

LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 22 July 2014

Report of
Assistant Director -
Planning, Highways &
Transportation

Contact Officer:
Andy Higham Tel: 020 8379 3848
Sharon Davidson Tel: 020 8379 3841
Sean Newton Tel: 020 8379 3851

Ward: Enfield
Lock

Application Number : P14-01926PLA

Category: Small Scale Major

LOCATION: Prince of Wales Primary School, Salisbury Road, Enfield, EN3 6HG

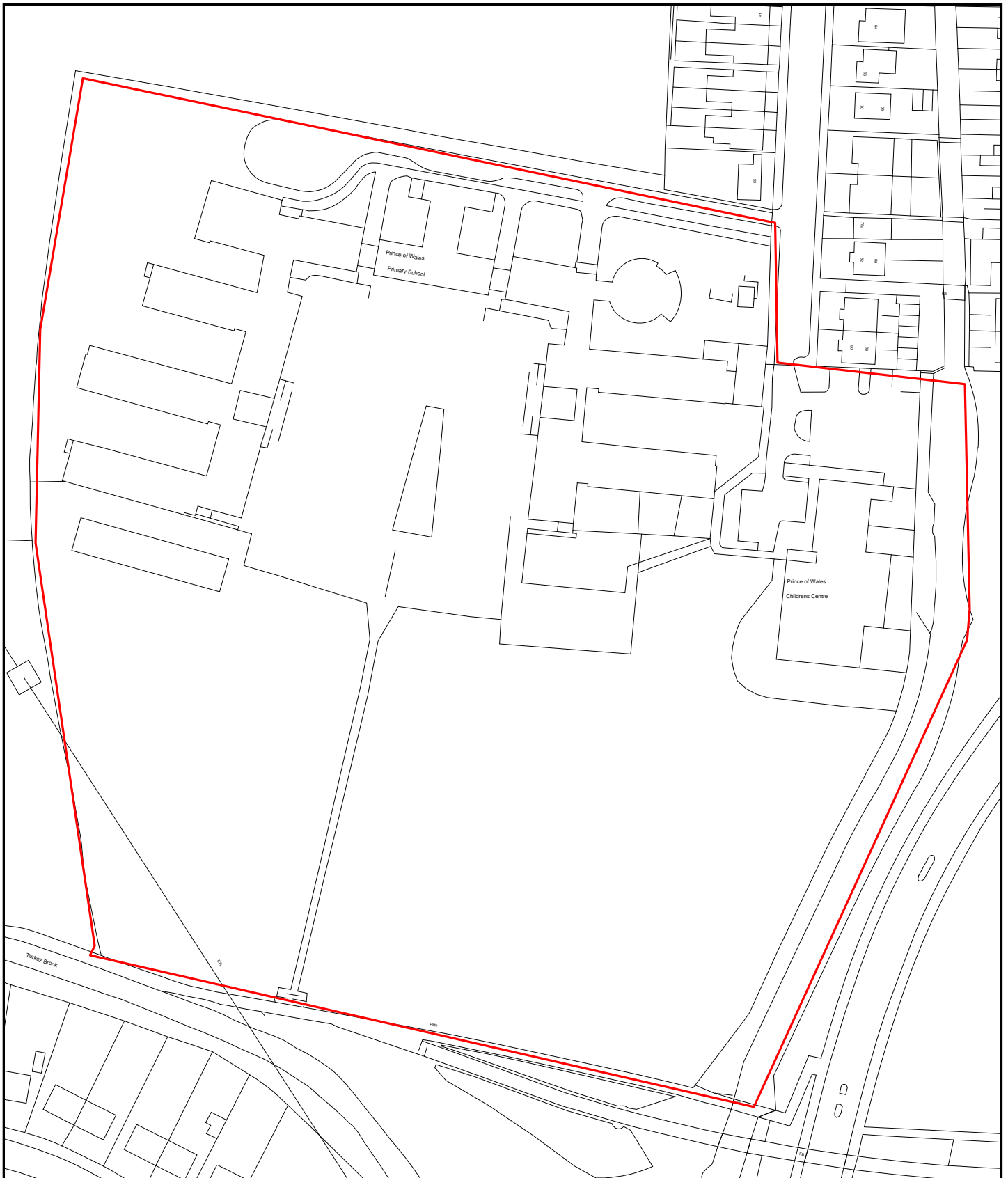
PROPOSAL: Minor material amendment to P13-01333LBE to change layout of extension works and extend car park and variation of condition 14 to be in accordance with sustainable drainage strategy and removal of condition 6 & 7.

Applicant Name & Address:
Schools and Children's Services –
London Borough of Enfield
Civic Centre
Silver Street
Enfield
EN1 3XA

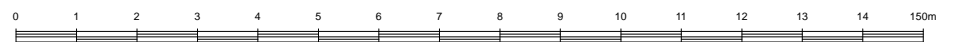
Agent Name & Address:
Richard Bryant
BHP Architects
Nicholas House
River Front
Enfield
EN1 3TF

RECOMMENDATION:

It is recommended that in accordance with regulation 3 of the Town and Country Planning (General) Regulations 1992, planning permission be deemed to be **GRANTED** subject to conditions.



Development Control



Scale - 1:1250
Time of plot: 10:12

Date of plot: 07/07/2014

1. Site and Surroundings

- 1.1 The Prince of Wales Primary School is located at the southern end of Salisbury Road, a cul de sac running off the southern side of Ordnance Road, approximately 160m west of the junction with Mollison Avenue. Immediately to the north and west of the school are the Soham Road Recreation Ground, and some allotment gardens along the south west corner of the school grounds. The School occupies an area of approx. 398 hectares and is bordered by Turkey Brook to the south and the Small River Lea to the east
- 1.2 Salisbury Road is a residential street comprising of a mix of two storey terrace dwellings, detached dwellings, and maisonettes.
- 1.3 Existing school buildings are single storey structures with either a flat or a very shallow pitched roof. The main buildings form a horseshoe shape around a large courtyard, and have various classroom extensions extending outwards.
- 1.4 The School is currently 2 form entry with 600 pupils on roll including 60 nursery places and three existing bulge classes of 30 pupils each, although planning permission has been granted to extend to a 3 form entry.

2 Proposal

- 2.1 Planning permission is sought for minor material amendment to P13-01333LBE to change the layout of extension works and to extend the car park and variation of condition 14 to be in accordance with the sustainable drainage strategy and removal of condition 6 & 7.
- 2.2 Condition 7 required the removal of the temporary classrooms within three months of the substantial completion of the approved expansion works and Condition 6 required details of the amount and siting of the areas of proposed landscaping to offset the increase in hard standing proposed. The areas identified were to be landscaped in accordance with the details to be submitted to satisfy Condition 15 (Landscaping).

3 Relevant Planning Decisions

- 3.1 The site has an extensive planning history. The most relevant application is provided below:
 - 3.1.1 Planning permission (ref: P13-01333LBE) was granted on 27 June 2013 by Planning Committee for the expansion of the Prince of Wales Primary School from a 2-Form entry to 3-Form entry school comprising the erection of a new single-storey teaching block, extension to the west wing of the school to provide a new classroom with covered walkway connecting to existing building, single storey extension to the north elevation, extension and reconfiguration of the existing car park; extension of the staff room and dining hall, provision of an electricity substation, single-storey storage building, demolition of existing temporary classrooms and associated landscaping.

4. Consultations

4.1 Statutory and non-statutory consultees

4.1.1 Natural England

It has been advised that there are no comments to make to the variation of Condition 14 or to the removal of Conditions 6 & 7.

4.1.2 Thames Water

It has been advised that there would be no objections to the discharge of Condition 14.

4.1.3 Traffic and Transportation

No objections

4.1.4 Biodiversity

No objections are raised subject to a previous condition relating to nesting birds being re-imposed. In addition, due to the expansion of the hard standing the use of natural sustainable drainage is encouraged and in line with the previous application's ecological appraisal recommendations, it would be beneficial to install a pond on site.

4.1.5 Trees and Landscape

The Council's Tree Officer raises no objections to the proposal.

4.1.6 Environmental Health

No objection subject to conditions.

4.1.7 English Heritage (GLAAS)

It is advised that the proposal is unlikely to have a significant effect on heritage assets of archaeological interest.

4.1.8 Any additional responses received will be reported at Committee

4.2 Public Response

4.2.1 Whilst the application is for a minor material change to an approved scheme, the development does not have any further impact beyond the immediate school boundary or near to any residential properties and therefore no further public consultation has been undertaken.

5. Relevant Policy

5.1 The National Planning Policy Framework (NPPF) published in March 2012 allowed local planning authorities a 12 month transition period to prepare for the full implementation of the NPPF. Within this 12 month period local planning authorities could give full weight to the saved UDP policies and the Core Strategy, which was adopted prior to the NPPF. The 12 month period has now elapsed and as from 28th March 2013 the Council's saved UDP and Core Strategy policies will be given due weight in accordance to their degree of consistency with the NPPF.

5.2 The Development Management Document (DMD) policies have been prepared under the NPPF regime to be NPPF compliant. The Submission version DMD document was approved by Council on 27th March 2013 for submission to the Secretary of State for examination. Examination and subsequent adoption is expected later this year. The DMD provides detailed criteria and standard based policies by which planning applications will be determined.

5.3 The policies listed below are considered to be consistent with the NPPF and therefore it is considered that due weight should be given to them in assessing the development the subject of this application.

5.4 The London Plan

- Policy 3.16 Social infrastructure
- 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 5.12 Flood risk management
- Policy 5.13 Sustainable drainage
- Policy 6.3 Assessing the effects of development on transport capacity
- Policy 6.7 Better streets and surface transport
- Policy 6.9 Cycling
- Policy 6.10 Walking
- Policy 6.11 Smoothing traffic flow and tackling congestion
- Policy 6.12 Road network capacity
- Policy 6.13 Parking
- Policy 7.1 Building London's neighbourhoods and communities
- Policy 7.2 An inclusive environment
- Policy 7.4 Local character
- Policy 7.6 Architecture
- Policy 7.8 Heritage assets and archaeology
- Policy 7.19 Biodiversity and access to nature

5.5 Local Plan – Core Strategy

- CP8 Education
- CP9 Supporting community cohesion
- CP11 Recreation, leisure, culture and arts
- CP20 Sustainable energy use and energy infrastructure
- CP21 Delivering sustainable water supply, drainage and sewerage infrastructure
- CP24: The road network
- CP25: Pedestrians and cyclists
- CP28 Managing flood risk through development
- CP30 Maintaining and improving the quality of the built and open environment
- CP31 Built and landscape heritage
- CP34 Parks, playing fields and other open spaces
- CP36 Biodiversity

5.6 Saved UDP Policies

- (II)CS1 Land requirements for facilities and services

(II)CS2	Community services and the effective use of land
(II)CS3	Facilities provided in the optimum location
(II) GD3	Aesthetics and functional design
(II) GD6	Traffic Generation
(II) GD8	Site Access and Servicing

5.7 Submission Version DMD

DMD16	Provision of New Community Facilities
DMD37	Achieving High Quality and Design-Led Development
DMD38	Design Process
DMD44	Preserving and Enhancing Heritage Assets
DMD45	Parking Standards and Layout
DMD47	New roads, access and servicing
DMD48	Transport Assessments
DMD49	Sustainable Design and Construction Statements
DMD50	Environmental Assessment Methods
DMD51	Energy Efficiency Standards
DMD53	Low and zero carbon technology
DMD55	Use of roof space/vertical surfaces
DMD56	Heating and cooling
DMD57	Responsible sourcing of materials, waste minimisation and green procurement.
DMD58	Water Efficiency
DMD59	Avoiding and reducing flood risk
DMD61	Managing surface water
DMD79	Ecological enhancements
DMD80	Trees on development sites
DMD81	Landscaping

5.8 Other Relevant Policy Considerations

National Planning Policy Framework
National Planning Practice Guidance
S106 SPD

6. **Analysis**

6.1 Principle

6.1.1 The principle of the expansion of the school from a 2-form entry to 3-form entry has been accepted with the granting of planning permission in June 2013.

6.2 Impact on Character of Surrounding Area / Neighbouring Properties

6.2.1 The previously approved scheme extended the hall (“zone A works”) northwards into the car park, necessitating a westward extension to the car park to re-provide the lost spaces. The hall extension will now be provided on the western side of the building and its design, whilst utilitarian, is subservient and will not detract further from the existing building or the surrounding area. This element is considered acceptable having regard to Core Policy 30 of the Enfield Plan and Policy (II)GD3 of the UDP.

- 6.2.2 As discussed above, the hall extension will not result in the loss of existing parking spaces, however the extension will incorporate spaces lost along the northern boundary. The extended car park (“zone A works”) will be more visible within the Soham Road Recreation Ground to the north as it will result in the loss of existing vegetation in the northwest corner of the site. Although it is unfortunate that some vegetation will be lost, there will be some re-provision along the western boundary to continue the screening of the development when viewed from the west. The loss of vegetation must be balanced against the reduction in the need for on-street parking by staff and the benefit this has towards highway safety, and also through the biodiversity enhancements on other parts of the site and is therefore considered acceptable.
- 6.2.3 Fenestration details will change on the south elevation of the staff room extension (“zone C works”). The changes are considered acceptable.
- 6.2.4 The approved dining room extension (“zone C works”) will be altered through a minor change around the entrance, an existing east facing window opening being reduced and some internal changes to provide an Access WC and baby change facility. These amendments are considered acceptable.
- 6.2.5 The approved store room for the circular hall (“zone D works”) will have its external wall altered through the provision of a cavity wall, which is considered acceptable. Internally, the existing opening will be modified. The proposed amendments are considered acceptable.
- 6.2.6 With regard to temporary classrooms, these were to be removed upon completion of the approved development and replaced with some soft landscaping, as required by Condition 6 & 7 of the approved scheme. These are now to be retained as there is an identified pressing need for the additional accommodation they provide, which is considered to outweigh any harm to visual amenity. Condition 7 should therefore be removed through the retention of the classrooms. Their retention will also negate the need for Condition 6 which required soft landscaping in their place. It is important to note that Condition 15 (Landscaping) of the approved scheme will be re-imposed (Condition 13 below). The retention of the temporary classrooms will not further harm the character and appearance of the surrounding area, having regard to Core Policy 30 of the Enfield Plan and Policy (II)GD3 of the UDP.
- 6.2.7 In relation to the proposed variation to Condition 14, the proposal to have it comply with the submitted Sustainable Drainage Strategy is considered acceptable.

6.2 Impact on Neighbouring Residential Properties

- 6.3.1 The proposed minor amendments would not have a negative impact on existing neighbour amenity above that already considered. There is some improvement in terms of some of the existing parking spaces along the northern boundary (along the access drive) will be relocated into the extended car park and replaced with soft landscaping.

6.4 Highway Safety

Parking

- 6.4.1 The approved scheme provided 43 parking spaces, including 2 spaces for disabled drivers. The current scheme will increase parking provision to 51 spaces. This is still considered appropriate for the number of staff, which is stated as rising from 73 FTE to 80 FTE following the expansion. As discussed above, the additional staff parking will reduce the need for on-street parking therefore helping to improve highway safety on Salisbury Road in particular.
- 6.4.2 In addition, utilising the extended parking area during construction, for construction servicing, should result in no net loss of existing parking whilst works are underway thus not increasing pressure on the adjoining highway.

Traffic Generation

- 6.4.3 The development will not generate additional traffic to that already considered under the previous scheme. It is noted that parents are not be permitted to use the car park, thus parking and dropping off of pupils will continue to take place on street. Whilst there will continue to be some potential conflict in terms of the needs of residents and those of parents dropping off / picking up pupils, the current proposal will reduce the need for teachers to park off-site.

Mitigation Measures

- 6.4.4 The Transport Statement provided with the original application proposed a number of mitigation measures to help support the application. Suggested measures, which were secured by condition, include:
- Repaint the existing zigzags on Salisbury Road.
 - Installation of CCTV to improve enforcement around the access.
 - Improve the pedestrian access from Turkey Brook.
 - Encourage a walking bus from Newbury Ave.
 - Continue to revise the Travel Plan.
- 6.4.5 Should the application be approved it is recommended that the above measures are again secured through condition.
- 6.4.6 It was previously reported to Members that the Transport Statement submitted as part of the 2012 temporary expansion application stated that as part of the mitigation measures, an additional pedestrian access point will be provided from Soham Lane Open Space in order to facilitate access to the site from the north-west. The pedestrian access has not been implemented, and should continue to be progressed as part of the proposed mitigation outlined above.

6.5 Sustainability

- 6.5.1 It is acknowledged that Policy CP20 of the Core Strategy requires all new developments to address the causes and impacts of climate change by: minimising energy use; supplying energy efficiently; and using energy generated from renewable sources. The Sustainable Design Officer has commented that considering the limited extent of physical works on site and previous applications securing sustainability measures, there is little opportunity to secure sustainability measures as part of this proposal.

6.6 Biodiversity

- 6.6.1 The Biodiversity Officer has raised no objections to the proposed development. The submitted Ecological Assessment concluded that the ecological impact will be negligible as a result of this development. Whilst there are no perceived ecological constraints to the development, any approval should include a condition regarding vegetation clearance. Previously imposed conditions will be re-imposed.

6.7 Trees

- 6.7.1 As advised, some existing vegetation will be removed in order to accommodate the extended car park whilst some will also be re-provided along the western boundary. This would be secured by the re-imposed condition relating to landscaping.

6.8 Community Infrastructure Levy (CIL)

- 6.8.1 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 floor space for certain types of qualifying development to enable the funding of a wide range of infrastructure that is needed as a result of development. Since April 2012 the Mayor of London has been charging CIL in Enfield at the rate of £20 per sqm. The Council is progressing its own CIL but this is not expected to be introduced until spring / summer 2015.
- 6.8.2 The development relates to an education facility and would therefore not be CIL liable

7 Conclusion

- 7.1 Having regard to the considerations above, the proposed minor material amendments will not have any further impact to that previously considered acceptable.
- 7.2 The proposed minor material amendments would not harm the residential amenities of neighbouring occupiers.

8 Recommendation

- 8.1 It is recommended that in accordance with regulation 3 of the Town and Country Planning (General) Regulations 1992, planning permission be deemed to be GRANTED subject to the following conditions.
1. C61 Approved Plans.
The development hereby permitted shall be carried out in accordance with the approved plans, as set out in the attached schedule which forms part of this notice.

Reason: For the avoidance of doubt and in the interests of proper planning.
 2. C08 Materials

The proposed development shall be constructed using the materials submitted in the Material Palette Presentation May 2013 unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure a satisfactory appearance.

3. C09 Details of Hard Surfacing

The development shall not commence until details of the surfacing materials to be used within the development including footpaths, access roads and parking areas and road markings have been submitted to and approved in writing by the Local Planning Authority. The surfacing shall be carried out in accordance with the approved detail before the development is occupied or use commences.

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

4. C10 Levels

The development shall not commence until plans detailing the existing and proposed ground levels including the levels of any proposed buildings, roads and/or hard surfaced areas have been submitted to and approved in writing by the Local Planning Authority. The development shall be constructed in accordance with the approved details.

Reason: To ensure that levels have regard to the level of surrounding development, gradients and surface water drainage.

5. NSC1 Substation

Notwithstanding the submitted plans, only one substation as shown on Drawing AR-PW-00-PL-100 Rev E shall be constructed as part of the development unless otherwise agreed in writing by the Local Planning Authority. Prior to the construction of the substation, details of the proposed design including materials shall be submitted to and approved by the Local Planning Authority.

Reason: to ensure a satisfactory appearance.

6. NSC2 Travel Plan

Prior to the occupation of the development hereby permitted, a travel plan shall be submitted to and approved in writing by the Local Planning Authority. The travel plan, as submitted, shall follow the current school travel planning guidance issued by TfL and will include:

- (1) Targets for sustainable travel arrangements.
- (2) Effective measures for the ongoing monitoring of the travel plan.
- (3) A commitment to improving access to the site from Turkey Brook.

Reason: To ensure that the development does not prejudice the free flow of traffic or pedestrian safety.

7. NSC3 Offsite Highway Works

That development shall not commence until details of a works programme and timescale for implementation of the offsite highway works identified as being required to mitigate the safety and traffic

generation concerns associated with the development has been agreed and submitted in writing to the Local Planning Authority. The development shall be constructed in accordance with the approved programme 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

8. NSC4 Contamination

The development shall not commence until a scheme to deal with the contamination of the site including an investigation and assessment of the extent of contamination and the measure to be taken to avoid risk to health and the environment has been submitted to and approved in writing by the Local Planning Authority. Remediation shall be carried out in accordance with the approved scheme and the Local Planning Authority provided with a written warranty by the appointed specialist to confirm implementation prior to the commencement of development.

Reason: To protect public health and the environment

9. NSC5 Cycle Storage

The development shall not be occupied until details of the siting, number and design of secure/covered cycle parking spaces for both schools, including staff cycle parking have been submitted to and approved in writing by the Local Planning Authority. The approved details shall thereafter be installed and permanently retained for cycle parking.

Reason: To ensure the provision of cycle parking spaces in line with the Council's adopted standards.

10. NSC6 Construction Management Plan

No development shall take place until Construction Management Plan, written in accordance with the 'London Best Practice Guidance: The control of dust and emissions from construction and demolition' detailing how dust and emissions will be managed during demolition and construction work shall be submitted to the local planning authority for approval. The construction management plan shall also include:

- a. details of the siting and specification of construction vehicles wheel cleaning facilities to be provided;
- b. hours of work;
- c. arrangements for the management and control of deliveries to the site and the arrangements for parking, loading/unloading and turning of delivery vehicles clear of the public highway;

Once approved the Construction Management Plan shall be fully implemented for the duration of any demolition and construction works.

Reason: To safeguard the amenities of the occupiers of nearby properties and to minimise impact of the construction activity on the adjoining highways.

11. NSC7 Deliveries

No deliveries of construction and demolition materials shall be taken at or despatched from the site outside the following times 08:00 – 18:00 Monday to Friday, 08:00 - 13:00 Saturdays and at no other time except with the prior written approval of the Local Planning Authority.

Reason: To protect local residential amenity

12. NSC8 SUDS

The development shall only be undertaken in accordance with the submitted Sustainable Drainage Strategy (ref: 140187/TN). The drainage strategy shall not be altered without the prior written approval in writing of the Local Planning Authority.

Reason: To ensure the sustainable management of water, minimise flood risk and to minimise discharge of surface water outside of the curtilage of the property in accordance with Core Policy 28 of the Core Strategy, Policies 5.12 & 5.13 of the London Plan 2011 and the National Planning Policy Framework.

13. NSC9 Landscaping

The development shall not be occupied until details of a landscaping scheme have been submitted to and approved in writing by the Local Planning Authority.

All landscaping in accordance with the approved scheme shall be completed/planted during the first planting season following practical completion of the development hereby approved. The landscaping and tree planting shall set out a plan for the continued management and maintenance of the site and any planting which dies, becomes severely damaged or diseased within five years of completion of the development shall be replaced with new planting in accordance with the approved details or an approved alternative and to the satisfaction of the Local Planning Authority. The development shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.

Reason: To minimise the impact of the development on the ecological value of the area, to ensure the development provides the maximum possible provision towards the creation of habitats and valuable areas for biodiversity and to preserve the character and appearance of the area in accordance with Core Policies 30 and 36 of the Core Strategy, the Biodiversity Action Plan and Policies 7.19 & 7.21 of the London Plan.

14. NSC10 Tree Protection

That development shall not commence until details of measures to protect existing trees on site during the construction works have been submitted to and approved in writing by the Local Planning Authority. The measures shall be installed in accordance with the approved details prior to the commencement of any works on site.

Reason: To safeguard existing trees.

15. NSC11 Retained Trees

In this condition a “retained tree” is an existing tree which is to be retained in accordance with the approved plans and particulars and any recommendations therein; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the (occupation of the building/commencement of use of the approved development) for its permitted use.

No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be pruned in any manner, be it branches, stems or roots, other than in accordance with the approved plans and particulars, without the prior written approval of the Local Planning Authority. All tree works shall be carried out in accordance with BS3998.

If any retained tree is cut down, uprooted, destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the Local Planning Authority.

Reason: To screen, preserve and enhance the development, ensure adequate landscape treatment in the interest of amenity, and to ensure that the retained trees, shrubs and hedgerows on the site are not adversely affected by any aspect of the development, in accordance with Core Policies 30, 31, 33, 34, and 36, of the Core Strategy, and Policies (II) C35-39 of the Unitary Development Plan.

16. NSC12 Tree / Shrub Clearance

All areas of hedges, scrub or similar vegetation where birds may nest which are to be removed as part of the development, are to be cleared outside the bird-nesting season (March - August inclusive) or if clearance during the bird-nesting season cannot reasonably be avoided, a suitably qualified ecologist will check the areas to be removed immediately prior to clearance and advise whether nesting birds are present. If active nests are recorded, no vegetation clearance or other works that may disturb active nests shall proceed until all young have fledged the nest.

Reason: To ensure that wildlife is not adversely affected by the proposed development in line with policy CP36 of the Core Strategy.

17. NSC13 Bird / Bat Boxes / Bricks

The development shall not be occupied until details of bird and/or bat nesting boxes/bricks have been submitted to and approved in writing by the Local Planning Authority. Nesting boxes/bricks shall be provided and the details shall include the exact location, specification and design of the habitats. The boxes/bricks shall be installed with the development prior to the first occupation of the building to which they form part or the first use of the space in which they are contained. The development shall be carried out strictly in accordance with the details so approved and maintained as such thereafter.

Reason: To minimise the impact of the development on the ecological value of the area and to ensure the development provides the maximum possible provision towards the creation of habitats and valuable areas for biodiversity in accordance with Policy CP36 of the Core Strategy, the Biodiversity Action Plan and Policy 7.19 of the London Plan.

18. C51A: Time Limited Permission

The development to which this permission relates must be begun not later than the expiration of three years beginning with the date of the decision notice.

Reason: To comply with the provisions of S.51 of the Planning & Compulsory Purchase Act 2004.

NOTES:
 1. No dimensions are to be scaled from this drawing
 2. This drawing to be read in conjunction with drawing nos. 708/041 to 047
 3. This drawing to be read in conjunction with SE drawing nos. C110 & C111.



KEY:
 SITE BOUNDARY

Revised Plans
 Received 04/07/2014

Rev.	Date	Description
B	07/14	Planning Amendment Issue - Carpark revised
A	05/14	Planning Amendment Issue

bhp architects

Northolt House, River Front, Goldilocks, R11, STE
 11-14 Old Oak Road, Borehamwood, Herts, SG9 6EJ
 Tel: 01992 500100 Fax: 01992 500101 Email: info@bhparchitects.com

LONDON BOROUGH OF ENFIELD
 PRIMARY EXPANSION PROGRAMME
 PRINCE OF WALES SCHOOL PEP
 SALISBURY ROAD
 ENFIELD, EN9 6HG

DRAWN: OG
 CHECKED: Jan 2014
 SCALE: 1:100
 PROJECT: 11BEPEP-708/013

PROPOSED SITE PLAN

708	013	B
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ZONE C WORKS
 See drwg nos
 708/043, 044, 045 & 047

ZONE B WORKS
 See drwg nos
 708/041, 042 & 046

ZONE A WORKS
 See drwg nos
 708/041, 042, & 046

ZONE D WORKS
 See drwg nos
 708/043, 044, 045 & 047

EXISTING TEMPORARY
 CLASSROOM BUILDING
 TO BE RETAINED

ENFIELD LOCK

PRINCE OF WALES
 PRIMARY SCHOOL

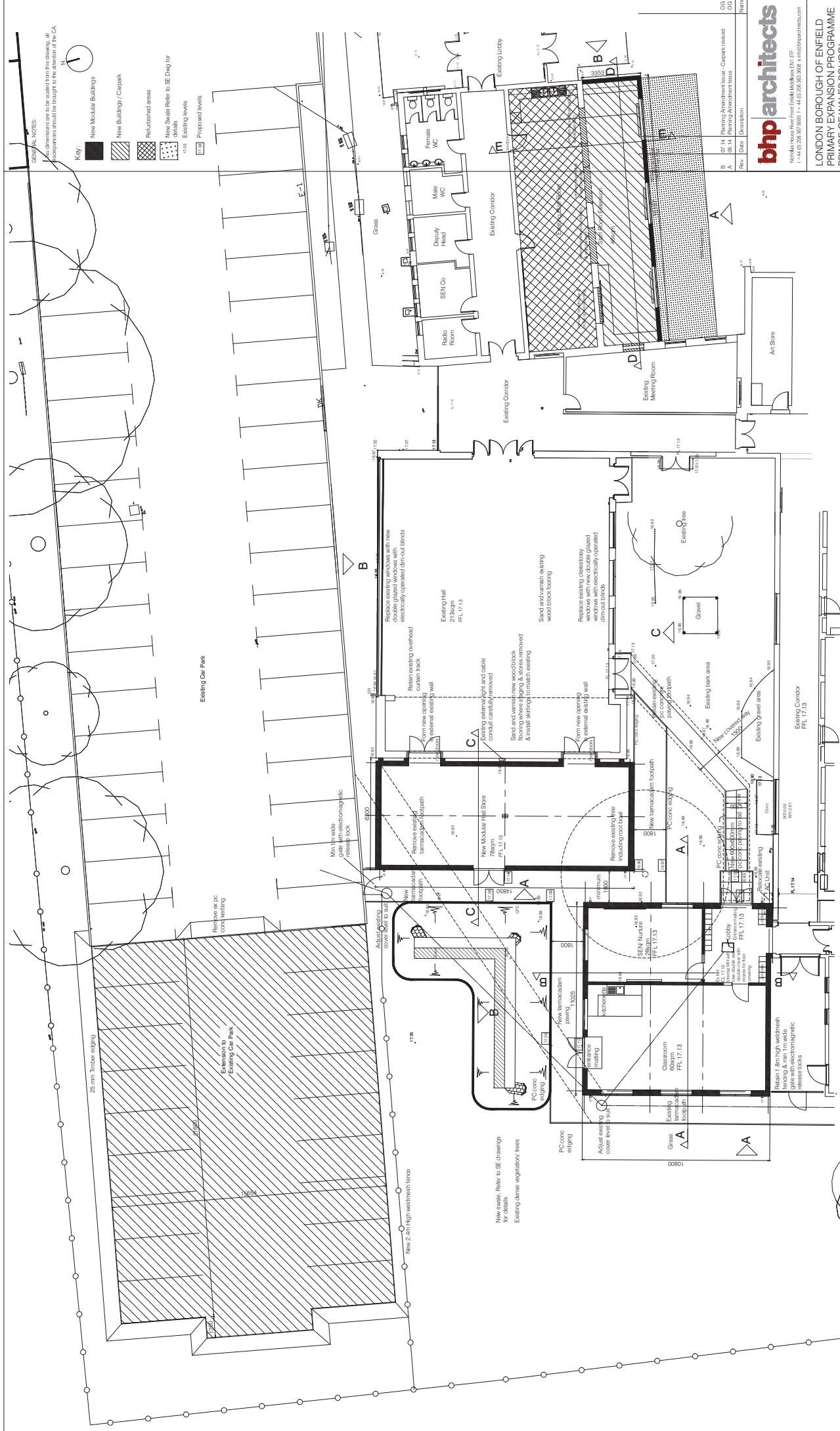
CHILDRENS
 CENTRE

SITE MANAGERS
 HOUSE

MOLTON AVENUE

Turkey Brook

Alciment Gardens



GENERAL NOTES:
 All dimensions are to be exact from this drawing, all discrepancies should be brought to the attention of the CA.

Key:
 ■ New Modular Buildings
 ▨ New Buildings / Carpark
 ▩ Refurbished areas
 ▤ New Swale Refer to SE Drawings for details
 --- Existing levels
 --- Proposed levels

Revised Plans
 Received 04/07/2014

hbp architects
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LONDON BOROUGH OF ENFIELD
PRIMARY EXPANSION PROGRAMME
PRINCE OF WALES SCHOOL
SALISBURY ROAD ENFIELD EN3 6HG

08/001 CG 1:100 FEBRUARY 2014
 08/001 1:100
 08/001 1:100

ZONE A & B WORKS
NEW MODULAR CLASSROOM
BUILDING & HALL STORE PLANS





708 041 B





NOTES

1. No dimensions are to be scaled from this drawing



KEY:

-  SITE BOUNDARY
-  PROPOSED WORK ZONES: REFER TO DRAWING TAGS FOR WORKS DESCRIPTION
-  PROPOSED SITE COMPOUND T.I.C.
-  AREAS TENDING TO SECURE WORKS AREAS

-  NEW BUILD WORKS
-  REMODELLING WORKS
-  EXTERNAL WORKS
-  SITE ACCESS

Rev	Date	Description	Name
01	14/01/14	Issue for tender	Chris Grew
02	15/01/14	Revised	Chris Grew
03	15/01/14	Final	Chris Grew

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LONDON BOROUGH OF ENFIELD
 PRIMARY EXPANSION PROGRAMME
 PRINCE OF WALES SCHOOL PEP
 SALISBURY ROAD
 ENFIELD EN3 6HG

Client: LUB/PEP/708-010
 Scale: 1:500
 Date: February 2014

PROPOSED WORKS KEY PLAN AND SITE ACCESS

708	010	T2
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ZONE C WORKS
 See drwg nos
 708/ 022 & 071-075

ZONE B WORKS
 See drwg nos
 708/ 022 & 061-064

ZONE A WORKS
 See drwg nos
 708/ 020, 050 TO 057

ZONE D WORKS
 See drwg nos
 708/ 022 & 081-082

ENFIELD LOCK

PRINCE OF WALES
 PRIMARY SCHOOL

CHILDRENS
 CENTRE

Alignment Gardens

Turkey Brook

MOLLISON AVENUE

SALISBURY ROAD