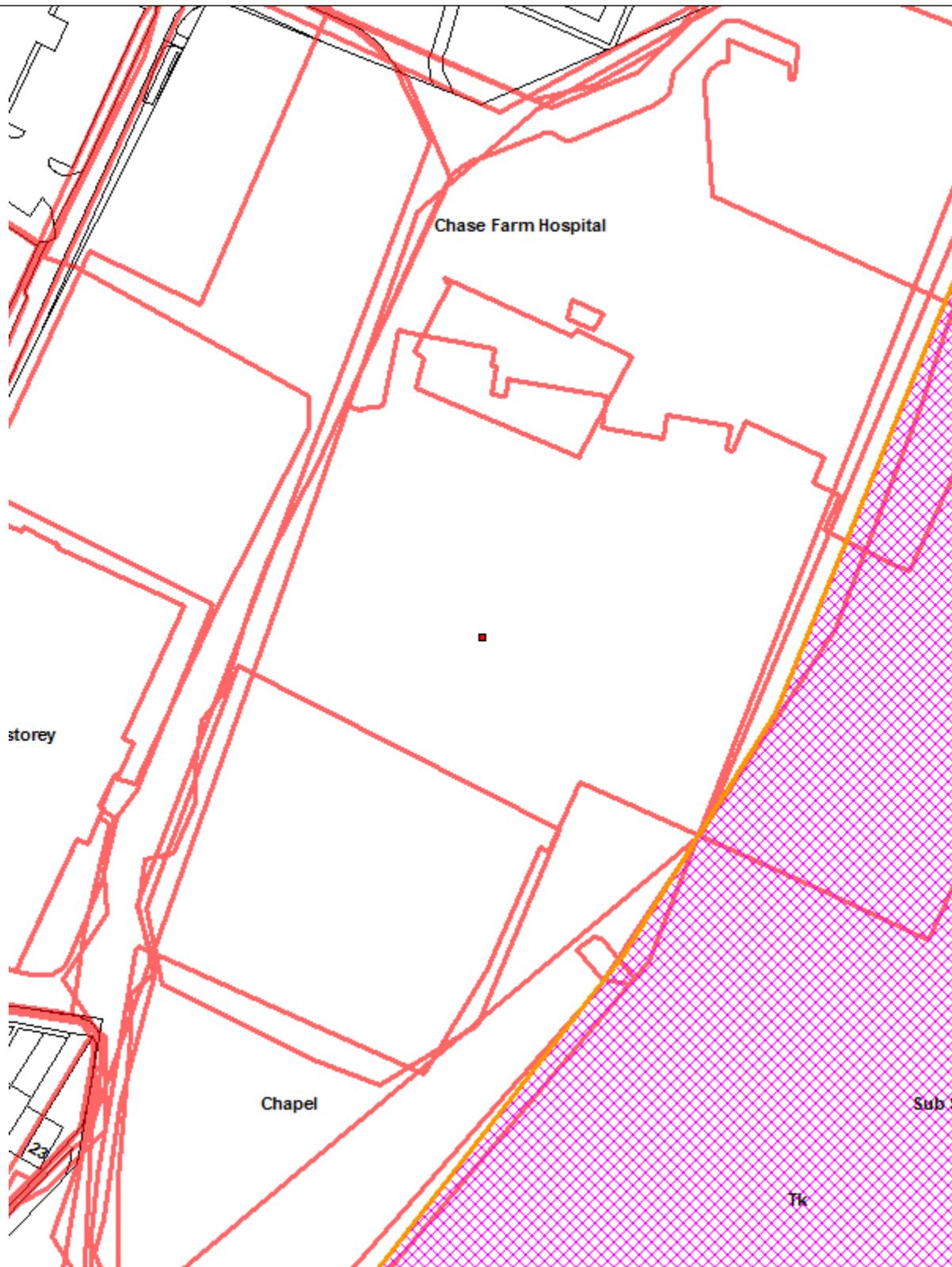


LONDON BOROUGH OF ENFIELD		
PLANNING COMMITTEE		Date: 29 October 2020
Report of: Head of Planning	Contact Officer: Andy Higham David Gittens Kate Perry	Ward: Highlands
Application Number: 20/01997/FUL		Category: Major
LOCATION: Former Chase Farm Hospital, The Ridgeway, Enfield, EN2 8JL		
PROPOSAL: Demolition of buildings C3b, C3c and C3e and erection of a new 3FE Primary School with nursery (2 storey) and a new 6FE Secondary School with sixth form (part 3 and part 4 storey), together with associated community hub, parking, highways works to provide access to the proposed schools and community hub, landscaping and outdoor sport provision.		
Applicant Name & Address: Bowmer and Kirkland and the Department for Education		Agent Name & Address: Miss Tamara Ettenfield DPP One Ltd 1 Park Row Leeds United Kingdom LS1 5HN
RECOMMENDATION: GRANTED subject to S106 and conditions		



1. Note for Members

- 1.1 This planning application is categorised as a “major” planning application and in accordance with the scheme of delegation, is reported to Planning Committee for determination.
- 1.2 This planning application and the delivery of the primary and secondary schools is linked to the redevelopment of the remainder of the site for residential development which is to be reported to Planning Committee on 3rd November.
- 1.3 This application is brought forward in advance because of the requirement to meet timescales for the delivery of school places. However, it is the residential development that provides the funding for the schools which are required to meet the identified educational need for the Borough. The design of the two schools and their environs has been developed in conjunction with the design of the residential proposals

2. Recommendation / Conditions

- 2.1 That subject to the completion of a S106 legal agreement, the Head of Development Management / Planning Decisions Manager, be authorised to grant planning permission subject to the following conditions:

1. TIME LIMIT
2. DEVELOPMENT IN ACCORDANCE WITH PLANS/DOCUMENTS
3. EXTERNAL MATERIALS
4. SURFACING MATERIALS
5. CONTAMINATION – INVESTIGATION AND ASSESSMENT
6. CONTAMINATION – REMEDIATION STRATEGY
7. EMISSIONS STANDARDS – NON-ROAD MOBILE MACHINERY
8. ACOUSTIC REPORT
9. IMPACT PILING RESTRICTION
10. THAMES WATER – NETWORK PRESSURE
11. DELIVERY AND SERVICE PLAN - EACH SCHOOL – INCLUDING MANAMGEMENT OF PRIMARY SCHOOL LOADING BAY
12. CYCLE PARKING PLAN – EACH SCHOOL
13. CONSTRUCTION LOGISTICS PLAN
14. VEHICLE PARKING PLAN – EACH SCHOOL - INCLUDING DISABLED PARKING, ELECTRIC EHICLE CHARGING, STAFF PARKING, VISITOR PARKING
15. DEVELOPMENT TO ACCORD WITH RECOMMENDATIONS SET OUT IN ECOLOGOCAL APPRAISAL – INCLUDING VEGETATION CLEARANCE OUTSIDE OF BIRD NESTING SEASON
16. DEVELOPMENT TO ACCORD WITH BAT SURVEY RECOMMENDATIONS
17. DETAILS OF ECOLOGICAL ENHANCEMENTS
18. DEVELOPMENT TO ACCORD WITH ENERGY STATEMENT

19. DETAILS OF PV PANELS
20. SUDS CONDITION/S
21. TREE/ LANDSCAPING CONDITION/S
22. SUBMISSION OF ENERGY PERFORMANCE CERTIFICATE
23. SUBMISSION OF BREEAM RATING VERIFICATION
24. SECURE BY DESIGN
25. COMMUNITY USE AGREEMENT – FINAL
26. EXTERNAL LIGHTING PLAN
27. FIRE STRATEGY – IN CONSULTATION WITH FIRE COMMISSIONER
28. NO ADDITIONAL SCREENING – NURSERY

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

3. Executive Summary

- 3.1 The purpose of this application is to provide a 6FE secondary school with 360 place sixth form, including associated community use, operated by Wren Academy, and a 3FE primary school and nursery, operated by One Degree Academy.
- 3.2 The proposal forms part of the wider masterplan for the Chase Farm site which also includes up to 362 new homes (currently being considered under planning reference 20/01923/OUT) together with site wide landscaping, access arrangements and public realm improvements.
- 3.3 The proposal seeks to address the current demand for school places within Enfield, particularly in the north west of the Borough where demand for secondary school places exceeds capacity. Wren Academy and One Degree Academy both operate existing Ofsted 'Outstanding' educational facilities.
- 3.4 The reasons for recommending approval of this application are:
- The principle of the development is appropriate given the buildings' size, form and detailed design.
 - The proposals would not have a detrimental impact on the character and appearance of the immediate or wider area.
 - The proposals would meet an identified need for school places.
 - The development by virtue of its size, location and proximity would not harm the amenity of occupying and neighbouring residents.
 - The proposals would not cause any unacceptable harm upon highway safety or the flow of traffic in the locality.
 - The design and construction of the proposal would have appropriate regard to environmental sustainability issues including energy and water conservation, renewable energy generation, and efficient resource use.

- The proposed development would meet the Council's policy objectives in terms of climate change, low carbon energy and sustainable construction.
 - The proposal would protect trees of amenity and biodiversity value.
- 3.5 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. Background

- 4.1 The current proposal forms part of the wider and ongoing redevelopment of the former Chase Farm Hospital site following the grant of outline planning permission for a replacement hospital, a 3FE primary school and construction of up to 500 residential units under reference 14/04574/OUT.
- 4.2 This permission has been partially implemented: the new hospital to the north of the site has been constructed and is in operation while the site known as 'Parcel A' to the south of the site has also been implemented by Linden Homes and comprises 138 residential units (reference: 16/05535/RM)
- 4.3 The remaining parcels of the former hospital site were purchased by the DfE in 2017 with a view to delivering 2 new schools (on parcels B2 and B3) alongside a residential development for up to 362 residential dwellings – up to the balance of residential units approved under the extant outline permission. The residential proposal is currently under consideration (ref 20/01923/OUT).
- 4.4 There is also an extant permission for a temporary single storey secondary school for 184 pupils on parcel C to be used for a temporary period of 1 year (September 2020 - September 2021). However, due to changes to the delivery timetable for the permanent schools, the DfE are now proposing to open temporary schools for both Wren Academy and One Degree Academy on Parcel C. The schools, if approved, would open in 2021 for two academic years. A planning application for this has been recently submitted to the Council.
- 4.5 This planning application and the delivery of the primary and secondary schools is linked to the redevelopment of the remainder of the site for residential development. A planning application which proposes a residential scheme is being reported to the meeting of Planning Committee on 3rd November.

5. Site and Surroundings

- 5.1 The application site is located within the Chase Farm Hospital estate which is located in the Highlands Ward of the borough. The site encompasses Parcels B2 and B3 along with currently private roads within the Hospital estate extending along Hunters Way to the adopted highway of Lavender Hill to the south and along Chace Village Road to The Ridgeway in the west.
- 5.2 The site is currently occupied by a number of redundant buildings associated with the former Chase Farm Hospital together with areas of hardstanding and soft

- informal landscaping. The Applicants have obtained Prior Approval for the demolition of all existing buildings on the site.
- 5.3 The site is bound to the north and north west by the new Chase Farm Hospital building, various ancillary facilities, vehicular access and car park. To the east lies Parcel B4 which also currently contains a number of former hospital buildings and forms part of the application site for the separate outline residential planning application (reference: 20/01923/OUT). Beyond this parcel lies the Barnet, Enfield and Haringey NHS Hospital buildings, and to the rear of this is a national rail line and fields forming part of the Green Belt.
- 5.4 To the south east of the site lies an additional former hospital parcel known as Parcel C. This also forms part of the application site for the proposed residential development. Prior to this use, it is the proposed home of the temporary schools as discussed in paragraph 4.4 of this report.
- 5.5 To the south west of the site lies new residential development constructed under the existing outline permission and subsequent reserved matters submission by Linden Homes. Abutting the site's western boundary is the former hospital clock tower building. This building along with the Morgue and Post Graduate buildings to the west are locally listed and are proposed for conversion to residential use as part of the outline residential proposals. Beyond this group of buildings and their surrounding hardstanding and landscape lies The Ridgeway classified road.
- 5.6 Vehicular access to the site is directly from Chace Village Road which runs along the southern boundary. This unadopted road is connected to the public highway (Lavender Hill) to the south via a further unadopted road, Hunters Way. Access to the site can also be gained from the hospital's internal access roads to the north west which connect with The Ridgeway.
- 5.7 Parcel B3 of the site has a PTAL rating of 3, while the majority of parcel B2 has a PTAL rating of 2. The closest bus stop to the site is located approximately 98m south, on Hunters Way. The closest railway station, Gordon Hill, is located 940m south east of the Site.
- 5.8 The site is not located within a Conservation Area and there are no Listed Buildings on the site. The locally listed Clock Tower building adjoins the western site boundary while the Morgue and Post Graduate buildings front the Ridgeway and do not adjoin the redline boundary for the schools
- 5.9 There are trees subject to Tree Preservation Orders on the secondary school site as well as within the wider masterplan area.
- 6. Proposal**
- 6.1 The proposed development would provide two new schools:
- a six form entry (900 pupils) and 360 place sixth form secondary school with associated community hub is proposed within the eastern part of the site (Parcel B3).

- A separate three form entry primary School (with 90 place nursery) is proposed within the western half of the site (Parcel B2).
- 6.2 The two school sites will be separated by a new extension to Hunters Way. The application also proposes highways works on Hunters Way and Chace Village Road in order to provide access to the schools (as well as the proposed future housing phases).
- 6.3 The main school buildings would be located to the south of their respective parcels, at the junction of Chace Village Road and the proposed Hunters Way extension. This would be the focal point within the development and both schools would have outdoor reception plazas at this location.

Proposed Secondary School (Wren Academy) - Detail

- 6.4 The proposed secondary school and associated community hub would provide teaching facilities for 1,260 pupils (six form entry and 360 place sixth form). It is expected that approximately 120 staff will work at the new school.
- 6.5 The proposed secondary school development would include the construction of a new L-shaped building to the south of Parcel B3 facing onto Chace Village Road and a community hub towards the north western corner of the site. In total the two buildings would provide 9,590sqm of floorspace.
- 6.6 The main school building would be four storeys in height along its western wing and three storeys in height along its northern wing. The building would have a flat roof and would predominantly be finished in two tones of brick.
- 6.7 The double height school hall would protrude from the southern elevation of the western wing and it is proposed this would be finished in lightly reflective, textured metal cladding.
- 6.8 The proposed community hub would be a two storey block and would comprise a double height sports hall and separate smaller activity studio alongside associated changing facilities at ground floor. Seven multi-functional teaching rooms, two at ground floor and five at first floor, would provide spaces for teaching as well as classroom style spaces for community uses. The community hub would be finished in the same brickwork and reflective, textured metal cladding as the main school building.
- 6.9 The community hub and the associated playing fields and MUGA would predominantly serve Wren Academy as an extension of its main building and provide sport and teaching facilities to its pupils. However, the hub and outdoor sports provision, together with the ground floor of main school building (dining area and halls), would be available for community use outside of school hours. A draft community use plan has been submitted as part of this application and highlights that the buildings would be available for a variety for community uses, including sports activities, church services, music schools and community learning from 18:00 - 22:00 during weekday term time and from 8:30 – 22:00 at weekends and weekdays during school holidays.

- 6.10 The main vehicular access point is proposed off Chace Village Road on the eastern boundary of the parcel. This access point leads into a staff and visitor car park with 36 car parking spaces. A separate egress point is proposed at the northern end of the car park to allow vehicular circulation. This car park would also contain a dedicated service bay/area for the proposed school with service/refuse vehicles utilising the same access and egress arrangement.
- 6.11 There would also be four dedicated disabled parking spaces, two for the main school and two adjacent to the community hub. Apart from access to these bays, the Hunters Way extension would not provide vehicular access into the secondary school site.
- 6.12 In terms of pedestrian access to the proposed secondary school, the main school entrance would be via the main entrance plaza at the south west corner of the parcel, at the junction of Chace Village Road and the proposed Hunters Way extension. This access point would be used by visitors as well as pupils and staff.
- 6.13 Pupils and staff would also be able access the site via several gates positioned around the perimeter fencing of the site. Two of these would be located off the Hunters Way extension (one of which would also be off the main entrance plaza); one within the car park at the eastern side of the site and one immediately north of the car park. A series of footways within the site would provide access to the main school building.
- 6.14 The main visitor pedestrian access to the community hub would be off the Hunters Way extension with additional staff and pupil access available to the rear of the building.
- 6.15 In terms of cycle parking, 72 covered cycle spaces would be provided for pupils and staff adjacent to the northern pedestrian access point off the Hunters Way extension. Ten visitor cycle spaces would also be provided adjacent to both the main school visitor entrance and community hub main entrance (20 in total).
- 6.16 In relation to landscaping, 3m high weldmesh fencing is proposed around the perimeter of the site. It has been setback to allow a landscape zone which would incorporate planted swales, hedging and tree planting. The existing TPO trees on the parcel would be retained as part of the proposed landscaping scheme. New trees would also be planted along the site boundaries and within the playground.
- 6.17 Hard landscaping areas in the form of the main entrance plaza within the south western corner of the site and around the main entrance of the community hub would be finished in concrete block paving.
- 6.18 In terms of sports provision, the proposed playing field would be capable of accommodating a 9 a side football pitch, or two 5 a side pitches as well as a 60m sprint track. The MUGA would be 37m x 18.5m (with a 4m perimeter fence) and would accommodate 3 courts for 5 a side football, netball or tennis. Permeable tarmac will be used on the MUGA.

- 6.19 The proposed 3FE primary school would provide 630 pupil places in the main school. It would also provide a nursery for 90 additional pupils. There would be approximately 85 members of staff.
- 6.20 The school would comprise a 3,470sqm building to the south east corner of Parcel B2. The building would be sited towards the junction of the Hunters Way extension and Chace Village Road. To the front of the school an entrance plaza would be provided.
- 6.21 External play space would mainly be focused behind the building, with the proposed school building providing enclosure to the play spaces to the rear.
- 6.22 To the north of the site would lie the school's playing pitches and hardcourt MUGA. A car park is proposed on the western boundary of the parcel and this would wrap around the existing hospital clock tower building.
- 6.23 The school building itself would be two storeys in height and V shaped in plan which would reflect the alignment of the surrounding highway network. Two teaching wings would be arranged either side of a central double height 'knuckle' which would accommodate the school halls, administrative functions and community facilities.
- 6.24 The external design of the school building would use a combination of brick and lightweight cladding. Two tones of brick would be used on the majority of the building. The projecting 'knuckle' would be clad in lightly reflective, textured metal cladding.
- 6.25 The main vehicular entrance would be off a newly proposed road that would connect Chace Village Road and the hospital internal road to the north. The access would lead into a 30 space staff car park. The new Hunters Way extension would provide vehicular access for deliveries and refuse collection with an off-street loading bay proposed.
- 6.26 The Hunters Way extension would also provide access to two disabled bays outside the school's main entrance.
- 6.27 The main pedestrian access would be in south eastern corner of the site adjacent to the junction of the proposed Hunters Way extension and Chace Village Road. This would also be used as the main access point for the community use of the school halls. Three additional pupil access points are also proposed; two from Chace Village Road and one from the Hunters Way extension.
- 6.28 30 covered cycle parking spaces for staff would be provided; 20 adjacent to the reception and KS1 pedestrian access off Chace Village Road and 10 adjacent to the KS2 entrance off the proposed Hunters Way extension. An additional 10 visitor spaces are proposed at the main entrance to the school.
- 6.29 It is proposed that the site would be enclosed by 3m high weldmesh fencing. This would be positioned behind a 4m wide dry swale, planting and street trees on the

public side of the fence. Along the eastern boundary, adjacent to the school building, a lower 1.2m fence line is proposed.

- 6.30 In terms of sports facilities, there would be a large playing field suitable for football pitches and there would also be 2 flexible courts within the MUGA. These facilities would be made available for community use outside school hours – 18:00 – 22:00 weekday term time and 8:45 – 22:00 on weekends and weekdays in school holidays. A draft community use agreement has been submitted as part of this application.

7. Consultation

Statutory and Non-Statutory Consultees

Internal

- 7.1 Traffic and Transportation : No objections subject to conditions and S106
- 7.2 Trees: No objections in principle, Any updates will be reported at the meeting.
- 7.3 Environmental Health: No objections subject to conditions relating to contamination remediation, emissions standards for construction vehicles, an acoustic report in case of mechanical plant and impact piling.
- 7.4 SUDs: No objections in principle but final comments will be reported to the meeting.

External

- 7.5 Thames Water: No objection subject to a condition relating to the existing water network infrastructure
- 7.6 Metropolitan Police - Designing Out Crime Officer: No objections in principle but final comments will be reported to the meeting.

Public

- 7.7 Consultation letters were sent to 1485 neighbouring occupiers (expiring 15.8.2020). Site notices were displayed from 28.7.2020 (expiring 18.8.2020) and a public notice was displayed in the local press (Enfield Independent) from 22.7.2020 (expiring on 5.8.2020).
- 7.8 In total 262 responses were received at the time of writing this report. 244 were in support of the application, 11 raised objection and 3 were neutral. There were 4 additional objections but on reading these related to the residential proposals submitted as part of the concurrent outline planning application and were not relevant to the current proposal.
- 7.9 In summary, the following support comments have been made:

- Essential infrastructural facility
- Provide a high standard of education
- Desperately needed in this part of the borough
- Modern, contemporary and very attractive design
- Rich environment for pupils
- Provide excellent facilities
- Impressive environmental credentials
- Glad to see land being developed into something useful
- Benefit to the local community
- Cohesive development (across primary school and secondary school)
- Like the amount of green space

7.10 In summary, the following objections have been raised:

- Affect local ecology
- Close to adjoining properties
- Inadequate access
- Strain on community facilities
- Inadequate public transport provisions
- Increase in traffic
- Development too high
- Increase of pollution
- Loss of light
- Loss of parking
- Loss of privacy
- More open space needed on development
- Noise nuisance
- Out of keeping with character of the area
- Over-development
- Roads will be busier, and junctions will become more dangerous
- Increase in congestion
- Anti-social behaviour
- Traffic congestion and noise at drop off and pick up times
- Too many forms of entry
- Area already struggles with traffic and noise this will make it worse
- Would completely change quiet, well-kept area of Enfield
- Buses and ambulances use Hunters Way, so it is not a safe road to have a school entrance
- Wouldn't sit comfortably with the existing health unit
- Traffic chaos
- Will detract from the peaceful and pleasant surrounding area
- No justification to have 2 schools located on sites next to each other
- Traffic assessment cannot be accurate as the existing residential development is not fully occupied (approx. 50%)
- There are other more appropriate sites within Enfield

- The Ridgeway cannot cope with any more traffic
- Increase in gangs and drug dealing
- Lack of infrastructure
- Erode the value of the area

7.11 The neutral comments were supportive in relation to the development of the schools in principle, but reservations were raised in relation to the following (in summary):

- Concerns about impact on traffic and how it will be successfully managed
- Active travel encouraged – particularly cycling
- Concern that there is insufficient parking and drop off bays proposed
- Concern raised regarding having balconies in a secondary school

8.0 Relevant Planning History

8.1 The site is subject to an extant outline planning permission (ref:14/04574/OUT), which approved a new hospital, a three-form entry primary school and up to 500 units of residential accommodation. The new hospital has been completed and Linden Homes have implemented the first phase of the residential element.

9. Relevant Planning Policies

9.1 London Plan (2016)

Policy 3.18	Education Facilities
Policy 5.1	Climate change mitigation
Policy 5.2	Minimising carbon dioxide emissions
Policy 5.3	Sustainable design and construction
Policy 5.7	Renewable energy
Policy 5.10	Urban greening
Policy 5.11	Green roofs and development site environs
Policy 5.12	Flood risk management
Policy 5.13	Sustainable drainage
Policy 5.14	Water quality and wastewater infrastructure
Policy 5.15	Water use and supplies
Policy 5.16	Waste self sufficiency
Policy 6.9	Cycling
Policy 6.13	Parking
Policy 7.4	Local character
Policy 7.6	Architecture
Policy 7.19	Biodiversity and Access to Nature

9.2 The London Plan – Intend to Publish (December 2019)

9.3 Following an Examination in Public into the submission version of the Plan and modifications, in December 2019 the Mayor published his Intend to Publish

London Plan. On 13 March 2020, the Secretary of State issued Directions to change a number of proposed policies.

- 9.4 In line with paragraph 48 of the NPPF, the weight attached to this Plan should reflect the stage of its preparation; the extent to which there are unresolved objections to relevant policies; and the degree of consistency of the relevant policies in the emerging Plan to the NPPF.
- 9.5 Whilst the published London Plan (2016) remains part of Enfield's Development Plan, given the advanced stage that the Intend to Publish version has reached, significant weight can be attached to it in the determination of planning applications (although there is greater uncertainty about those draft policies that are subject to the Secretary of State's Direction). The following policies are considered particularly relevant:

- GG1 Building Strong and Inclusive Communities
- GG2 Making the Best Use of Land
- GG3 Creating a Healthy City
- D2 Infrastructure Requirements for Sustainable Densities
- D4 Delivering good Design
- D5 Inclusive Design
- D8 Public realm
- D11 Safety, security and resilience to emergency
- D12 Fire Safety
- D14 Noise
- S1 Delivering London's Social Infrastructure
- S3 Education and childcare Facilities
- S5 Sports and recreation facilities
- G5 Urban greening
- G6 Biodiversity and access to nature
- G7 Trees
- SI1 Improving air quality
- SI2 Minimising greenhouse gas emissions
- SI3 Energy Infrastructure
- SI5 Water Infrastructure
- SI7 Reducing Waste
- SI12 Flood Risk Management
- SI13 Sustainable Drainage
- T1 Strategic approach to transport
- T2 Healthy Streets
- T4 Assessing and Mitigating transport Impacts
- T5 Cycling
- T6 Car Parking
- T7 Deliveries, servicing and construction
- DF1 Delivery of the plan and planning obligations

9.6 Core Strategy (2010)

- CP8 Education
- CP20 Sustainable Energy use and Energy Infrastructure
- CP21 Delivering Sustainable Water Supply, Drainage and Sewerage infrastructure
- CP22 Delivering Sustainable Waste Management
- CP30 Maintaining and Improving the Quality of the Built and Open Environment
- CP34 Parks, Playing Fields and Other Open Spaces
- CP36 Biodiversity

9.7 DMD (2014)

- DMD16 Provision of New Community Facilities
- DMD37 Achieving High Quality and Design-Led Development
- DMD38 Design Process
- DMD42 Design of Civic Buildings
- DMD45 Parking Standards and Layout
- DMD47 New Roads, Access and Servicing
- DMD49 Sustainable Design and Construction Statements
- DMD51 Energy Efficiency Standards
- DMD53 Low and Zero Carbon Technology
- DMD57 Responsible Sourcing of Materials, Waste Minimisation and Green Procurement
- DMD58 Water Efficiency
- DMD59 Avoiding and Reducing Flood Risk
- DMD60 Assessing Flood Risk
- DMD61 Managing Surface Water
- DMD78 Nature Conservation
- DMD79 Ecological Enhancements
- DMD80 Trees on Development Sites
- DMD81 Landscaping

9.8 Other Material Considerations

- National Planning Policy Framework (NPPF) 2019 (revised)
- National Planning Practice Guidance (NPPG)
- National Design Guide
- Enfield Characterisation Study

10. **Analysis**

Principle of Development

Educational Need

- 10.1 The proposals are considered in the context of relevant education related policy. Policy 3.18 (Education Facilities) of the London Plan 2016 states that:

“The Mayor will support provision of childcare, primary and secondary school, and further and higher education facilities adequate to meet the demands of a

growing and changing population...Development proposals which enhance education and skills provision will be supported, including new build, expansion of existing or change of use to educational purposes. Those which address the current and projected shortage of primary school places and the projected shortage of secondary school places will be particularly encouraged."

10.2 The policy continues and states that:

"In particular, proposals for new schools, including free schools should be given positive consideration and should only be refused where there are demonstrable negative local impacts which substantially outweigh the desirability of establishing a new school and which cannot be addressed through the appropriate use of planning conditions or obligations."

10.3 Policy 3.18 also states that:

"Development proposals which maximise the extended or multiple use of educational facilities for community or recreational use should be encouraged."

10.4 Strategic Objective 5 of the Enfield Core Strategy 2010 (Education, health and wellbeing) seeks to ensure the capacity and quality of local social infrastructure provision, including schools, is sufficient to meet the needs of Enfield's existing population and new residents.

10.5 The proposals must also have regard to Policy 8 (Education) of the Core Strategy which seeks to contribute to improving the lives and prospects of children and young people by supporting and encouraging provision of appropriate public and private sector pre-school, school and community learning facilities to meet projected demand across Enfield. It states that new facilities should be provided on sites that offer safe and convenient access by pedestrians, cyclists and public transport users, and schools will be encouraged to allow the use of buildings for other community purposes in the evenings and at weekends.

10.6 Having regard to the above policies, it is clear that the principle of providing new or enhanced educational facilities is strongly supported in principle by adopted policy and the strategic aims of the Council. This constitutes significant weight in favour of the proposed development when balancing the merits of the scheme.

10.7 It should also be noted a draft community use plan has been submitted for each school to show the parts of the premises which will be available for use by the community outside of school hours which is also a notable benefit associated with the development.

Character and Appearance

10.8 The NPPF (section 12) confirms that the Government attaches great importance to the design of the built environment, with good design being a key aspect of sustainable development. London Plan policies 7.4, 7.5 and 7.6 confirm the requirement for achieving the highest architectural quality, taking into consideration the local context and its contribution to that context. Design should

- respond to contributing towards “a positive relationship between urban structure and natural landscape features...” This is reflected in the emerging London Plan in Policies D4,D5 and D6
- 10.9 Civic buildings are required by DMD42 to be of a high standard and prominence within their community. They need to communicate their importance and function through architectural cues; they should positively address the public realm; have entrances which are prominent; and be designed to accommodate alternative uses.
 - 10.10 The schools currently proposed must be considered not only in the context of their respective sites but also in how they will relate to each other and how they will contribute to the character of the wider area. They need to respond to their setting as existing but must also have regard to the wider Chase Farm masterplan and future development proposals being considered for the remaining parcels of land.
 - 10.11 Mindful of this, it is considered appropriate to focus the school buildings at the junction of Chace Village Road and the Hunters Way extension. By concentrating the buildings and their main entrances, along with their respective reception plazas in this location, the space is identified as an important activity node which emphasises the civic presence of the schools, providing a legibility for the wider development.
 - 10.12 However, it is acknowledged that focusing the buildings around this junction means that new buildings cannot be dispersed around the perimeters of the schools and consequently, much of the site boundaries do not have active frontages and will be enclosed by 3m high weldmesh fencing together with generous landscaping which will also incorporate SUDs features.
 - 10.13 How best to address this has been carefully considered alongside the stated educational needs of the schools and their desire for adequate outdoor space for play and for formal sports provision. Consequently a number of alternative options have been considered and the design and siting of buildings for both schools has been revised to address this as much as it can,
 - 10.14 On balance, having regard to the significant need for educational facilities which weighs heavily in favour of the development, this approach is considered acceptable . However, it will be important for the quality and density of landscaping and associated SUDs features to be exceptional to minimise the visual impact of the fencing when viewed from the public realm.
 - 10.15 Turning to the buildings themselves, they are considered in turn below.

Secondary School and Community Building

- 10.16 The secondary school building would introduce a part 3, part 4 storey contemporary building at the junction of Chace Village Road and the Hunters Way extension. The simple form of the proposed building is considered acceptable and would allow for an efficient internal layout. The generous, slightly sunken, gathering space at the front of the site is welcome and is considered to provide a well thought out threshold to mark the school entrance.
- 10.17 Containing the multi-use community hub in a different building on the same site will allow for easy management of the two buildings. The community hub will also help activate a small additional portion of the site boundary.
- 10.18 The proposed car park would be located along the eastern site boundary. While it is considered there could be better arrangements for this, having regard to the stated operational requirements of the school, and the fact that there is space for tree planting and landscaping between the parking bays and the boundary, on balance, it is considered that the visual impact of the car parking can be minimised.

Primary School

- 10.19 The two-storey primary school building would be located on the opposite corner of Chace Village Road and the Hunters Way extension. The building addresses the corner well in terms of layout which is where the entrance and reception are sited. The scale and massing of the primary school is also considered to be acceptable.
- 10.20 The external play space for the nursery school is located at the front of the building between the building line and the public realm fronting on to Chace Village Road. There is concern is that there will be an immediate need to screen the boundary for safeguarding, which will result in little or no connection with the public realm. This matter has been raised with the applicant who contend that there will be sufficient planting and landscaping between the play space and the public realm to prevent overlooking or any safeguarding issues. A condition is therefore recommended to ensure that no additional solid screening is added in this location.
- 10.21 Having regard to the car park for the primary school, this will be accessed via the western site boundary and will wrap around behind the locally listed Clock Tower building, with no space for screening/ landscaping retained to the boundary. This matter has been raised with the applicants and they have advised that landscaping will be provided on the opposite side of the fencing. On balance, this is considered acceptable.

Conclusion

- 10.22 Overall, the proposed development is terms of its design, layout, scale, bulk and massing is considered acceptable and subject to appropriate conditions will not result in detrimental harm to the character and appearance of the wider area.

Traffic Generation, Access and Parking

- 10.23 Policy 6.3 of the London Plan and Policies T3 and T4 of the Intend to Publish London Plan require that the impact of development proposals on transport capacity and the transport network are fully assessed. The proposal must comply with policies relating to better streets (Policy 6.7), cycling (Policy 6.9), walking (Policy 6.10), tackling congestion (Policy 6.11), road network capacity (6.12) and parking (Policy 6.13). Policies DMD45 and 47 provide the criteria upon which developments will be assessed with regard to parking standards / layout and access /servicing.

Access and Circulation

- 10.24 The vehicle access to the main secondary school site is from an access road to the east, with other access from the Hunters Way Extension to serve the disabled parking bays. This approach is acceptable. The vehicle access to the primary school is from an access road to the west which is also acceptable.
- 10.25 It should be noted that the existing S38 agreement will need to be updated to reflect any changes to the configuration of the internal highway network. The Council's view remains that only roads providing a strategic function and linking to the public highway network will be considered for adoption. These matters are being discussed pro-actively between the applicant team and the Council with a view to confirming the extent of the S38 agreement. This can be incorporated into an appropriate plan within the Section 106 legal agreement.
- 10.26 Pedestrian and cycling access into the site are covered as part of the Active Travel Zone assessment below.

Delivery and Servicing

- 10.27 For the secondary school, deliveries and servicing will be undertaken within the car parking area within a dedicated loading bay which will be located in proximity to the building frontage. This approach is acceptable and sufficient space has been provided for larger vehicles to serve the site. To prevent several larger delivery vehicles being onsite at one time, the Applicant has advised that the school will manage their deliveries as they would be expected to do so in any regard to time them to avoid pupil pick-up and drop off. The school will work with suppliers to ensure time-managed deliveries are accommodated within the school site. In the unlikely event that two vehicles arrive simultaneously, there is considered to be sufficient space within the car park aisle to accommodate a waiting vehicle whilst the loading bay is temporarily in use.
- 10.28 For the primary school, deliveries and servicing will take place using a dedicated loading bay on the Hunters Way extension. Given the likely quantum and temporal distribution of trips, this approach is broadly acceptable. Should planning permission be granted, details will need to be secured via condition to make sure that demand is managed to prevent vehicles having to stop on the

highway if the loading bay is occupied. This can be included in the wider delivery and servicing plan condition.

- 10.29 A Construction Logistics Plan has been provided and is acceptable to the Council's Transportation Officer. Prior to implementation there should also be consultation with the Council's Highway Services and NRSWA teams. This can be secured by condition and has been agreed with the applicant.

Public Transport Accessibility and Active Travel Zones

- 10.30 The site is located within PTAL 2 to 3, with the frequent bus services for the hospital having a beneficial impact on public transport accessibility to the site. The submitted Transport Assessment (TA) notes that the site is well served by bus routes. However, there does appear to be a gap in connectivity to the west (Oakwood and Barnet) and the north-east, both of which could be areas the secondary school will serve. The applicant has commented on this point in their 'Transport Response' and has advised that whilst only three buses serve the Chase Farm site (W8, W9 and 313) they connect to a multitude of other buses a short distance away, largely focussed around Enfield town centre. These other bus services (e.g. 307/121/377/191) provide additional links to the north east and west of the Borough across the anticipated catchment of the school. It is not considered unreasonable for pupils (and staff) to have to use two bus services to reach the site. This position is accepted by Officers.

- 10.31 The TA also outlines the possible catchment for active modes (walking and cycling) which extends into surrounding areas. This indicates that a significant number of locations can be reached within generally accepted travel distances. However, the site is not directly served by a recognised cycle route so, given the increase in related trips, the development should support improvements to these links with a contribution expected via S106, particularly given that the Council is prioritising active travel. For the same reasons, a contribution towards improved pedestrian routes would also be expected. A contribution could go towards:

- Maintenance of vegetation along walking routes to ensure sufficient width is available to pedestrians.
- Reinstatement of the footway in places where it has been subject to damage.
- Provision of dropped kerbs where lack of provision exists.

- 10.32 The applicant has confirmed agreement to discuss contributions with the Council to improve the walking and cycling environment locally and these discussions are ongoing.

Trip Generation

- 10.33 The secondary school trip generation has been calculated using the same approach as for the previously approved temporary school provision, with an adjustment to reflect reduced staff parking being available on the proposed school site. There are also adjustments for factors such as pupil absence and after school clubs with assumptions based on experience from other sites. The

- primary school trip generation is based on the Chase Farm Hospital outline application with an adjustment to reflect staff travel patterns, then adjustments are made for factors such as pupil absence and after school clubs. For both there is then direct distribution of trips by mode.
- 10.34 For vehicle trips this means 480 total (in and out) AM peak trips, while for bus services there will be 436 trips in during the AM peak. Trips on foot are the highest with 782 into the wider site during the AM peak hour.
- 10.35 The submitted TA makes a case that all of these impacts can be reasonably accommodated on existing transport networks and services. The supplementary Transport Note makes clear that the trip generation assessment undertaken within the TA includes the entire cumulative impact of the wider Chase Farm development. This includes all trips anticipated by the primary school and secondary school, the approved and built housing (up to 500 units) and the existing hospital. This is considered acceptable.
- 10.36 With respect to bus impact, the assessment within the TA accounts for all existing development in addition to that which will be expected to be generated by the proposed two schools and 362 proposed dwellings. Within the TA it is recognised that the schools will have the greatest potential impact; however, the entire cumulative assessment is considered.
- 10.37 Following discussions, additional consideration has been given to the bus impact associated with the residential dwellings constructed as a part of Parcel A in the event that the impact assessment undertaken within the TA did not account for these units by virtue of the dwellings not being occupied at the time the TfL baseline data was collected which informed the assessment.
- 10.38 Using the trip generation methodology set out within the TA undertaken to support the original planning permission for the redevelopment of Chase Farm, the 162 dwellings which comprise Parcel A would be expected to generate only 7 person bus trips across the morning peak hour.
- 10.39 As set out in the Transport Assessment prepared for both the school and housing planning applications, the point of greatest bus usage is in proximity to the Chase Farm Hospital where occupancy reaches 32% with as many as 177 spare spaces available across all 3 bus services that operate.
- 10.40 As such, the additional demand created by a further 7 person bus trips associated with Parcel A would not affect the conclusions of the TA whereby it is concluded that each of the three bus services that operate to Chase Farm in the morning peak hour have limited existing usage with plentiful spare capacity available to accommodate additional patronage. It is therefore concluded that it has been demonstrated that existing bus capacity is sufficient to accommodate the additional trips generated from the schools and residential development.
- Highway Network*
- 10.41 Junction capacity assessments using industry standard models have been undertaken with data from 2014 which, in terms of vehicle volumes, is broadly

comparable to counts undertaken in 2019 (these counts were not undertaken for the purposes of junction modelling). Of the six junctions assessed, whilst more capacity is utilised (notably Hunters Way / Lavender Hill) they all continue to operate within maximum capacity.

- 10.42 After discussion with the Council's Transportation Officer, the submitted Transport Note has given further consideration to the impact on junction capacity which has further demonstrated that there is spare capacity to accommodate the additional trips forecast.

Parking

- 10.43 Cycle parking, including space for larger cycles, in line with the Intend to Publish London Plan is provided. This is acceptable and details of the design of this parking and final locations can be secured by way of a planning condition.
- 10.44 With regard to the 6 Form Entry secondary school accommodating, it is proposed that 40 car parking spaces will be provided for use by staff only (120 FTE staff), with 4 of these designated for disabled users (this level of disabled parking provision is in line with London Plan standards). In addition, electric vehicle charging infrastructure will need to be provided. These details can be secured by way of planning condition which has been agreed with the applicant.
- 10.45 In relation to the 3 Form Entry primary school, there will be 30 car parking spaces for 85 FTE staff and visitors. It has not been confirmed what provision is being made for disabled drivers and electric vehicle charging. These details can be secured by way of planning condition and this has been agreed with the applicant.
- 10.46 It is noted that the proposed level of car parking is below what might be expected for a school development, as is the absence of drop off and pick up facilities (with the exception of pupils with specific needs including those with disabilities). Therefore, to make this shortfall acceptable mitigation measures must be put in place to support people to use active and sustainable travel modes and deter them from overspill parking in nearby streets. This may need the provision of additional parking controls in the area and so a contribution is being sought to deliver these if required. This has been agreed in principle with the Applicant and discussions are ongoing in connection with the necessary legal agreement.

Travel Plan

- 10.47 The provision of a Framework Travel Plan and intention to provide separate travel plans for each school are noted. Details can be secured by way of a planning obligation. There will also need to be a travel plan monitoring contribution for each plan as well as TRICs compliant surveys. This has been agreed by the applicant.

Mitigations

10.48 The submitted TA notes that various transport improvements were secured as part of the original Chase Farm Hospital application. However, given the overall increase in the intensity of use proposed for these parcels it is appropriate to seek further mitigations to address the cumulative impacts of the intensification of use as follows:

- S38 agreement in respect of the highway for adoption as maintainable at public expense.
- Active travel zone improvements.
- Cycling and walking enhancements.
- Delivery and servicing management details to be secured by planning condition.
- Parking controls and related traffic orders as well as relevant lines and signage delivered as part of the S38 agreement – Approximately £10k.
- Travel plan monitoring – Approximately £5k per plan.
- Commitment to provide TRICS compliant surveys with the frequency to be agreed.

10.49 The applicant has confirmed that it is willing to collaborate with the Council in regard to these matters. The exact financial contribution required to facilitate the enhancements will be captured within a S106 Agreement. However, the Applicant is agreeable to the extent of financial contributions required which are in the order of £50,000 (not including the S38 works).

Conclusion

10.50 Having regard to the above, including the recommended conditions and mitigations via S106 Agreement, the proposed development is considered acceptable in relation to traffic generation, access and parking.

Impact on Residential Properties

Light and Outlook

10.51 Given their separation to existing residential properties, the proposed schools will not result in an unacceptable loss of light or outlook for the nearest residential occupiers. The nearest existing residential properties are located opposite the primary school (2-storey) on Parcel A of the Chase Farm site and comprise part of the Linden Homes development. These properties are separated from the application site by Chace Village Road and a landscape buffer (a distance of approximately 10m)

10.52 Having regard to the future residential development proposals and the wider Chase Farm masterplan, the schools are sufficiently detached from the residential accommodation indicated so as not to have an unacceptable impact.

Noise and Disturbance

10.53 Paragraph 180 of the NPPF considers noise impacts of development. It confirms that policies and decisions should aim to:

- avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of new development;
- mitigate and reduce to a minimum other adverse impact on health and quality of life arising from noise from new development, including through the use of conditions;
- recognise that development will often create some noise and existing businesses wanting to develop in continuance of their business should not have unreasonable restrictions put on them because of changes in nearby land uses since they were established; and
- identify and protect areas of tranquillity which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason.

10.54 London Plan Policy 7.15 and Policy D14 of the London Plan (Intend to Publish) encourages development proposals to manage noise through appropriately locating noisy activity away from noise sensitive receptors or through mitigation where appropriate. Core Policy 32 recognises the noise pollution should be minimised and DMD68 provides the criteria upon which developments will be assessed.

10.55 Having regard to the current proposal, the provision of two schools will undoubtedly result in some additional noise and general disturbance, particularly at school drop off and pick up times. However, it is considered that the proposals are unlikely to have an unacceptably detrimental impact on residential development particularly having regard to the separation to the neighbouring residential occupiers (existing and proposed) and the suburban setting of the site where a certain level of noise and activity must be expected.

10.56 Furthermore, no concerns have been raised by Environmental Health. Conditions in relation to contamination, emissions standards, submission of an acoustic report and impact piling have been recommended should planning permission be granted.

Lighting

10.57 The NPPF advises that through the encouragement of good design, policies and decisions should limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation. The supporting text to London Plan policy 7.5 confirms the balance that must be struck between issues of safety / security and reducing light pollution. Core Policy 32 recognises the need to minimise light pollution and DMD69 confirms that development which

results in light pollution that has a harmful impact on local amenity, nature conservation/wildlife and environment will not be permitted. Restrictions on the hours of operation may be imposed.

10.58 An external lighting plan has not been submitted with this application. It is recommended that this be required by condition. However, it has been confirmed that no floodlighting for the MUGAs is proposed. Should floodlighting be required in the future, planning permission would be required

10.59 This is considered acceptable in relation to the aforementioned policies.

Impact on Chase Farm Hospital Users

10.60 Having regard to the above assessment on residential amenity, the relationship to the use of the adjoining hospital must also be assessed. It is considered that the schools will not have an adverse impact on existing hospital users and will represent a compatible use adjacent to the hospital site. The main activity associated with the schools will be located in close proximity to their main buildings and entrances at the junction of Chace Village Road and the Hunters Way extension which is separated from the hospital buildings by in excess of 80m.

10.61 The playing pitches and MUGAs will be in closer proximity to the hospital site, however activity in these areas will largely be organised and supervised which will reduce noise and disturbance. Restrictions on external lighting, and confirmation that the MUGAs will not be flood lit, will minimise use of these areas during unsociable hours and times of use can also be managed through the Community Use Agreement. The draft Community Use Agreement submitted states that use of external areas will cease at 22:00. A final version of the Community Use Agreement will be required by condition.

Conclusion

10.62 Having regard to the above assessment, it is considered that whilst the schools will result in a greater intensity of use, the impact on neighbouring amenity, subject to the recommended conditions, will not be unacceptable.

Climate Change – Sustainable Design and Construction

Biodiversity/Ecology

10.63 Policy 7.19 of the London Plan (“Biodiversity and access to nature”) and Policy G6 of the London Plan (Intend to Publish) requires development proposals to make a positive contribution, where possible, to the protection, enhancement, creation and management of biodiversity. Furthermore, Core Policy 36 of the Core Strategy confirms that all developments should be seeking to protect, restore, and enhance sites while policy DMD79 advises that onsite ecological enhancements should be made where a development proposes more than 100 sqm of floor space, subject to viability and feasibility.

- 10.64 An ecological appraisal has been submitted with this application. The trees and scrub on-site have been assessed as offering habitat suitable for use by nesting birds during March and August, inclusive. Areas of species-poor semi-improved grassland, scrub and woodland have also been identified as offering habitat for common reptile species, and several buildings and trees were identified as offering bat roosting habitat. It is noted that the comments in relation to reptiles relate to parcel C (part of the residential site) and therefore are not considered further here.
- 10.65 In relation to bats, a further bat survey has been undertaken as required which includes recommendations to prevent unacceptable impacts. These relate to minimising light pollution and checking potential nesting sites by an appropriately qualified ecologist prior to any works. A condition is recommended that the development proceeds in accordance with the recommendations of the bat survey.
- 10.66 In relation to nesting birds, it is recommended that vegetation clearance be undertaken outside of the breeding bird season. If this is not feasible, then a survey of all vegetation to be disturbed should be performed within a 48 hour period prior to works, to identify any nests present. Should any active nests be found, then all work in these areas will have to wait until all young have fully fledged. A condition to this effect is recommended.
- 10.67 A condition in relation to ecological enhancement is also recommended to enhance the ecological value of the site in line with Policy DMD 79.

Energy

- 10.68 Policy DMD 51 sets out the Councils energy efficiency standards. All developments will be required to demonstrate how the proposal minimises energy-related CO₂ emissions in accordance with the following energy hierarchy:
- a. Maximising fabric energy efficiency and the benefits of passive design;
 - b. Utilising the potential for connection to an existing or proposed decentralised energy network in accordance with DMD 52 'Decentralised Energy Networks';
 - c. Demonstrating the feasibility and use of low or zero carbon technology in accordance with DMD 53 'Low and Zero Carbon Technology'; and, where applicable,
 - d. Financial contributions
- 10.69 Paragraph 148 states that the planning system should support the transition to a low carbon future in a changing climate. It should help to shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure.
- 10.70 The applicant has provided an Energy Statement that confirms that the project has been designed in line with the London Plan Energy Hierarchy with a focus on

a fabric first energy strategy. The document confirms that by utilising photovoltaic panels on both school sites an energy saving of 57% over part L of building regulations (2013) can be achieved – in excess of the 35% reduction required by Council policy. Compliance with the submitted energy statement will be required by condition.

- 10.71 The application is also accompanied by a BREEAM pre-assessment for each school site. They indicate that each site can achieve a 'Very Good' rating. The assumptions made are reasonable and, in relation to the above potential condition, the applicants have committed to continued monitoring of energy performance. The building has been designed to minimise energy consumption by using passive design features, such as: mechanical ventilation with heat recovery, a hybrid ventilation system, maximising natural daylighting, passive cooling via exposed thermal mass, utilising a smart building management system incorporating zoning and metering, and provision of a photovoltaic (PV) array mounted south facing at a 30° pitch on the flat roof of the new building.

Sustainable Drainage Systems (SUDs)

- 10.72 London Plan policies 5.12 and 5.13 as well as Policy SI13 of the London Plan (Intend to Publish) require the consideration of the effects of development on flood risk and sustainable drainage respectively. Core Policy 28 (“Managing flood risk through development”) confirms the Council's approach to flood risk, inclusive of the requirement for SuDS in all developments while Policy DMD59 (“Avoiding and reducing flood risk”) confirms that new development must avoid and reduce the risk of flooding, and not increase the risks elsewhere and that Planning permission will only be granted for proposals which have addressed all sources of flood risk and would not be subject to, or result in unacceptable levels of flood risk on site or increase the level of flood risk to third parties.
- 10.73 DMD61 (“Managing surface water”) also requires the submission of a drainage strategy that incorporates an appropriate SuDS scheme and appropriate greenfield runoff rates.
- 10.74 The site is located in Flood Zone 1 and is therefore not at risk of flooding from rivers. From the available information, surface water, groundwater and artificial sources are considered to present low risks of flooding to the site.
- 10.75 All types of development including ‘More Vulnerable’ developments are considered appropriate land uses within Flood Zone 1. The proposed development is therefore appropriate in the context of current National Planning Policy, and the proposals are considered appropriate for the site location.
- 10.76 In relation to the detailed SUDs strategy proposed, discussions are ongoing between the Council's SUDs Officer and the applicant team in order to optimise the SUDs solution for the site. Further details will be reported to the planning committee and conditions detailed as necessary.

Trees and Landscaping

- 10.77 Policy DMD 80 requires the retention and protection of trees of amenity and biodiversity value on a site and in adjacent sites that may be affected by proposals. Policy DMD 81 ensures development must provide high quality landscaping that enhances the local environment.
- 10.78 Tree Preservation Order (TPO) 386/2015 covers several trees on the secondary school site as well as within the wider Chase Farm masterplan area. In relation to the schools, there are 3 Category A TPO trees within the secondary school site boundary. These include an English Oak identified as T9 and a group of two London Plane identified as G18.
- 10.79 The submitted proposals seek to retain the existing TPO trees as part of the proposed landscaping scheme and additional tree planting is also proposed (39 additional trees are proposed on the secondary school site and 49 additional trees are proposed on the primary school site).
- 10.80 Some clarification is being sought in relation to TPO tree T9 and the effect of the proposed sports pitch on the root protection area of this tree having regard to the likely need to excavate the ground in very close proximity to achieve a level playing pitch and an update will be provided at Planning Committee

Conclusion

- 10.81 Subject to satisfactory resolution of outstanding matters in relation to trees and SUDs, the design and construction of the proposal would have appropriate regard to environmental sustainability issues.

Secure by Design

- 10.82 Principles of Secure by Design have been addressed in the submitted Design and Access Statement. The approach is currently under review by the Designing Out Crime Officer and, once received, his findings will be reported to the Planning Committee. In the meantime, a Secure by Design condition is recommended to ensure that these matters are fully addressed.

Fire Strategy

- 10.83 The submitted Design and Access Statement states that the proposed building has been designed to meet the functional requirements of Part B of the Building Regulations 2010 (as amended) by following the guidance of BS 9999 (2017). However, a detailed fire strategy has not been submitted. Although matters of fire safety are more appropriately controlled under the building regulations, having regard to Policy D12 of the Intend to Publish London Plan, to this end a condition is recommended that a full fire strategy, to be considered in consultation with the London Fire Commissioner, be submitted for approved.

Section 106 (S106) Obligations

Highways

- 10.84 A S106 agreement will be required in order to mitigate against transport implications of the development. The final Heads of Terms are to be agreed with the applicant but are broadly set out in para.10.49 of this report.

Employment and Skills

- 10.85 There is a requirement for an Employment and Skills Strategy in accordance with the provisions of the Council's adopted Section 106 SPD. The Council is committed to maximising the number and variety of jobs and apprenticeships available to residents of the borough and maintaining and encouraging the widest possible range of economic activity, including the availability of a skilled labour force. To this end, the Council will seek agreement with developers to secure appropriate planning obligations for employment and training initiatives as part of development proposals. The Council is committed to maximising the number and variety of jobs and apprenticeships available to residents of the borough and maintaining and encouraging the widest possible range of economic activity, including the availability of a skilled labour force.
- 10.86 Provision, agreement and implementation of an Employment and Skills Strategy will form part of a S106 Agreement.

Community Infrastructure Levy (CIL)

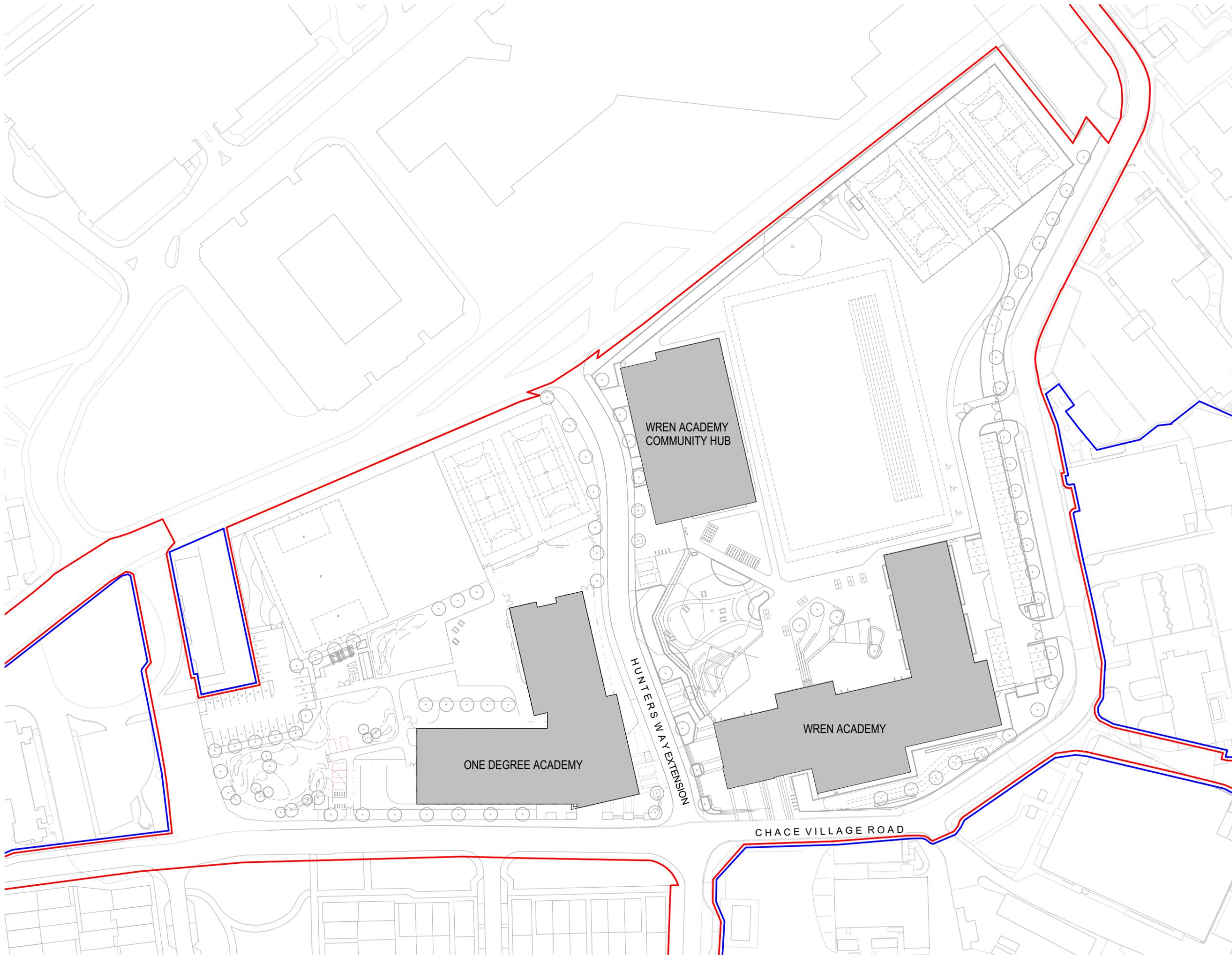
- 10.87 As of April 2010, legislation in the form of CIL Regulations 2010 (as amended) came into force which would allow 'charging authorities' in England and Wales to apportion a levy on net additional floorspace for certain types of qualifying development to enable the funding of a wide range of infrastructure that is needed as a result of development.
- 10.88 Due to the educational nature of the development however, the development is exempt from making a CIL payment.

11. Conclusion

- 11.1 Planning decisions on applications are made must be made in accordance with the provisions of the "development plan" having regard to any other material considerations.
- 11.2 Currently there is need for school places and insufficient provision for education in the Borough, particularly secondary provision in North West Enfield. Given the limited availability of sites to meet such need, this situation weighs heavily in favour of the development as part of a balanced planning judgement.
- 11.3 The reasons for recommending approval of this application are:

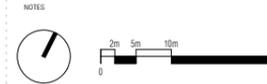
- The principle of the development is appropriate given its size, form and detailed design.
- The site was selected following a review of available sites and it was considered that the site was the only available and suitable site for the proposed development without encroaching into the Green Belt
- The proposal would not have an unacceptably detrimental impact on the character and appearance of the area.
- The proposed development would meet an identified need for educational facilities.
- The development by virtue of its size, location and proximity would not harm the amenity of neighbouring residents.
- The proposal would not cause any unacceptable harm upon highway safety or the flow of traffic in the locality.
- The design and construction of the proposal would have appropriate regard to environmental sustainability issues including energy and water conservation, renewable energy generation, and efficient resource use.
- The proposed development would meet the Council's policy objectives in terms of climate change, low carbon energy and sustainable construction.
- The proposal would protect and/or replace trees of amenity and biodiversity value.

11.4 Having regard to the above assessment it is recommended that planning permission be granted subject to conditions and a S106 Agreement.



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KEY PLAN



KEY:
— ONE DEGREE & WREN ACADEMY SITE BOUNDARY
— DIE OWNERSHIP

REV	DATE	DESCRIPTION	BY	CHKD

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 architecture + interior design
 london + prague

CLIENT
 BOWMER & KIRKLAND
 PROJECT
 ONE DEGREE ACADEMY

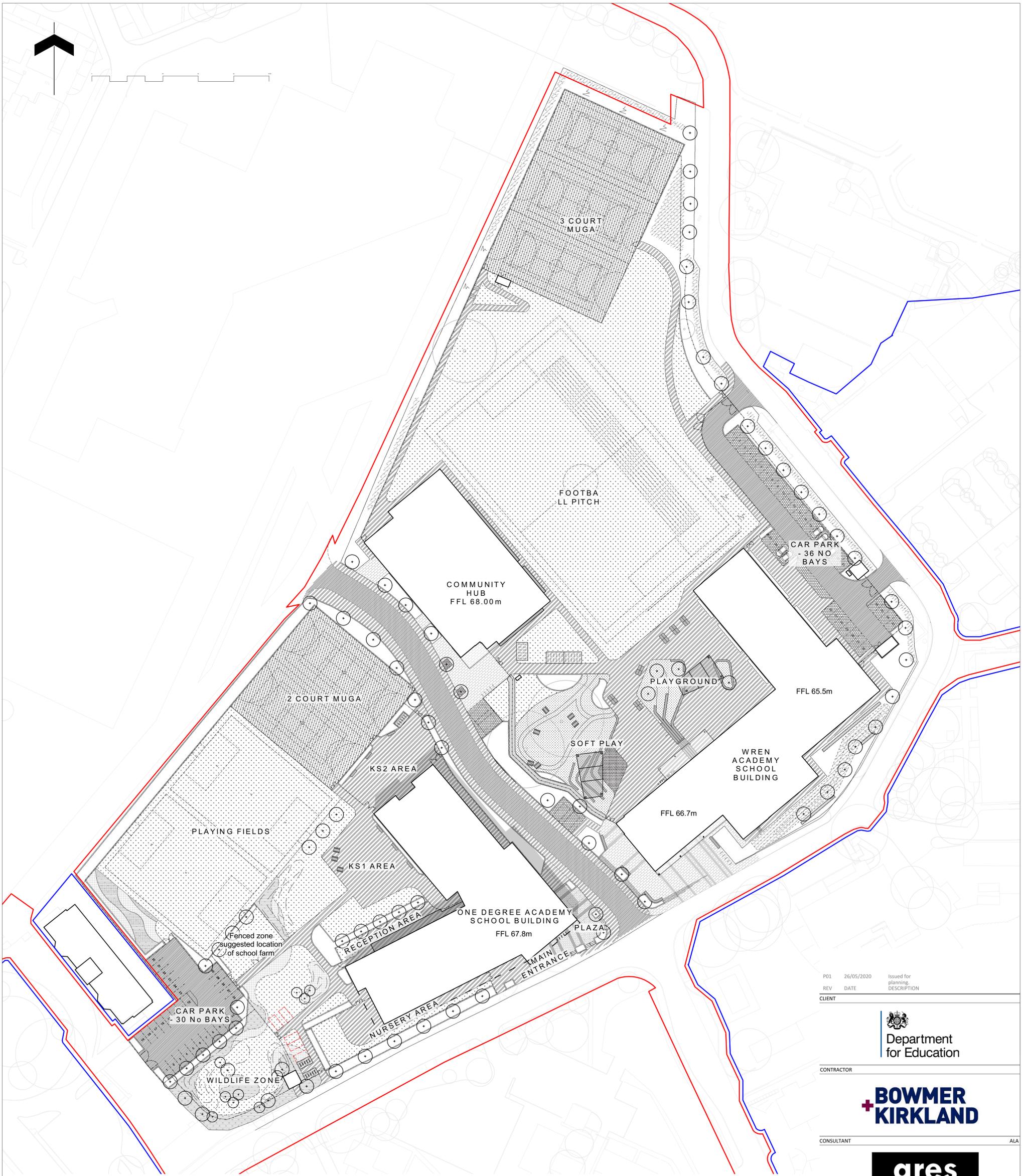
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 PLANNING APPLICATION
 PROPOSED SITE PLAN

SCALE
 1:500

SHEET
 A1

DRAWING NO
 FS0404-JWA-ZZ-ZZ-DR-A-0004 PO1

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REV	DATE	Issued for planning DESCRIPTION
P01	26/05/2020	

CLIENT



CONTRACTOR



CONSULTANT

ALA



PROJECT

One Degree Academy & Wren Academy, Enfield

DRAWING TITLE

Whole Site Landscape General Arrangement

DRAWING PURPOSE

S2 - PLANNING

DRAWN BY	DATE	CHK'D BY	SCALE	MEDIA
TB	13/03/2020	CW	1:500	A1

CONTRACT DRAWING REFERENCE (AS REQUIRED)

PROJECT - ORIGINATOR - ZONE - LEVEL - TYPE - ROLE - NUMBER	REVISION
FS0404-ALA-00-XX-DR-L-0101	P01

- Site**
- Planning Application Boundary
 - Ownership Boundary
 - Proposed Building
 - Canopy / Building Overhang
- Planting**
- Proposed Tree
 - Grass Seed
 - Amenity Planting
 - Bulb Planting
 - Meadow Planting

- Paving**
- Pedestrian Tarmac To Engineer's Specification
 - Vehicular Tarmac To Engineer's Specification
 - MUGA Permeable Surface To Engineer's Specification
 - Concrete Block Paving
 - Feature Paving Banding

- Furniture**
- Seating Bench 600 x 2200mm
 - Picnic Table Set
 - Cycle Stands
 - Cycle Shelter
 - Proposed Canopy
 - Proposed Steps

- Fencing and Structures**
- Proposed Fencing Refer to Fencing General Arrangement for details
 - Proposed Gates Refer to Fencing General Arrangement for details

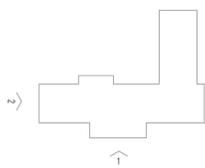


1 SOUTH-EAST ELEVATION
3001 1:200



2 SOUTH-WEST ELEVATION
3001 1:200

KEY PLAN



NOTES

- 1 BRICK TYPE A1
- 2 BRICK TYPE A2
- 3 METAL CLADDING
- 4 PPC ALUMINIUM WINDOW
- 5 PPC ALUMINIUM DOOR
- 6 PPC ALUMINIUM CURTAIN WALLING
- 7 PPC ALUMINIUM LOUVRE
- 8 PPC BACK PAINTED GLAZING
- 9 ZONE FOR SIGNAGE

REV	DATE	DESCRIPTION	DRAWN BY	CHECKED BY
P01	28.05.20	PLANNING APPLICATION ISSUE	AK	WG
P02	22.08.20	PLANNING APPLICATION ISSUE	AK	WG

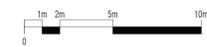
DRAWING TITLE
**PLANNING APPLICATION
 PROPOSED ELEVATIONS
 SOUTH-EAST & SOUTH-WEST**

CLIENT
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 PROJECT
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FS0509-JWA-01-ZZ-DR-A-3001 P02

SHEET
 A1



1 SOUTH ELEVATION
3001 1:200



2 WEST ELEVATION
3001 1:200

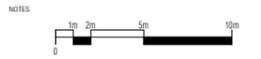
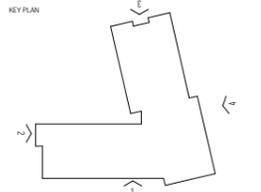


3 NORTH ELEVATION
3001 1:200



4 EAST ELEVATION
3001 1:200

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- 1 BRICK TYPE C1
- 2 BRICK TYPE C2
- 3 BRICK TYPE C3
- 4 ZONE FOR SIGNAGE
- 5 METAL CLADDING SYSTEM
- 6 PERFORATED METAL CLADDING SYSTEM
- 7 PPC ALUMINIUM DOORS & LOUVRES
- 8 PPC ALUMINIUM WINDOWS & LOUVRES
- 9 PPC ALUMINIUM CURTAIN WALLING
- 10 PPC BACK PAINTED GLAZING

PET 28.05.20 PLANNING APPLICATION ISSUE AK MG

REV	DATE	DESCRIPTION	DRWN	CHKD

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CLIENT
BOWMER & KIRKLAND
PROJECT
ONE DEGREE ACADEMY

DRAWING TITLE
PLANNING APPLICATION
PROPOSED ELEVATIONS

SCALE 1:200 SHEET A1

DRAWING NO. REV
FS0404-JWA-01-ZZ-DR-A-3001 PO1

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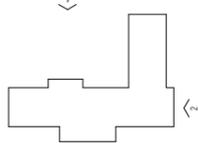


1 NORTH-WEST ELEVATION
3002 1:200



2 NORTH-EAST ELEVATION
3002 1:200

KEY PLAN



NOTES

- 1 BRICK TYPE A1
- 2 BRICK TYPE A2
- 3 METAL CLADDING
- 4 PPC ALUMINIUM WINDOW
- 5 PPC ALUMINIUM DOOR
- 6 PPC ALUMINIUM CURTAIN WALLING
- 7 PPC ALUMINIUM LOUVRE
- 8 PPC BACK PAINTED GLAZING
- 9 ZONE FOR SIGNAGE

REV	DATE	DESCRIPTION	DRAWN BY	CHECKED BY
01	28.05.20	PLANNING APPLICATION ISSUE	AM	MC

DRAWING TITLE
PLANNING APPLICATION
PROPOSED ELEVATIONS
NORTH-WEST & NORTH-EAST

CLIENT
BOWMER + KIRKLAND
PROJECT
WREN ACADEMY

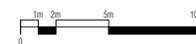
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SCALE
1:200
SHEET
A.1
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FS0509-JWA-01-ZZ-DR-A-3002 P01

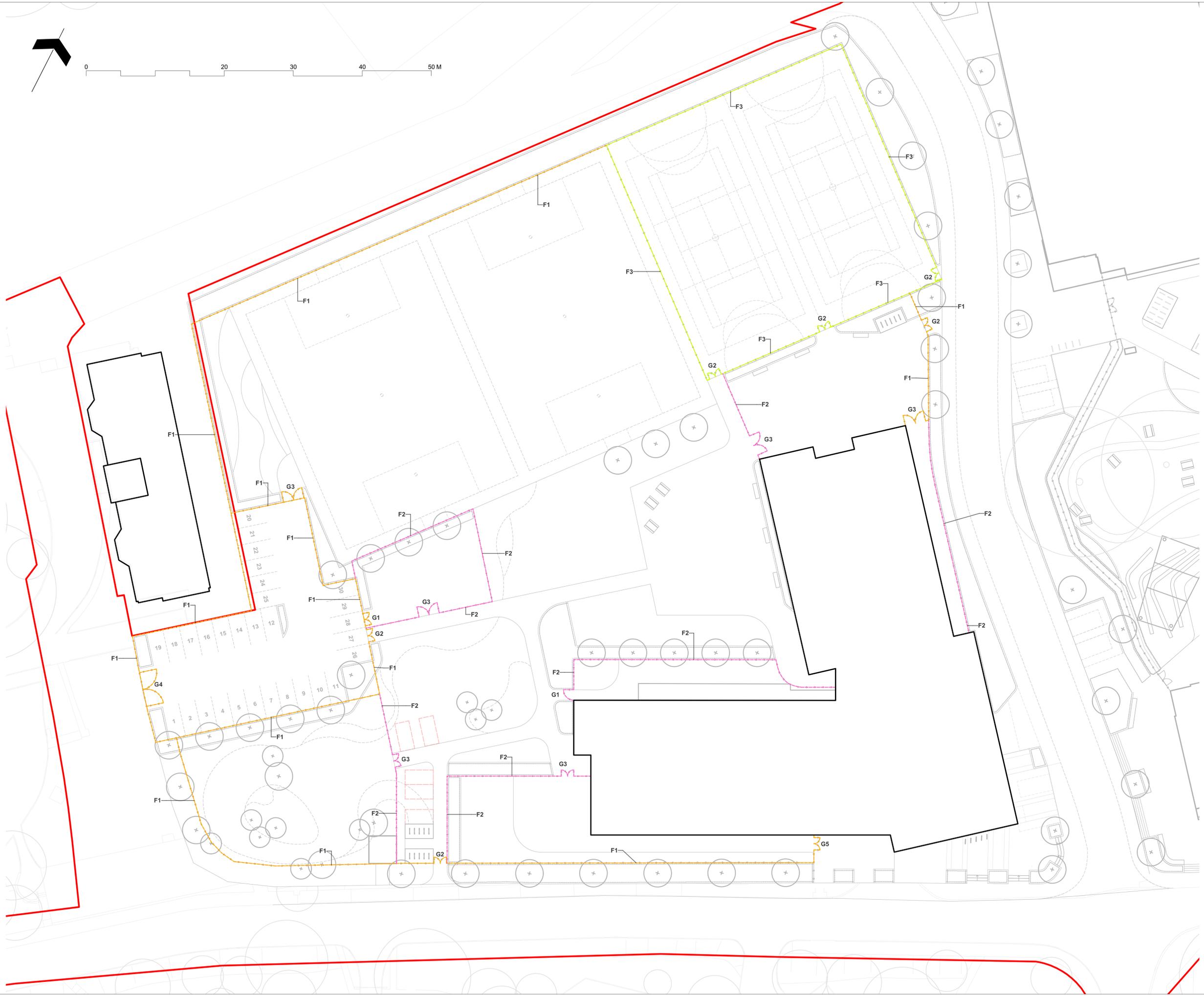




Site
— Planning Application Boundary

Fencing Types
F1 3m height
Perimeter Security Weldmesh Fencing
F2 1.2m height
Bow Top Railing
F3 3m height
MUGA Fencing

Gate Types
Panel style to match adjacent fencing
G1 1.5m width
Single Leaf Gate
Manual opening
G2 1.8m width
Double Leaf Gate
Manual opening
G3 3m width
Double Leaf Gate
Manual opening
G4 5m width
Double Leaf Gate with
Automatic electronic opening
G5 1.8m width
Double Leaf Gate with
Automatic electronic opening



P01	26/05/2020	Issued for planning.
REV	DATE	DESCRIPTION

CLIENT

Department for Education

CONTRACTOR


CONSULTANT

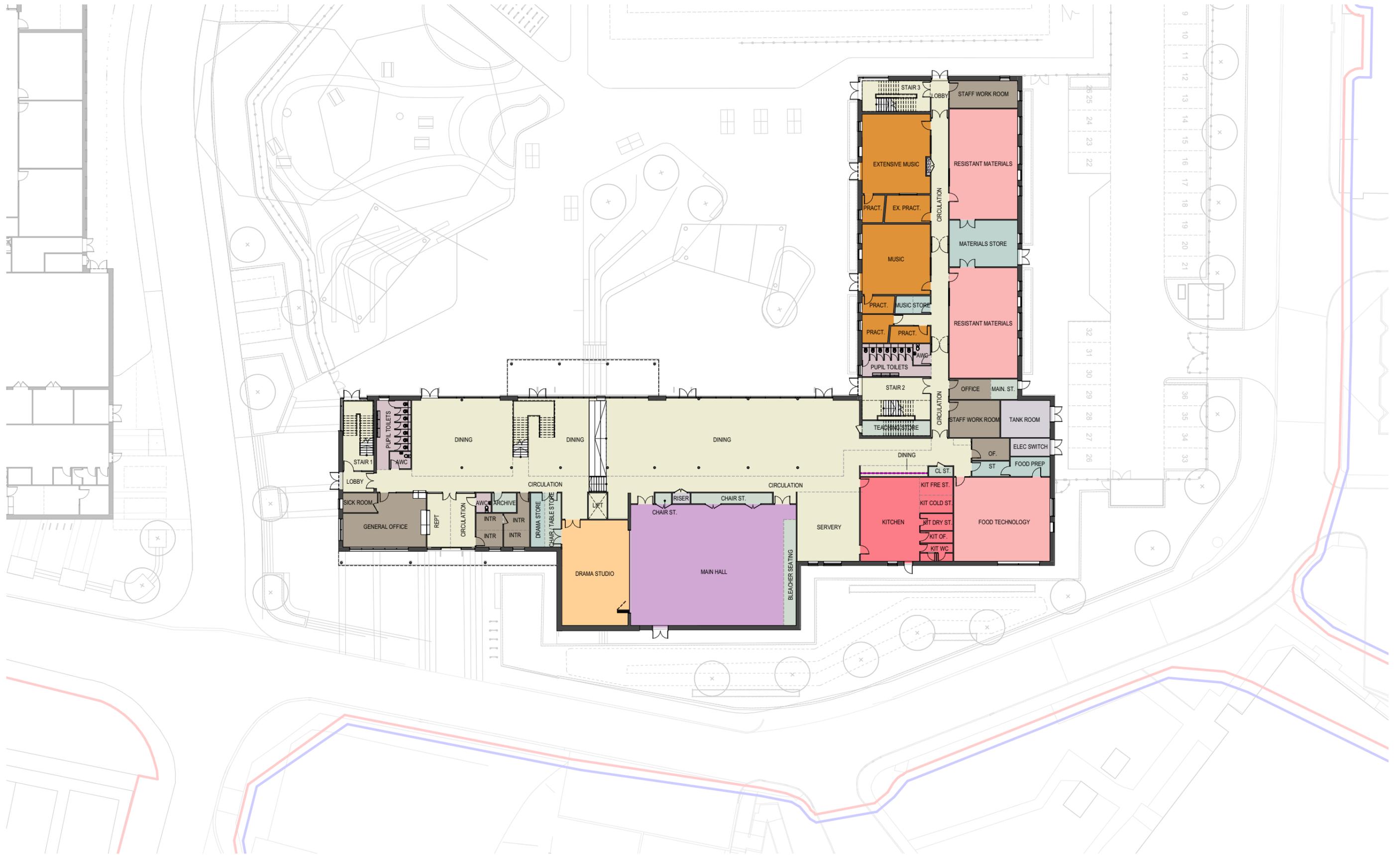

PROJECT
One Degree Academy

DRAWING TITLE
Fencing General Arrangement

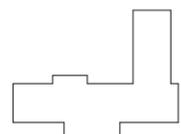
DRAWING PURPOSE
S2 - PLANNING

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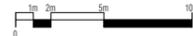
PROJECT - ORIGINATOR - ZONE - LEVEL - TYPE - ROLE - NUMBER	REVISION
FS0404-ALA-00-XX-DR-L-0303	P01



KEY PLAN



NOTES



WREN ACADEMY & ONE DEGREE ACADEMY SITE BOUNDARY



DfE OWNERSHIP

REV. DATE DESCRIPTION

REV. 28.05.20 PLANNING APPLICATION ISSUE

DRAWN BY

AK MC

DRAWING TITLE
 PLANNING APPLICATION
 PROPOSED PLANS
 GROUND FLOOR

CLIENT
 BOWMER + KIRKLAND
 PROJECT
 WREN ACADEMY

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SCALE
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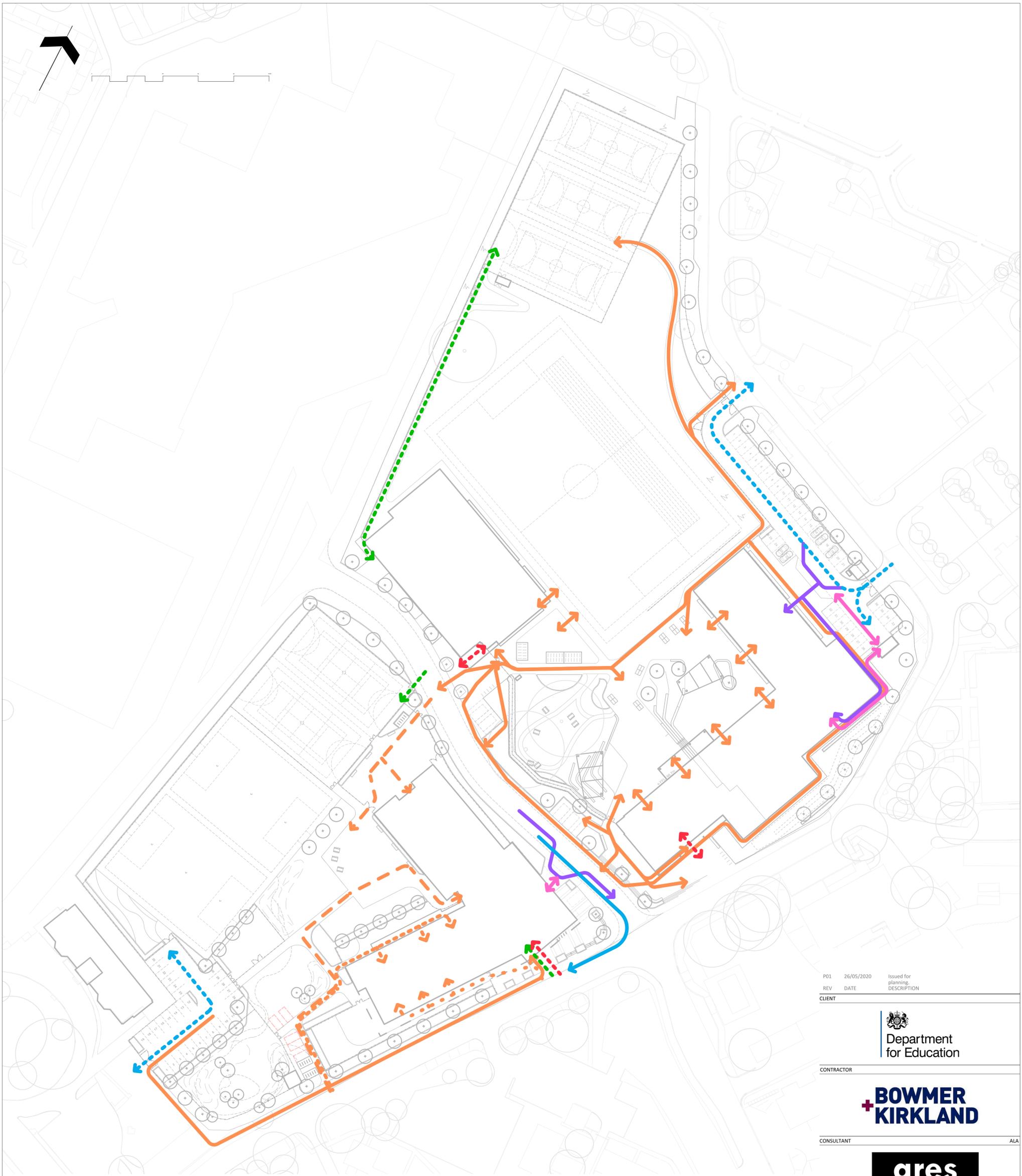
SHEET
 A1

DRAWING NO.

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- Pedestrian**
- Nursery Circulation
 - Reception Circulation
 - KS1 / KS2 Circulation
 - Staff / Secondary School Student Circulation
 - Visitor Circulation
 - Community Circulation (Sports use)
- Vehicular**
- Staff Parking
 - Fire Tender
 - Vehicular Deliveries / Refuse Collection
 - Pedestrian Deliveries / Refuse Collection

P01 26/05/2020 Issued for planning.
 REV DATE DESCRIPTION

CLIENT



CONTRACTOR



CONSULTANT

ALA



PROJECT

One Degree Academy & Wren Academy, Enfield

DRAWING TITLE

Whole Site Access and Circulation Plan

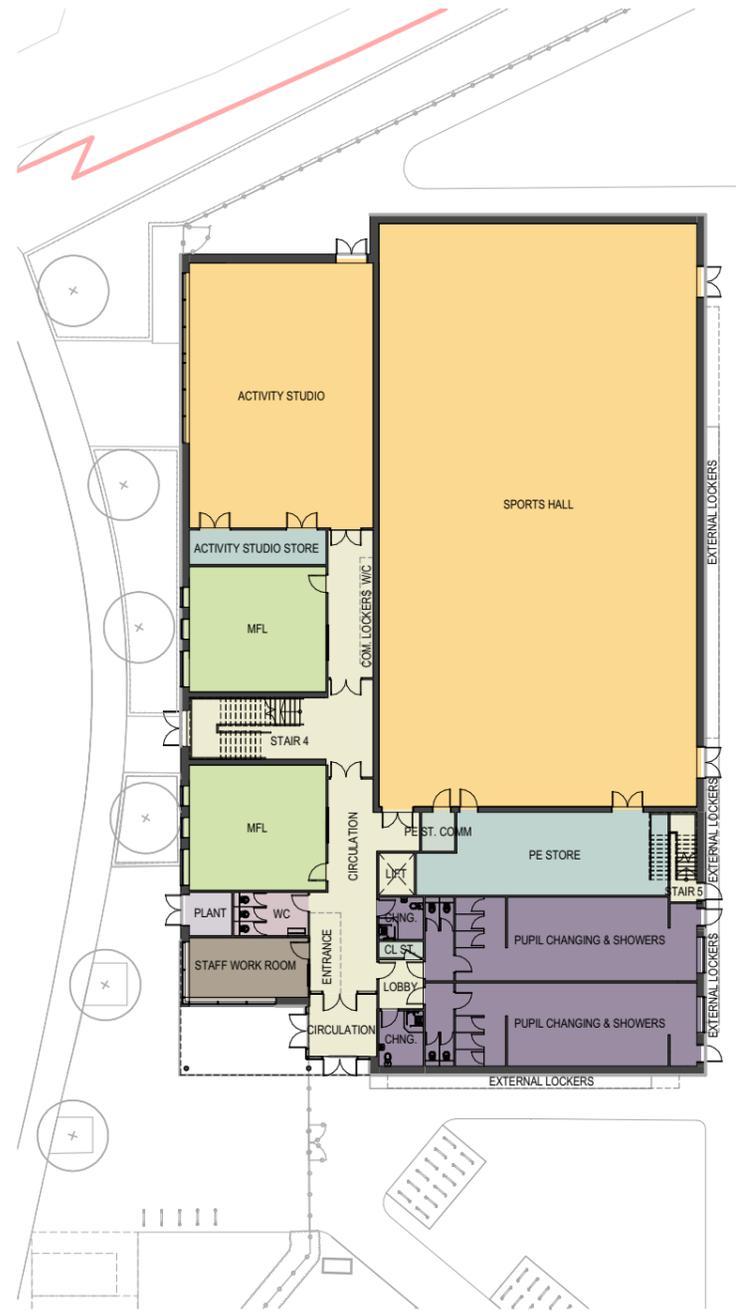
DRAWING PURPOSE

S2 - PLANNING

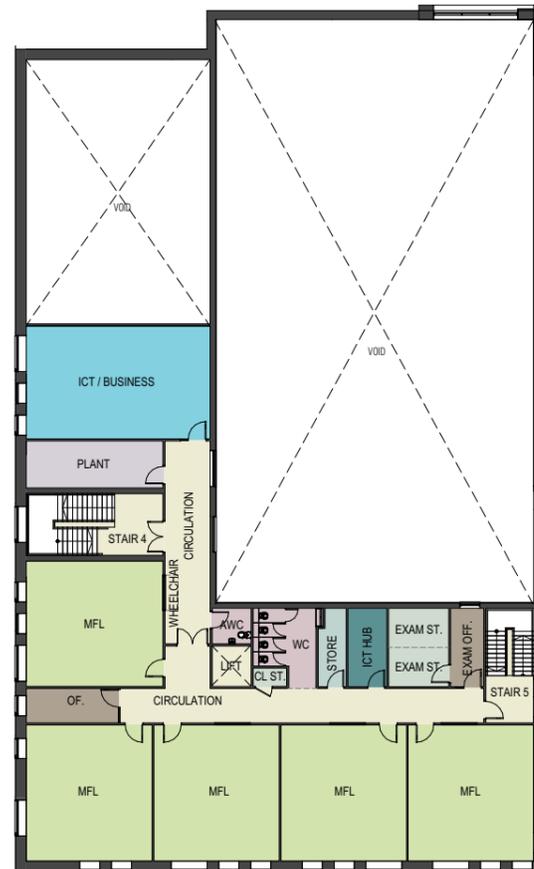
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CONTRACT DRAWING REFERENCE (AS REQUIRED)

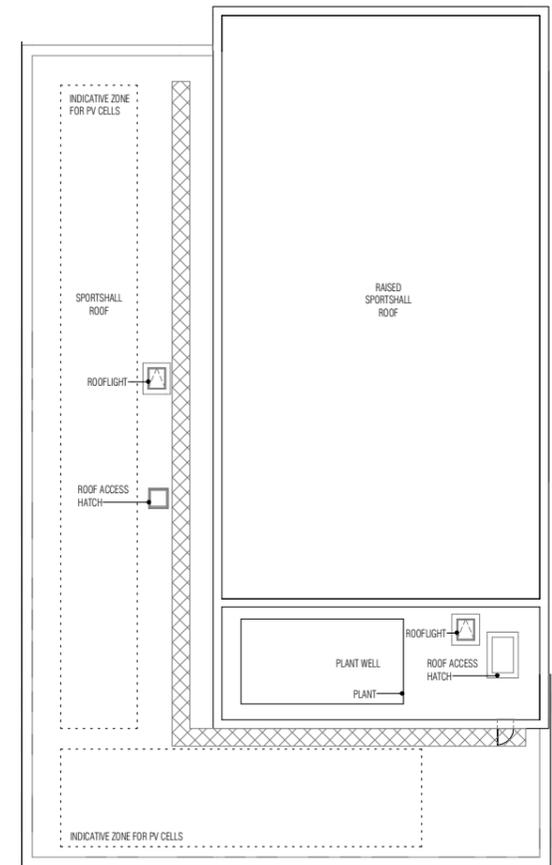
PROJECT - ORIGINATOR - ZONE - LEVEL - TYPE - ROLE - NUMBER	REVISION
FS0404-ALA-00-XX-DR-L-0103	P01



1 SPORTS BLOCK - GROUND FLOOR
1005 1:200



2 SPORTS BLOCK - FIRST FLOOR
1005 1:200

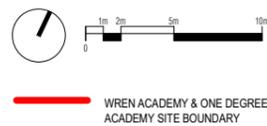


3 SPORTS BLOCK - ROOF PLAN
1005 1:200

KEY PLAN



NOTES



WREN ACADEMY & ONE DEGREE
ACADEMY SITE BOUNDARY

REV.	DATE	DESCRIPTION	DRAWN BY	CHECKED BY
01	28.05.20	PLANNING APPLICATION ISSUE	AK	MC

DRAWING TITLE
PLANNING APPLICATION
PROPOSED PLANS
GROUND FLOOR, FIRST FLOOR &
ROOF PLANS

CLIENT
BOWMER + KIRKLAND
PROJECT
WREN ACADEMY COMMUNITY HUB

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SCALE
1:200
SHEET
A1

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1 SOUTH-EAST ELEVATION
3003 1:200



2 SOUTH-WEST ELEVATION
3003 1:200

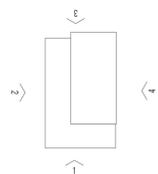


4 NORTH-EAST ELEVATION
3003 1:200



5 NORTH-WEST ELEVATION
3003 1:200

KEY PLAN



NOTES

- 1 BRICK TYPE B1
- 2 BRICK TYPE B2
- 3 METAL CLADDING
- 4 PPC ALUMINIUM WINDOW
- 5 PPC ALUMINIUM DOOR
- 6 CURTAIN WALL GLAZING
- 7 PPC ALUMINIUM LOUVRE
- 8 PPC BACK PAINTED GLAZING
- 9 ZONE FOR SIGNAGE
- 10 EXTERNAL LOCKERS
- 11 METAL CLAD PROJECTING FINIS

REV	DATE	DESCRIPTION	DRAWN BY	CHECKED BY
P01	28.05.20	PLANNING APPLICATION ISSUE	AK	WG
P02	22.08.20	PLANNING APPLICATION ISSUE	AK	WG

DRAWING TITLE
PLANNING APPLICATION
PROPOSED ELEVATIONS

CLIENT
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PROJECT
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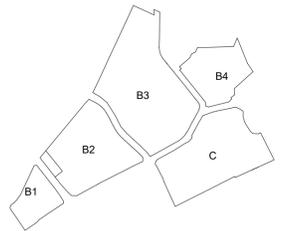
If in doubt, ask.

SETTING OUT NOTES:
 All setting out to be confirmed on site prior to construction - any discrepancy must be immediately reported to the Architect.

All setting out to face of structure or to grid. All partitions set out to studwork or structure.

For setting out and specification of M&E services refer to M&E Consultants documents.

For setting out and specification of structure refer to Structural Engineer's documents.



rev.	date	description	drawn	checked
A	28.05.2020	Issued for Information	JC	PW
-	21.05.2020	Issued for Information	JC	PW

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 Thomas
 Edwards**

project	job number	drawn	scale	date created
Chase Farm Masterplan	18-070 NP	1	1:1000@A1	May 20'
drawing title	drawing number	reason	suitability	
Indicative Masterplan	CHF-PTZ-ZZ-XX-DR-A-99006	A		