

1. Note for Members

- 1.1 Although a planning application for this type of development could normally be determined under delegated authority, the application has been brought to the Planning Committee because the applicant and landowner is Enfield Council.

2.0 Recommendation / Conditions

- 2.1 That in accordance with Regulation 3 of the Town and Country Planning General Regulations 1992, planning permission be deemed to be GRANTED subject to the following conditions:

1. TIME LIMIT

2. DEVELOPMENT IN ACCORDANCE WITH PLANS

758 001 P1; 758 003 P1; 758 005 P1; 758 006 P1; 758 007 P2; 758 008 P2; J6/01059.

3. MATERIALS TO MATCH THOSE SPECIFIED

4. STARS COMPLIANT TRAVEL PLAN

- 2.2 It is also requested that authority to finalise the wording of conditions under the above headings, is given to officers to ensure they reflect any issues raised by Planning Committee and / or any reported updates to the meeting.

3. Executive Summary

- 3.1 The objective of the application is to increase the level of accommodation at Chesterfield Primary School to improve facilities for existing pupils.
- 3.2 Chesterfield Primary School provides for 800 children. The extension would not involve any increase in numbers but seeks to address accommodation issues.
- 3.3 The use of this existing school site for further educational development would be consistent with its character and function.
- 3.4 The extension would match the appearance used in the construction of the exterior of the existing classroom block.

3.5 The reasons for recommending approval of this application are:

- The principle of the extension and associated alterations to the boundary is appropriate given its size, form and detailed design. The proposal would not have a detrimental impact on the character and appearance of the school buildings or the wider streetscene.
- The extension, by virtue of its size, location and proximity would not harm the amenity of occupying and neighbouring residents.
- The proposal would not cause any unacceptable harm upon highway safety or the flow of traffic in the locality.
- The development would be appropriate and in accordance with relevant National and Regional Policy, Core Strategy and Development policies and for the reasons noted above.

4. Site & Surroundings

- 4.1 Chesterfield Primary School is located on the eastern side of Chesterfield Road, approximately 50m south of the junction with Ordnance Road. The school comprises a collection of buildings laid out in a 'U' shape along the east, south, and west boundaries, with a central hard surfaced play area.
- 4.2 The original school buildings are predominantly to the south of the site, two storey with pitched roofs and a variety of heights.
- 4.3 More recent additions are located along the eastern boundary, and overall, the site has the appearance of being developed piecemeal.
- 4.4 To the north of the site is an access / service road which separates the school from the Church of St Peter and St Paul, and residential flats within Bartholomew House. To the south, running the full length of the boundary is No.2 Chesterfield Road, a 2-storey semi-detached dwelling house.
- 4.5 The surrounding area is predominantly residential characterised by terraced dwellings.
- 4.6 The site is not located within a conservation area nor is it statutorily or locally listed.

5. Proposal

- 5.1 The erection of a flat topped single storey rear extension (12.6m in width 7.2m in depth and 4m in height – internal head height 2.7m) located on the west of the site, behind the existing office/main entrance and a classroom for which it would provide approximately 84sqm of additional floorspace.
- 5.2 The single storey building would be brick faced, comprise metal framed windows and would be accessed via a newly formed access ramp.

- 5.3 Associated alterations would take place along the frontage with Chesterfield Road and include:
- The installation of a 2m metal fence (matching those existing on the boundary) running perpendicular with Chesterfield Road
 - The introduction of a new gate and new vehicle access to the south, replacing the existing gate and vehicle access.
 - The creation of an artificial play area (16m x 9.4m) 150sqm set behind the boundary and existing classroom.
 - The outcome would result in the staff parking provision reduced from 18 spaces to 12.
- 5.4 If an alteration is required, this is something that could be dealt with via a minor or non-material amendment to the application.

6. Consultation

6.1 Statutory and Non-Statutory Consultees

Transport: Comments provided are within the full body of the report.

6.2 Public:

6.3 Consultation letters were sent to 96 nearby occupiers.

6.4 To date no objections have been received from residents following planning consultation.

7. Relevant Planning History

- 7.1 P12-01798PLA - Erection of a new 2-storey teaching block to replace the existing administration block following demolition; extension of existing entrance and administration area and creation of a new school entrance; demolition/removal of the temporary classroom block; enlargement of the existing playground and associated highway, landscape and other related improvements. Granted With Conditions May 2013
- 7.2 P12-01798PLA - Installation of a temporary modular building to provide an additional classroom to the south of site involving demolition of existing store. Granted With Conditions November 2012.
- 7.3 LBE/09/0018 - Installation of additional temporary classroom adjacent to the existing temporary classroom. Granted With Conditions July 2009.
- 7.4 LBE/05/0006 - Relocation of existing garage, erection of a single storey building to east of site comprising a nursery, 4 x reception classes, meeting

rooms and toilets together with formation of new pedestrian access and alterations to existing car park on Coldham Grove. Granted With Conditions July 2005.

- 7.5 LBE/04/0005 - Erection of a temporary building to provide 2 classrooms. Granted With Conditions March 2004.

8. Relevant Planning Policies

London Plan (2016)

- Policy 5.3: Sustainable design and construction
- Policy 6.3: Assessing effects of development on transport capacity
- Policy 6.13: Parking
- Policy 7.4: Local Character
- Policy 7.6: Architecture

Core Strategy (2010)

- Core Policy 8: Education
- Core Policy 9: Supporting community cohesion
- Core Policy 11: Recreation, leisure, culture and arts
- Core Policy 20: Sustainable energy use and energy infrastructure
- Core Policy 24: The Road Network
- Core Policy 30: Maintaining and improving the quality of the built and open environment
- Core Policy 34: Parks, playing fields and other open spaces

Development Management Document (2014)

- DMD 8: General Standards for New Residential Development
- DMD 37: Achieving High Quality and Design-Led Development
- DMD 45: Parking standards and layout
- DMD 46: Vehicle crossovers
- DMD 47: Access, new roads, and servicing
- DMD 51: Energy Efficiency Standards
- DMD 68: Noise

Other Policy

- National Planning Policy Framework 2018 (NPPF)
- National Planning Practice Guidance 2016 (NPPG)
- Draft London Plan (2018)

9. Analysis

- 9.1 The principal considerations material to the determination of this application are considered in the following sections of this report:

10	Consultation and procedure <ul style="list-style-type: none"> - Background - Procedure
11	Principle of development <ul style="list-style-type: none"> - Principle - Program of work
12	Design <ul style="list-style-type: none"> - Policy review - Materials and detailed design - <i>Built and non-built areas</i> - Conclusion
13	Impact on occupying and neighbouring amenity <ul style="list-style-type: none"> - Policy review - Occupiers of Purcell House - Neighbour Amenity - Conclusion
14	Transport <ul style="list-style-type: none"> - Policy review - Access - Parking - Construction Traffic
15	Community Infrastructure Levy (CIL)
16	Conclusion

10. Consultation and procedure

Background

- 10.1 Chesterfield Primary School forms part of the Enfield Learning Trust (ELT). The Trust includes other schools in Enfield including Bowes Primary school, Bowes New Southgate, Bowes Southgate Green and Bowes Edmonton, Hazelbury Primary School, Fern House, Grange Park and Carterhatch Junior School.
- 10.2 Chesterfield Primary School provides for 800 children. The proposal would not involve any increase in numbers but seeks to address accommodation issues to improve facilities for existing pupils, hence the submission of this application to extend an existing classroom block.

Procedure

- 10.3 Planning Committee is in effect required to consider this application on the same footing as any other application, notwithstanding the fact that it concerns Council owned property. Hence in determining this application, as with any other application, Planning Committee must base its decision solely on planning considerations, it cannot take into account or base any reason for approval or refusal on a consideration not relevant to planning. In making its decision, the Committee is required to have regard to the provisions of its Development Plan (Enfield's 2010 Core Strategy and 2014 Development Management Document) and the London Plan 2016 and associated policies and guidance. The determination must be made in accordance with the Plan unless material considerations indicate otherwise.

11. Principle of development

- 11.1 The use of this existing school site for further educational development would be consistent with its character and function. Moreover, in the absence of the proposals involving an increase in numbers of staff and pupils, the additional development and classroom capacity is also acceptable in principle subject to the attainment of an acceptable design which remains appropriate to the visual amenities of the street scene.
- 11.2 Having regard to the current issues as outlined above, it is considered the principle of this form of development is acceptable.

12. Design

Policy review

- 12.1 London Plan policies 7.1, 7.2, 7.3, 7.4, 7.5, 7.6 and 7.7, policies DMD 8: General Standards for New Residential Development and DMD 37: Achieving High Quality and Design-Led Development, seek to secure high quality design.

Materials and detailed design

- 12.2 The extension to the existing classroom block would be of a material that is similar in appearance to the parent block, both in terms of size, scale, form, fenestration and facing materials and would therefore respect the intended function and be appropriate to its context. The proposed extension would be located within the site behind the existing single and two storey school buildings and would therefore be screened from public and predominant private views. In terms of size and scale therefore the development is considered to be acceptable having regard to the surrounding area.
- 12.3 The associated alterations, including the introduction of a 2m metal fence running perpendicular with Chesterfield Road would again match in material and colour that existing along the boundary, as would the newly formed vehicle gate to the south which is considered acceptable in terms of the character and appearance of the school and the surrounding area, in accordance with the objectives of DMD8 and DMD37.

Built and non-built areas

- 12.4 In terms of built and non-built areas, the total site school is 11,159sqm, of which 4,170sqm is covered by buildings (37%). The remainder of the site is open and used for amenity and parking purposes. The proposal would result in an increase of 95sqm and therefore the total area covered by buildings across the site would be 38%. Given the limited increase and remaining amenity space afforded, this is considered acceptable.

Conclusion

- 12.5 It is considered that the principle of the classroom extension and associated alterations along the boundary are appropriate given their design and materials.

13. Impact on occupying and neighbouring amenity

Policy review

- 13.1 London Plan policy 7.6 and policies DMD 8: General Standards for New Residential Development and DMD 37: Achieving High Quality and Design-Led Development, seek to preserve amenity in terms of daylight, sunlight, outlook, privacy, overlooking, noise and disturbance.

Neighbour Amenity

- 13.2 Based upon both a desk based and site visit assessment, given the proposal would be located to the centre of the site, screened by adjacent and taller school buildings and proximity upwards of 59m away, it is considered the proposal would not result in harm to the residents amenity levels who neighbour the site (Bartholomew House to the north and No.2 Chesterfield Road to the south), in respect of outlook, privacy and access to daylight/sunlight.
- 13.3 The introduction of an artificial play area surface fronting Chesterfield Road would not result in detrimental noise nuisance any greater than the existing arrangement, particularly given its location fronting the footway rather than directly onto adjacent residential housing.
- 13.4 The extension would not require further externally located plant/machinery.

14. Transport

Policy review

- 14.1 Policy DMD 45 outlines the criteria which would need to be met before a car parking proposals can be approved.
- 14.2 Policy DMD 46 outlines the criteria which would need to be met before a crossover onto a road can be approved.

Access

- 14.3 The proposal is seeking to provide a new vehicular access to the front of the school along Chesterfield Road (non classified), to the south of an existing street tree and lamppost, none of which would require their removal. The new vehicular access would serve the existing staff car park to the front. The existing vehicular access would be removed. Having been reviewed by transport officers, the proposal is unlikely to give rise to any unacceptable impacts upon pedestrian and highway safety upon Chesterfield Road which is an unclassified road and the flow of traffic in the locality with vehicular movements to and from the school site. An informative is recommended to advise that work to the public highway, including construction of the vehicular access, can only be built by the Council's Highway Services team.

Parking

- 14.4 With regard to the reduction in parking spaces, there will be no increase in pupil or staff numbers associated with the current proposal and therefore an increase in trip generation is unlikely. It is however considered that the transport and traffic impact of this proposal can be minimized through effective school travel planning, namely an updated Travel Plan and the applicant should commit to seeking to achieve STARS accreditation with a focus on reducing the use of private cars for staff. This shall be secured by condition.
- 14.5 Provision for disabled parking is identified on the submitted plan and is acceptable.

Construction Traffic

- 14.6 The small-scale nature of the works forming part of this application are such that a Construction Management Plan would not be required in this instance.
- 14.7 In this context, the proposed development makes appropriate provision for access and parking having regard to DMD Policies 45 and 46.

15. Community Infrastructure Levy (CIL)

- 15.1 The proposal would not be liable for either the Mayoral or Enfield CIL.

16. Conclusion

- 16.1 It is considered the principle of the extension and associated alterations to the boundary is appropriate given its size, form and detailed design. The proposal would not have a detrimental impact on the character and appearance of the school buildings or the wider streetscene.
- 16.2 The extension, by virtue of its size, location and proximity would not harm the amenity of occupying and neighbouring residents.
- 16.3 The proposal would not cause any unacceptable harm upon highway safety or the flow of traffic in the locality.
- 16.4 The development would be appropriate and in accordance with relevant National and Regional Policy, Core Strategy and Development policies and for the reasons noted above.