

LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 27th July 2010

Report of
Assistant Director, Planning &
Environmental Protection

Contact Officer:
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3841

Ward: Enfield
Highway

Application Number : LBE/10/0024

Category: Other Development

LOCATION: ALBANY SCHOOL, BELL LANE, ENFIELD, EN3 5PA

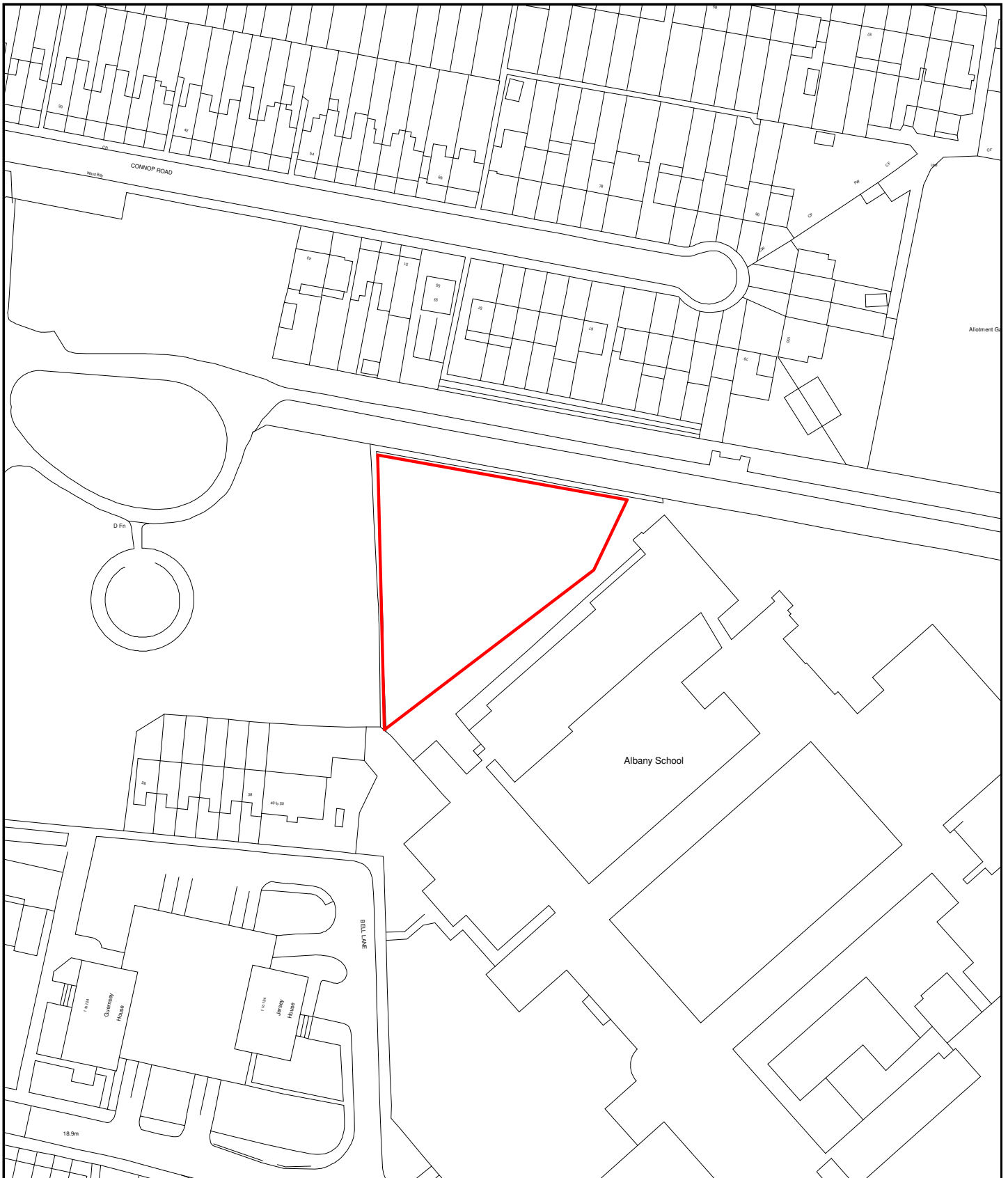
PROPOSAL: Erection of 2 single storey temporary modular buildings to provide 2 form entry primary school accommodation with new pedestrian access from Bell Lane and re-instatement of pedestrian access to Albany park.

Applicant Name & Address:
Education Asset Management Unit,
Education,
Children's Services & Leisure
7th Floor,
Civic Centre,
Silver Street,
Enfield
EN1 3XQ

Agent Name & Address:
John Wilkinson,
Architectural Services
PO Box 50,
Architectural Services
Silver Street
Enfield
EN1 3XA

RECOMMENDATION:

That planning permission be deemed to be **GRANTED** in accordance with Regulation 3 of the Town and Country Planning General Regulations 1992 subject to conditions.



Development Control



Scale - 1:1250
Time of plot: 09:36

Date of plot: 09/07/2010

1.0 Site and Surroundings

- 1.1 The application site comprises the former Albany Secondary School, now known as Oasis Hadley. The site is located on the north side of Bell Lane and has historically accommodated secondary school age children. The site is bounded by public open space to its north, east and part of its western boundary, which is designated as Metropolitan Open Land. To the remainder of the western boundary, the site adjoins residential development, including the high rise blocks in Eastfield Road. Immediately to the west of the site and on the opposite side of the road is Eastfield Primary School.

2.0 Proposal

- 2.1 This application proposes the erection of 2 single storey modular buildings to provide 2 form entry primary school accommodation on the site. The accommodation is proposed for a temporary period of 3 years, when it is envisaged that permanent, purpose built facilities will be available on an alternative site.
- 2.2 The application shows all accommodation required but it would be provided on a phased basis. The initial phase would provide two reception classrooms and associated administrative facilities. Two further classrooms would be provided for September 2011, added as an extension to the first phase. A stand alone two classroom block, with associated toilet facilities, would be added in September 2012. All the buildings would be sited to the north-west corner of the site on an area presently used as hard play area. The new primary accommodation would be separated from the secondary element by new fencing and would have new and independent pedestrian access from Bell Lane, immediately adjoining an existing block of flats. A second pedestrian entrance would be available to the northern boundary linking to the footpath that connects through from the Hertford Road frontage to Albany Park. The existing hard surface would be broken up with the introduction of some soft landscaping and a new hedge is proposed to the northern boundary. The buildings would be finished a goosewing grey in colour, relieved with blue framed windows and doors, and a yellow canopy.
- 2.3 The new primary school would share parking facilities with the existing secondary school. No additional parking is proposed. However, it is proposed to re-organise the existing car park, which is poorly laid out with some inadequate and undersized parking bays and manoeuvring areas.

3.0 Relevant Planning Decisions

- 3.1 None

4.0 Consultations

4.1 Statutory and non statutory consultees

- 4.1.1 The Education Department advise that the proposal will provide two Reception forms of entry on this site to address the projected short term additional need for places in the east of the borough and will in effect bring forward existing education plans to add 2 Form Entry of primary provision to Oasis Academy Hadley for its proposed move Ponders End.

4.1.2 Traffic and Transportation:

- The development will result in the school having an additional four classrooms for primary school level; a further two being added in the third year.
- The classrooms will hold 30 pupils each at reception level, starting at 60 and increasing to a possible 180 over three years.
- Ten additional staff will be needed, although the TA states 10 staff were lost recently, so there is no net gain in teacher numbers (4.7).
- They will be pedestrian access from Bell Lane, and emergency vehicle access from existing services from Bell Lane.
- No new parking provision will be provided for staff.
- The existing car park will be redesigned to provide 99 parking spaces meeting the standard dimensions for parking bays.
- The TA includes predictions on the proposed traffic generation based on the postcodes of pupils applying to the school, and also the postcodes of existing pupils.
- There is no information on the exact number of postcodes, however the diagrams do show that the majority live between 1 -2km away. The TA states the dots represent a postcode area so may include more than one pupil.
- Data has also been provided on existing trip patterns:

Car – 27.6% (273)
Walk – 38.3% (378)
Bus – 32.9% (325)

- Figures have also been provided for the predicted number of vehicle trips as a result of the development, based on the figures from two other schools (St Georges and Chesterfield).
Car – 66%
Walk – 7%
Bus – 14%

4.1.3 Using these figures, the TA predicts that there will be an additional 65 car trips, and 86 walking trips, based on 180 more pupils. However this does not match up with the modal split the schools were compared to, unless it is assumed this is 33% arrival and 33% departures.

4.1.4 The proposal to amend the car park layout is acceptable, and the tracking shows that the servicing will also be acceptable.

4.1.5 The main issue for consideration is the increase in vehicle trips associated with the provision of primary accommodation on the site. Although the entry will start at 60 pupils, the overall increase is up to 180, and therefore it is a recognised concern that traffic generation could reach problematic levels without any mitigation measures. The level of mitigation needs to be related to the proposed traffic increase, so there has to be a high degree of confidence in this prediction.

4.1.6 The use of the postcodes in the TA is considered an acceptable method of predicting the increase in trips to the school. Additional data on the number of postcodes etc would have been useful, but basing the predictions on a worst case scenario would allow for this limitation. Although the TA states that those

within 1km would walk, this statement is questionable due to the age of the children – for example 12 postcodes are shown within 1km of the site, some only accessible by crossing main roads, so it wouldn't be accurate to assume all these pupils would walk. The figures in the TA shows that only 36% of new pupils would use the car, compared to the 66% stated in the comparison schools so some clarification is required, if this is arrivals and departures. Some further information from school travel plans may be useful in comparing the accuracy of this prediction.

4.1.7 The total increase in pupils is accounted for, with the increase in trips being based on 180 pupils, but this assumes that the catchments area remains the same as it is now. Although this is considered an acceptable approach, the assumption that children walking from 1km is questionable.

4.1.8 The TA also includes a number of mitigation measures that would be required and Traffic & Transportation support their inclusion and would like to see some form of condition in place should permission be granted. The minimum condition would be a revised school travel plan and associated monitoring. It should be noted that a recent development in terms of traffic around schools is the consideration of potential for 20mph zones which should also be noted as a potential mitigation measure.

4.1.9 In conclusion, the TA suggests that traffic could be a problem. However, if the measures proposed within the TA are adopted then Traffic and Transportation have no objections subject to conditions.

4.1.10 Environmental Health

No objections are raised subject to working hours for construction being restricted to 0800 to 1800 on Mondays to Fridays and 0800 to 1300 hours on Saturdays and at no time on Sundays or Bank Holidays. This is a matter controlled by other legislation and therefore need not be repeated as a planning condition. Nevertheless, the applicant will be reminded by way of an informative.

4.2 Public

4.2.1 Consultation letters have been sent to the occupiers of 51 nearby properties. In addition, four notices have been displayed around the site. No responses have been received.

5.0 **Relevant Policy**

5.1 London Plan

- 3A.2 Education facilities
- 3C.21 Improving conditions for walking
- 3C.22 Improving conditions for cycling
- 3C.23 Parking strategy
- 4A.3 Sustainable design and construction
- 4B.1 Design principles for a compact city
- 4B.5 Creating an inclusive environment
- 4B.8 Respect local context and communities

5.2 Unitary Development Plan

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| (II)O5 | New development in proximity to Metropolitan Open Space |
| (I)GD1 | New development to have appropriate regard to its surroundings |
| (I)GD2 | New development to improve the environment |
| (II)GD3 | Design |
| (II)GD6 | Traffic implications |
| (II)GD8 | Access and servicing |
| (II)T16 | Access for pedestrians |
| (II)T19 | Provision for cyclists |
| (I)CS1 | Community services |
| (II)CS2 | Design/siting of community service buildings |
| (II)CS3 | Council provided community services to represent an efficient and effective use of land and buildings |

5.3 Local Development Framework

The Enfield Plan is now proceeding through the Examination in Public process into the soundness of the Plan. It is considered some weight can now be attributed to the policies contained in the Core Strategy and the following policies from this document are of relevance:

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| Core Policy 8 | Education – This policy identifies the need to deliver a variety of educational infrastructure including the provision of an all age school, the New Oasis Academy Hadley at the former Gas Holders Site in Ponders End. |
| Core Policy 20 | Sustainable Energy Use and Energy Infrastructure |
| Core Policy 30 | Maintaining and improving the quality of the built and open environment |

5.4 Other Material Considerations

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| PPS1 | Delivering sustainable development |
| PPG13 | Transport |

6.0 **Analysis**

6.1 Principle

6.1.1 This is an existing educational site and therefore there is no objection in principle to the provision of additional buildings on the site for education use. Clearly, as the proposal introduces primary age accommodation on site, careful consideration needs to be given to the traffic impact arising, which is assessed in further detail below.

6.1.2 It is noted that the primary accommodation proposed for this site is for a temporary period of three years only, when it is anticipated that Oasis Academy Hadley will relocate to purpose built new facilities in Ponders End. This application must be determined on its merits having regard to the traffic impact arising from this use on this site. The consequences of subsequently re-siting the school, with its primary element to Ponders End, will need to be addressed in any traffic impact assessment prepared in conjunction with that development.

6.2 Impact on the Character and Appearance of Area

- 6.2.1 The proposed buildings, being temporary modular buildings are simple and basic in design and elevational appearance. This is relieved to some extent on the inward facing elevations of the buildings, through a higher proportion of glazing and projecting canopy that adds some sense of articulation. Nevertheless, the buildings are functional and due to their modular nature can be erected on site quickly to meet a pressing educational need. The buildings have been sited to minimise their visual impact beyond the site boundaries, being positioned behind existing hedging and landscaping bounding the site. New hedging is proposed to the northern boundary to strengthen the screening that exists here. Overall, it is considered that notwithstanding their design, the buildings would not harm the character or appearance of the wider area or the setting of the adjoining Metropolitan Open Land.

6.3 Impact on the amenities of adjoining residents

- 6.3.1 The buildings would be sited away from residential boundaries and therefore would have no undue impact on the amenities of the nearest residents in terms of light, privacy or outlook.
- 6.3.2 This is an existing school site and therefore generates a certain level of noise when in use. The introduction of primary accommodation on the site would not have a greater material impact in terms of noise on nearby residents.

6.4 Traffic, access and parking

- 6.4.1 Whilst it is recognised that the provision of primary accommodation on the site will increase the number of vehicle trips to and from the school, some mitigation measures have been identified to seek to address this with the aim of improving pedestrian and road user safety in the vicinity of the site. Various mitigation measures are identified including building out of footways, providing single yellow line restrictions along Bell Lane to the west of the site, building out kerb lines and shortening the crossing points across Bell Lane, providing dropped crossing points to Bell Lane, widening the existing refuge on Bell Lane and other various highway works. It is recommended that a condition be attached requiring that a programme for the implementation of mitigation works be submitted prior to the commencement of development on the site. Subject to this, and the preparation of a school travel plan with monitoring provisions, that the development is acceptable in terms of its impact on local highway conditions

6.5 Sustainable Design and Construction

- 6.5.1 The development achieves a satisfactory score against the Council's sustainable design and construction assessment. However, further discussions are taking place with Architectural Services with a view to improving the sustainable credentials of the development. They advise that as the buildings are to be hired for a 3 year period, they are unable to make alterations to the buildings themselves. However, there is the opportunity to provide sustainable drainage across the site. A condition is recommended requiring the submission of appropriate details.

7.0 **Conclusion**

7.1 Subject to conditions, the provision of temporary buildings on this site to provide two form entry primary accommodation for a period of 3 years is considered acceptable in principle, having regard to the character of the area, the amenities of nearby residents and the traffic impact associated with it. Accordingly, it is recommended that permission be granted for the following reasons:

- 1 The accommodation meets an essential educational need and allows the provision of facilities in a timely manner, whilst having regard to the character and amenities of the area and the amenities of nearby residents. In this respect the development complies with Policies (II)O5, (I)GD1, (I)CS1, (II)CS2 and (II)CS3 of the Unitary Development Plan.
- 2 Subject to the conditions imposed, the proposed development makes appropriate provision for access and car parking and would not prejudice the provision of on-street car parking, nor would it give rise to conditions prejudicial to the free flow and safety of traffic on the adjoining highways having regard to Policies (II)GD6 and (II)GD8 of the Unitary Development Plan, London Plan policy 3C.23 and PPG13: Transport

8.0 Recommendation

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

- 1 That development shall not commence until details of a sustainable drainage strategy for the primary school site have been submitted to and approved in writing by the Local Planning Authority. The development shall be completed in accordance with the approved strategy prior to occupation.

Reason: To ensure the development adopts appropriate measures to deal with surface water within the curtilage of the site.

- 2 The development shall not commence until details of trees, shrubs and grass to be planted on the site have been submitted to and approved in writing by the Local Planning Authority. The planting scheme shall be carried out in accordance with the approved details in the first planting season after completion or occupation of the development whichever is the sooner. Any planting which dies, becomes severely damaged or diseased within five years of planting shall be replaced with new planting in accordance with the approved details.

Reason: To provide a satisfactory appearance and ensure that the development does not prejudice highway safety.

- 3 That development shall not commence on site until a Construction Logistics Plan has been submitted to and approved in writing by the Local Planning Authority. The construction works shall proceed in accordance with the approved Plan unless otherwise agreed in writing by the Local Planning Authority.

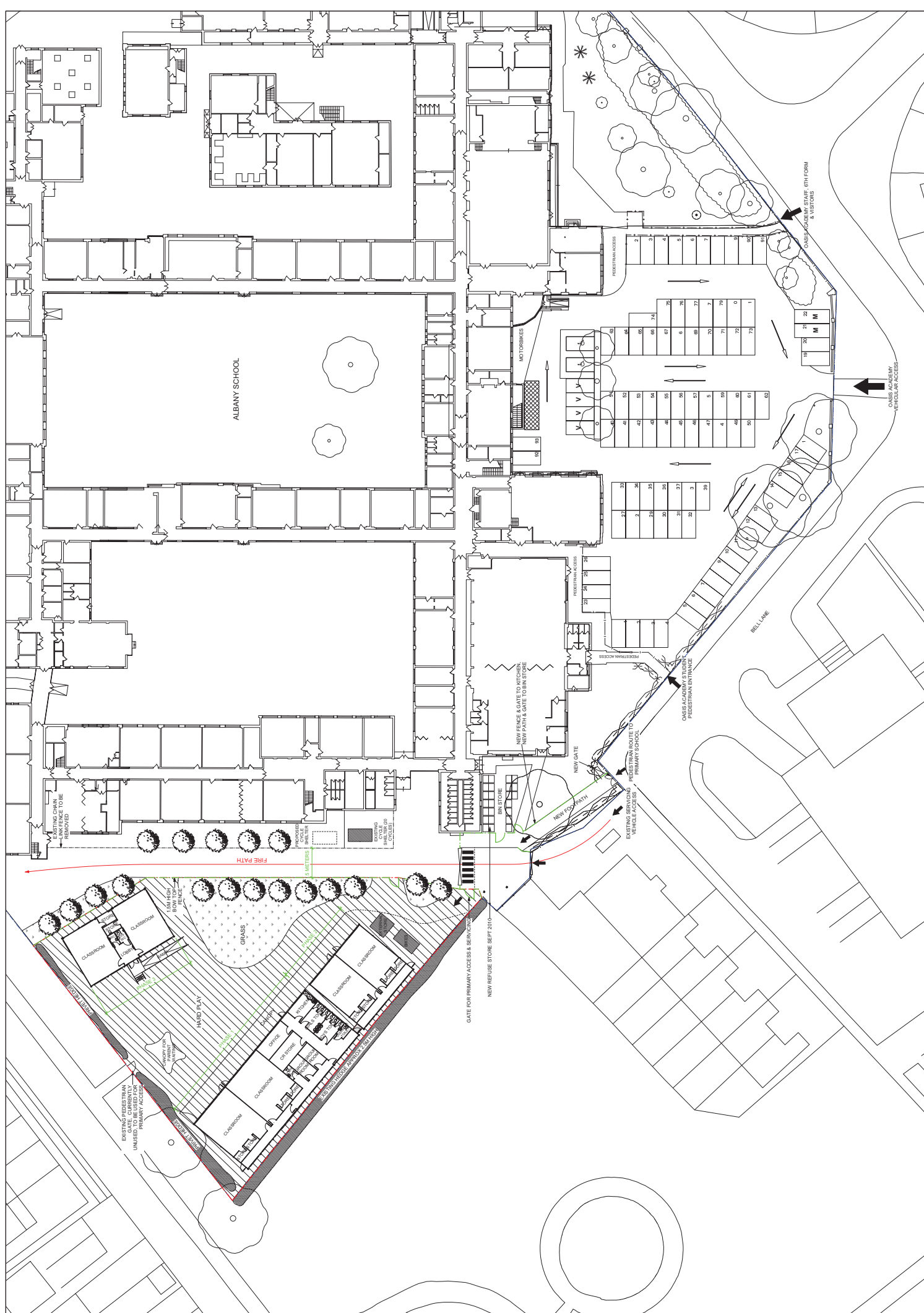
Reason - To ensure the implementation of the development does not lead to damage to the existing roads and footpaths and to minimize disruption to neighbouring properties.

- 4 That prior to the commencement of the development details shall be submitted to and approved by the Local Planning Authority setting out a programme for the implementation of the mitigation measures identified within the supporting Transport Statement. All mitigation works to be undertaken before 31st March 2011, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure measures are provided within an appropriate timescale to improve pedestrian and road user safety in the vicinity of the site.

- 5 This permission is granted for a limited period expiring on 31st July 2013 when the use hereby permitted shall be discontinued and/or the buildings hereby permitted removed and the land reinstated.

Reason: Having regard to the nature of the buildings proposed and the longer term proposal to re-site facilities to permanent purpose built facilities elsewhere in the Borough

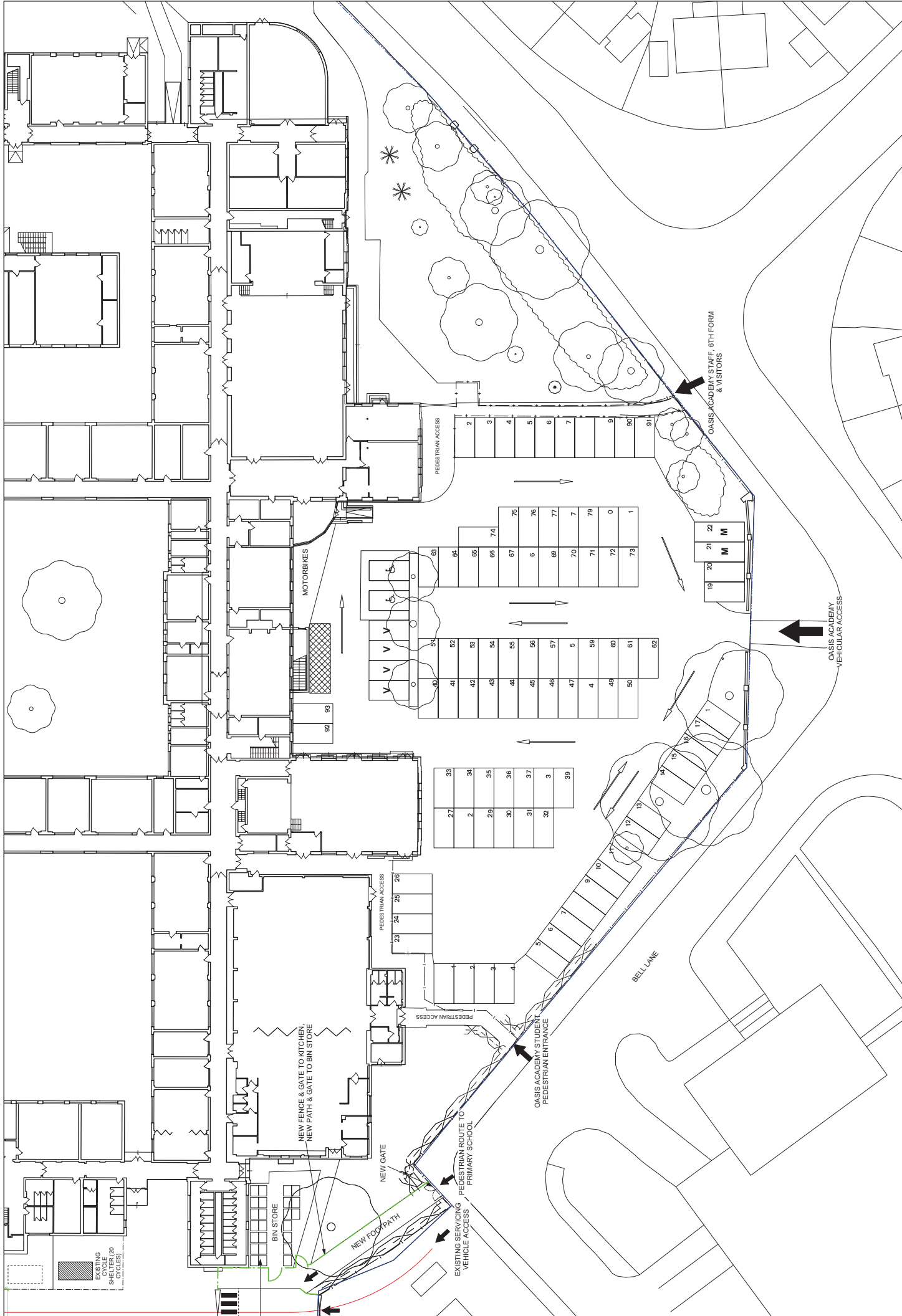


Oasis Academy Albany Primary Phase President
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This plan is based upon information shown on the site plan and is subject to the approval of the Council of the City of Enfield. It is the responsibility of the client to ensure that the plan is accurate and that all necessary permissions are obtained. The plan is not to be used for any other purpose without the written consent of the client.

ENFIELD Council



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PROJECT: OASIS ACADEMY HALCLEY PRIMARY BLDG 14 - DRAWINGS

DATE: 11/06/19

SCALE: 1:200 @ A1

PROJECT NO: 100000100

PROPOSED CAR PARK

DATE: 11/06/19

BY: J.R.

ALBB M/E/01/0020309-3/006

Architectural SERVICES

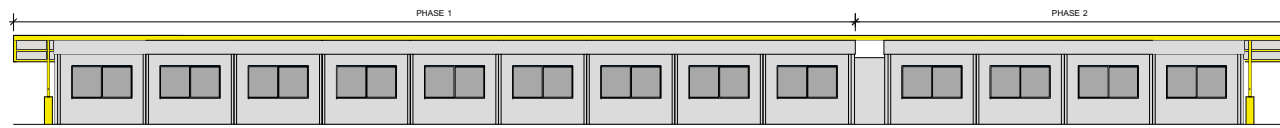
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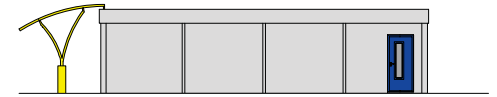
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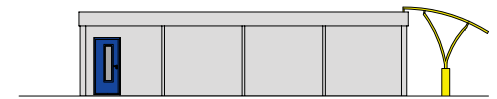
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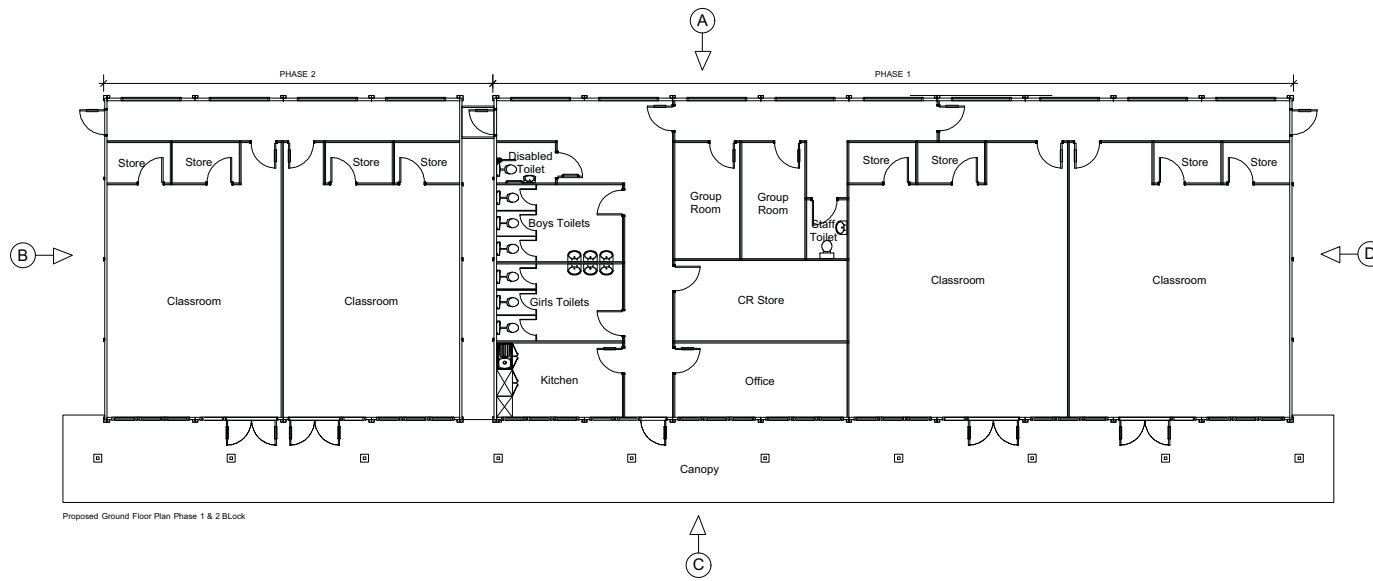
Elevation B



Elevation C



Elevation D



Proposed Ground Floor Plan Phase 1 & 2 Block



Rev Date Notes

CAD File No: C:\projects\PROJECT_SITE\Academy - Oasis (Albany) Primary\Bldg14 - Drawings

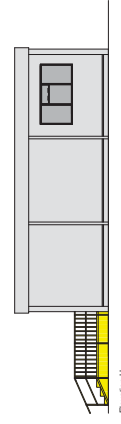
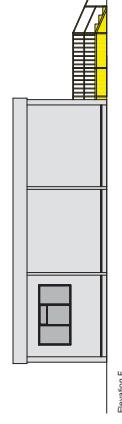
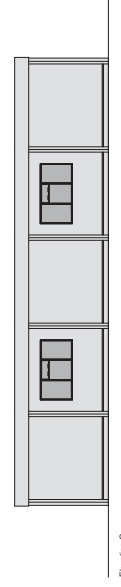
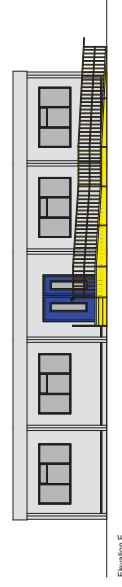
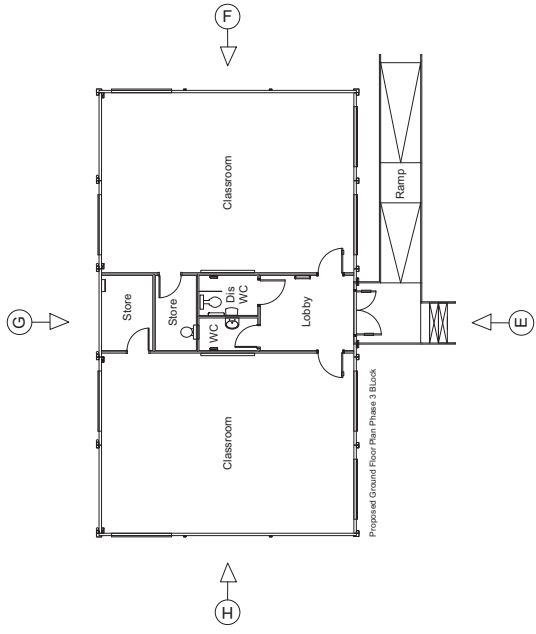


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PO Box 50, Civic Centre,
Silver Street, Enfield, Middlesex EN1 2SA
Tel: 020 8275 6755

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NO. 1008



ENFIELD
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Architectural
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Buckingham Palace
London W1A 0AB
Tel: 020 7930 9295



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| PROJECT NO. | 1008 | PROJECT NAME | Oasis Academy Hackley Primary Phase 3 Provision |
| DATE | 11/08/09 | DATE | 11/08/09 |
| DESIGNER | JR | CLIENT | ALBB M/EO1/002039-3/009 |
| SCALE | 1:100 | PROJECT TYPE | Proposed Plan & Elevations Phase 3 Block |