conditions:

- 1 C07 Details of materials
- 2 C09 Details of hard surfacing
- 3 C14 Details of access and junction
- 4 That development shall not commence until details of a programme and timescales for the implementation of the off site highway works identified within the application have been submitted to and approved by the Local Planning Authority. The works shall be undertaken in accordance with the approved programme unless otherwise agreed in writing by the Local Planning Authority.

- Reason: In the interests of highway safety
- 5 That at least one electric vehicle charging point shall be provided within the proposed car park prior to occupation of the development.
- Reason: In the interests of sustainability
- 6 That prior to the occupation of the development a School Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall include:
- i) Agreed targets with the aim of reducing the impact of car travel on the environment;
  - ii) Measures to promote sustainable transport and provisions promoting a wider range of cleaner travel choices;
  - iii) A full travel survey in consultation with relevant Council Officers;
  - iii) A programme for the review and monitoring of the Travel Plan to ensure target are met.
- The School shall operate in accordance with the approved Travel Plan.
- Reason: In order to reduce the level of car borne traffic associated with the development and move towards more sustainable modes of transport.
- 7 That development shall not commence until a Construction Logistics Plan has been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details.
- Reason: In the interests of sustainability
- 8 That development shall not be occupied until a Delivery and Servicing Plan has been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter operate in accordance with the approved plan.
- Reason: In the interests of sustainability
- 9 That development shall not commence until details of the design and siting of cycle parking spaces have been submitted to and approved in writing by the Local Planning Authority. The cycle parking facilities shall be provided in accordance with the approved details prior to occupation of the development.
- Reason: To ensure the provision of cycle parking spaces in line with the Council's adopted standards.
- 10 C17 Details of landscaping
- 11 C18 Details of tree protection
- 12 That demolition works shall not commence on site until such time as a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority setting out the following:
- i. measures to control dust and emissions from the proposed demolition of the buildings and structures written in accordance with the 'London Best Practice Guidance:
  - ii. the provision within the site of an area for the standing, loading and turning of vehicles removing material from the site and all vehicles associated with the removal of material from the site shall park and wait on site in accordance with the approved details;



iii the provision within the site of a wheel washing facility and all vehicles shall pass through the wheel wash facility before exiting the site;

iv. hours of work.

The works shall be undertaken in accordance with the approved details.

Reason: To safeguard the amenities of the occupiers of adjoining and nearby properties, in the interest of safeguarding the safety and free flow of traffic including pedestrian traffic on the adjoining highways and to ensure that material removed from the site is not deposited on local roads.

- 13 That development shall not commence until a programme of implementation of the ecological enhancement works identified in the Ecological Assessment forming part of this application has been submitted to and approved in writing by the Local Planning Authority. The works shall be implemented in accordance with the approved programme unless otherwise agreed in writing by the Local Planning Authority.

Reason: To enhance the ecological value of the site.

- 14 Evidence confirming that the development achieves a BREEAM 2008 rating of no less than 'Very Good shall be submitted to and approved in writing by the Local planning Authority. The evidence required shall be provided in the following formats and at the following times:

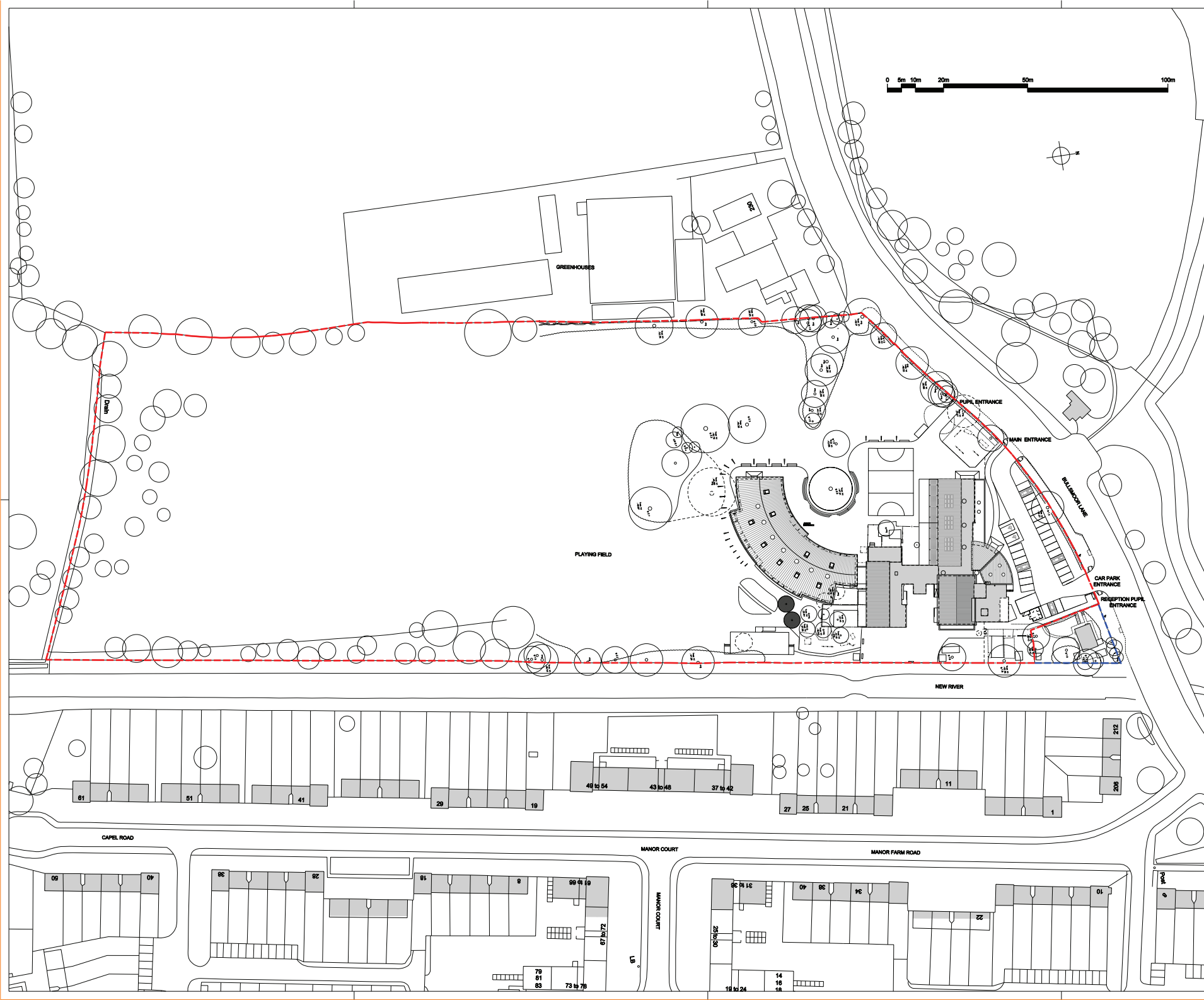
a. a design stage assessment, conducted by an accredited BREEAM Assessor and supported by relevant BRE interim certificate, shall be submitted at pre-construction stage prior to the commencement of superstructure works on site; and,

b. a post construction assessment, conducted by and accredited BREEAM Assessor and supported by relevant BRE accreditation certificate, shall be submitted following the practical completion of the development and within 6 months of first occupation of the development.

The development shall be carried out strictly in accordance with the details so approved, shall be maintained as such thereafter and no change there from shall take place without the prior approval of the Local Planning Authority.

Reason: In the interests of addressing climate change and to secure sustainable development in accordance with the strategic objectives of the Council and Policies 4A.1, 4A.2, 4A.3 and 4A.9 of the London Plan as well as PPS1.

- 15 C51A Time Limited Permission



- Notes
1. Do not scale from this drawing
  2. Work to figured dimensions where shown
  3. Confirm dimensions on site before fabrication or construction - report any discrepancies to CA

- KEY
- EXISTING TREES
  - EXISTING TREES TO BE REMOVED
  - PROPOSED PLANTED APPLE TREES TO REPLACE EXISTING

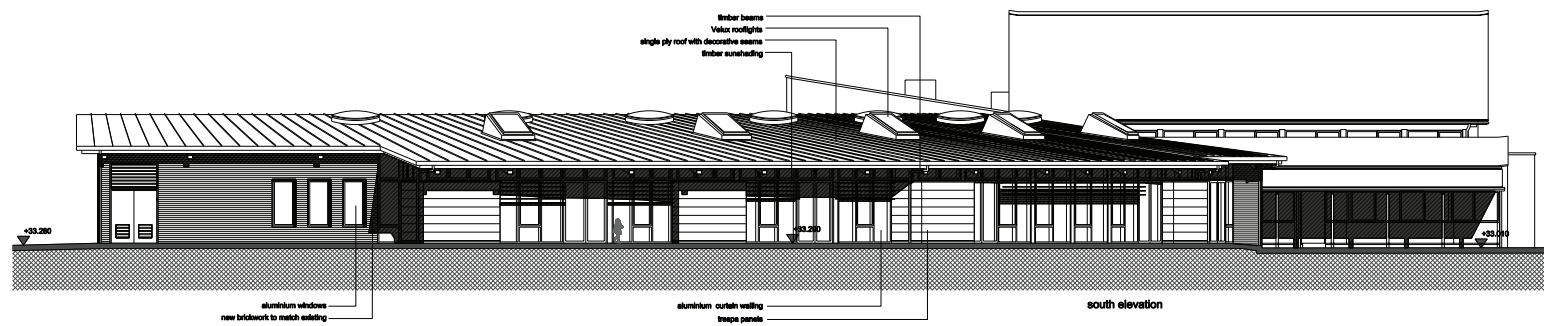
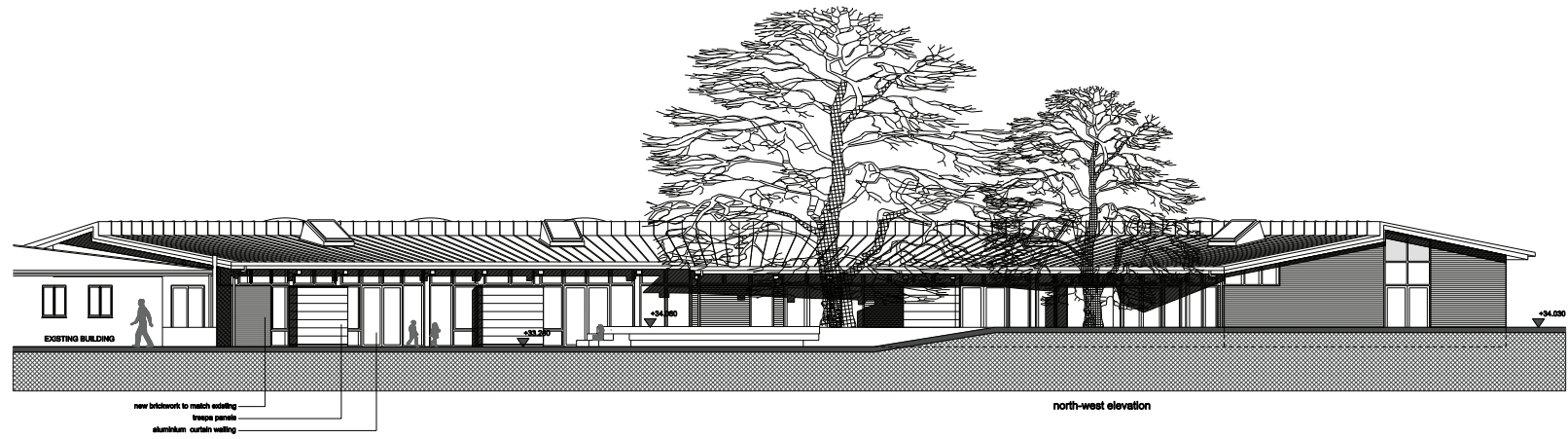
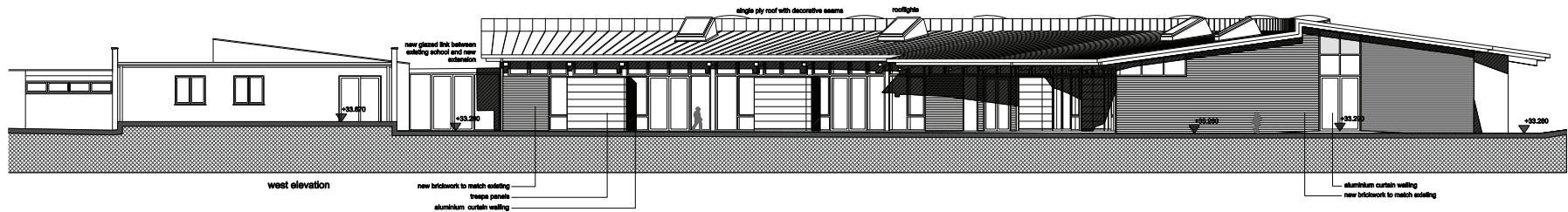
02	24/08/10	Issued for planning	am
01	18/08/10	Issue for building approval - tree key added	am
00	07/03/10	Drawing original / issued	am
rev	date	description	by
drawing amendments			

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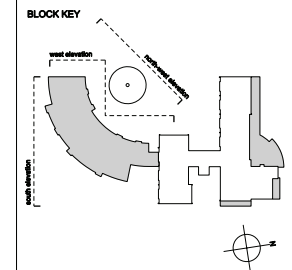
Phoenix Yard, 65 Kings Cross Road, London WC1X 9LW  
tel: 020 7841 7500 fax: 020 7841 7575  
email: architecture@seh.co.uk web: www.seh.co.uk

project  
**Capel Manor Primary School**  
client  
**London Borough of Enfield**

drawing status <b>Planning</b>	scale <b>1:800</b>	size <b>A1</b>
drawing <b>Proposed Site Plan</b>	job no. <b>10006</b>	
	drawing no. <b>005</b>	rev. <b>02</b>



- Notes
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rev	date	description	by
00	08/08/10	Drawing originated / issued.	ahm
01	10/08/10	North elevation amended. Shading and site levels added.	ahm
02	10/08/10	Roofing and light weight cladding amended.	ahm
03	10/08/10	North elevation amended. Shading amended. Shading and site levels added.	ahm
04	08/09/10	North elevation amended. Shading amended. Shading and site levels added.	ahm

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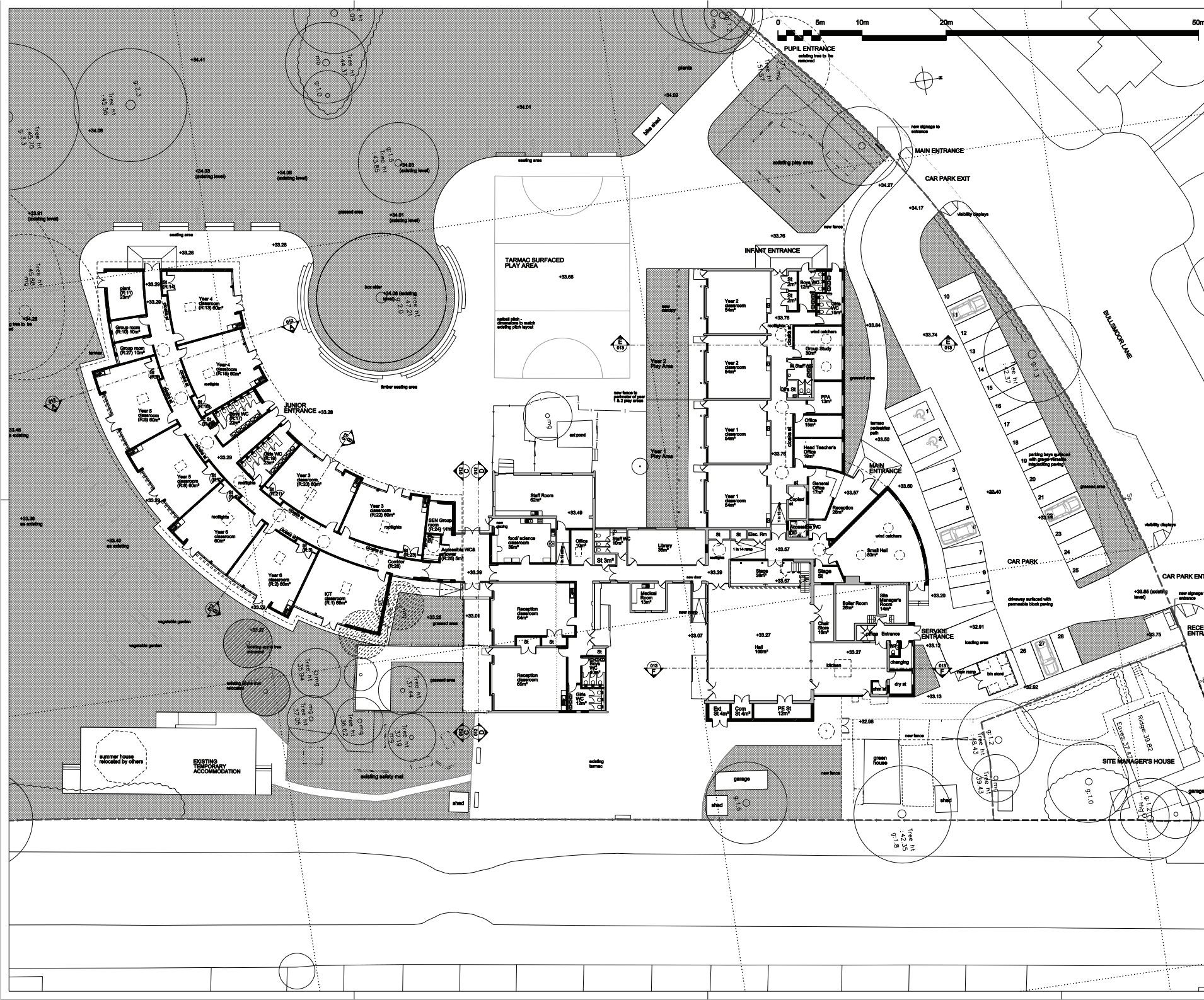
Phoenix Yard, 65 Kings Cross Road, London WC1X 9LW  
 tel: 020 7841 7500 fax: 020 7841 7575  
 email: architecture@seh.co.uk web: www.seh.co.uk

project  
**Capel Manor Primary School**

client  
**London Borough of Enfield**

drawing status	scale	size
<b>Planning</b>	<b>1:100</b>	<b>A1</b>
drawing	JOB no.	
<b>Proposed Elevations</b>	<b>10006</b>	
<b>Classroom Block - Sheet 1</b>	drawing no.	rev.
	<b>011</b>	<b>03</b>





- Notes
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  2. Work to figured dimensions where shown
  3. Confirm dimensions on site before fabrication or construction - report any discrepancies to CA

no	description	by
01	14/03/10 issued for checking	ahm
02	14/03/10 issued for checking	ahm
03	14/03/10 issued for checking	ahm
04	14/03/10 issued for checking	ahm
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06	14/03/10 issued for checking	ahm
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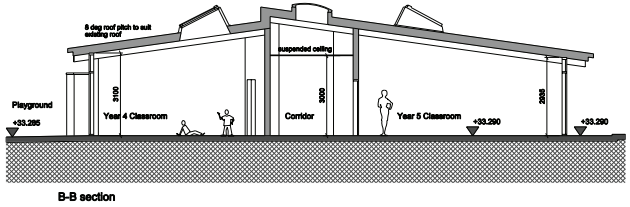
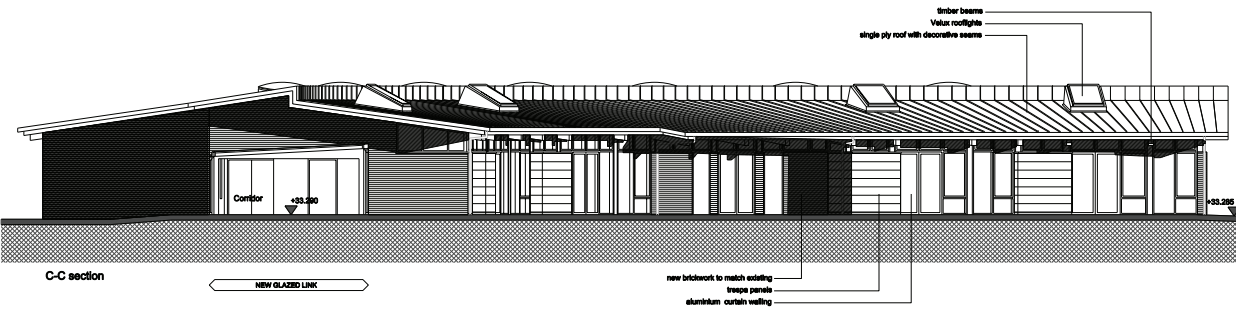
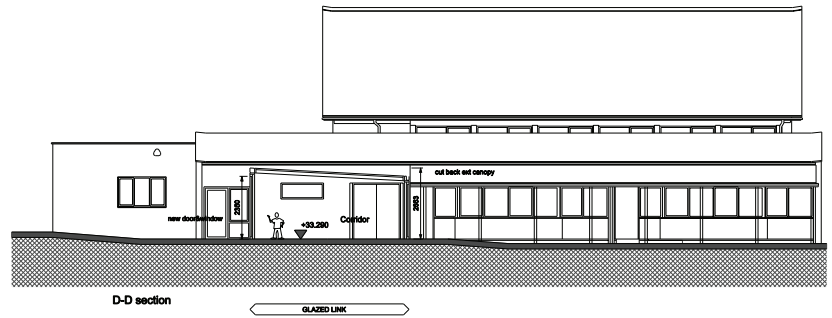
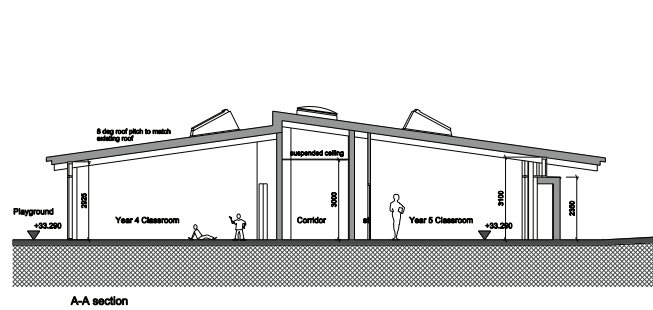
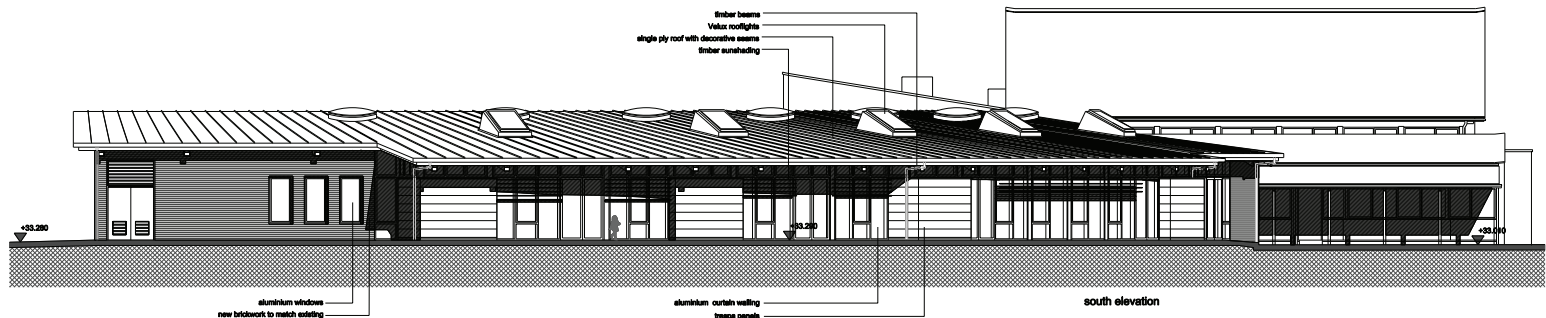
Phoenix Yard, 65 Kings Cross Road, London WC1X 9LW  
 tel: 020 7841 7500 fax: 020 7841 7575  
 email: architecture@seh.co.uk web: www.seh.co.uk

<b>Project</b> Capel Manor Primary School			
<b>Client</b> London Borough of Enfield			
<b>Drawing status</b> Planning	<b>Scale</b> 1:200	<b>Size</b> A1	
<b>Drawing</b> Proposed Ground Floor Plan		<b>JOB no.</b> 10006	<b>REV.</b> 06
<b>Drawing no.</b> 006	<b>Rev.</b> 06		

Notes

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BLOCK KEY



rev	date	description	by
02	24/08/10	Issued for planning.	ash
01	18/08/10	Issued for planning. Site levels added.	ash
00	11/06/10	South elevation added. Section and elevations amended. Drawing originated / issued.	ash

Drawing amendments

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Architecture Planning Landscape

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project  
**Capel Manor Primary School**

client  
**London Borough of Enfield**

drawing status	scale	size
<b>Planning</b>	<b>1:100</b>	<b>A1</b>
drawing	10006	
proposed elevations and sections		
Classroom Block - Sheet 2	012	02

