

LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 27th January 2015

Report of

Assistant Director, Planning,
Highways & Transportation

Contact Officer:

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Ward:

Upper Edmonton

Ref: 14/04205/FUL

Category: Full Application

LOCATION: Public Open Space, Ladysmith Road, London, N18 2QR

PROPOSAL: Erection of a part single, part 2-storey 420 place primary school for pupils aged 4-11 years, provision of multi-use games area (MUGA), soft and hard surfaced play areas, associated landscaping, perimeter fencing and car and cycle parking accessed from Albany Road. (Amended Site Location Plan/ Red Line Boundary)

Applicant Name & Address:

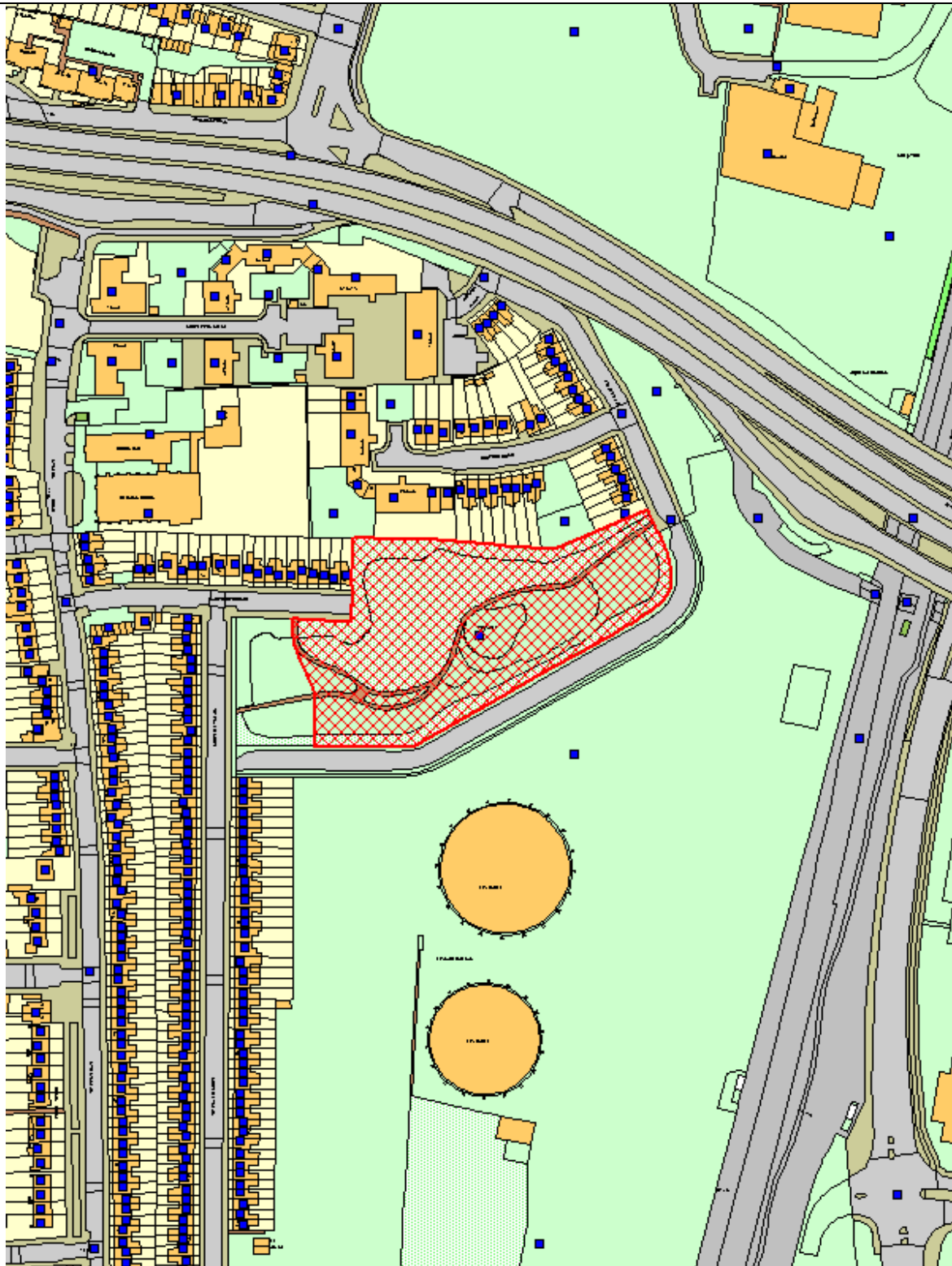
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Agent Name & Address:

Bluesky Architects
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RECOMMENDATION: That subject to the satisfactory completion of a Section 106 Agreement, the Head of Development Management / Planning Decisions Manager be authorised to **GRANT** planning permission subject to conditions.

Ref: 14/04205/FUL LOCATION: Public Open Space, Ladysmith Road, London, N18 2QR



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Scale 1:1250

North



1. Site and Surroundings

- 1.1 The application site is a public open space referred to as Ladysmith Open Space. It is located at the northern end of Kimberley Road and is also directly adjacent to Ladysmith Road. To the north and west, the site is bounded by housing on Kimberley Road, Ladysmith Road and Leopold Road. To the north east and east, the site is bounded by housing on Albany Road and the end of Albany Road cul de sac. To the south, the site is bounded by an overgrown private access road and further south of this the Willoughby Lane Gasholders site.
- 1.2 The park has an area of approximately 1.1 hectares. It is predominantly flat lying although there are some small mounds and undulations in land levels in the centre of the park. The park is accessible only to pedestrians via access gates on Ladysmith Road, Kimberley Road and on the opposite side from Albany Road.
- 1.3 The site has a PTAL rating of 2. The site is located in the Meridian Water Masterplan Area

2. Planning History

- 2.1 There is no planning application history in association with the park. The only notable planning history in the area is the recent approved applications authorising the dismantling and backfilling of the gasholders to the south on the Willoughby Lane site (P13-03564PRI and 14/02748/FUL).

3. Proposal

- 3.1 Planning permission is sought to change the use of approximately 0.93 ha of the park from open space to educational use, together with the erection of a part single, part two storey primary school. The application has been amended to provide an area of approximately 0.15ha on the Kimberley Road frontage of the park that would be retained as public open space owned and managed by the council. The school would accommodate 420 school children. The proposed school is part of the Meridian Water Masterplan redevelopment of the area.
- 3.2 The school building would have a ground floor footprint of approximately 28m deep and 40m wide and is in a predominantly square shape with the exception of a front projection 13.5m deep that projects forward towards the end of Ladysmith Road adjacent to Number 40. The first floor level is recessed on the Kimberley Road elevation by a distance of approximately 10m. The building would be set approximately 20m from the northern boundary and the rear gardens of the properties on Leopold Road, approximately 70m from the Kimberley Road frontage, 7.5m from the end of Ladysmith Road and between 15m and 27m from the southern boundary of the park.
- 3.3 The building would be finished in a mixture of coloured timber cladding and white render with an arrangement of fenestration and glazed balconies/ walkways predominantly on the south and east elevation of the building.

3.4 The application also includes:

- New vehicular access from Albany Road to a parking area with 22 parking spaces (2 of which are disabled) and a larger vehicle turning head.
- A new dropped kerb and access to 2 disabled parking spaces on the Ladysmith Road frontage.
- A series of landscaping proposals including, a new Multi Use Games Area (MUGA), grassed soft play areas, hard landscaped play spaces, new pedestrian pathways through the site and associated plant areas, bin stores 48 cycle parking spaces in two separate locations.

3.5 The application also proposes the retention of the existing trees and vegetation on the north and south boundaries along with the addition of new trees and vegetation. It is also proposed to build a new boundary mesh railing around the site that is 2.4m around most of the site with the exception of the frontage of the MUGA, where it steps up to 3m high.

3.6 The application facilitates the re-location of the existing Meridian Angel Primary school. It would allow 210 students to attend from the beginning of the September 2015 academic year with 60 new reception pupils admitted each subsequent year. The school would reach full occupation (420 pupils) in September 2021.

4. Consultations

4.1 Statutory and Non Statutory Consultees

Traffic and Transportation

- 4.1.1 The traffic and transportation team raise no objections to the application on grounds of trip generation or parking subject to a series of conditions to secure an access management plan, servicing management plan, construction management plan, details of cycle parking and electric charging points. The traffic and transportation section have also requested that a contribution is secured via S106 to fund the installation of a kerb build-out outside the proposed pedestrian access on Ladysmith Road, contribution toward the local Greenway improvements and the provision of school keep clear markings outside the main school entrance on Ladysmith Road, two disabled bays on Ladysmith Road, single yellow lines on the 'kiss and drop' area on Kimberly Road and double yellow lines outside the school vehicle access on Albany Road. The S106 Agreement would also need to cover the need for a travel plan and secure the associated management fee to monitor compliance with this.

Environmental Health

- 4.1.2. Environmental Health officers raise no objections to the application subject to conditions. The noise assessment and associated measures put forward for the development are acceptable. However further measures are required to deal with the contamination and air quality issues associated with the site. This can be secured by condition.

Tree Officer

- 4.1.3 The Tree Officer raises no objections subject to conditions.

School and Children's Services

- 4.1.4 The School and Children services department fully supports the scheme. The proposed development will enable Meridian Angel Primary School to contribute towards Enfield's Primary Places Strategy and admit up to 420 primary age pupils thereby assisting this Authority in meeting its statutory requirement to provide pupil places in the Borough in a Primary Place Planning Area of specific need (i.e. Upper Edmonton). The Council's Meridian Water Masterplan supports the schools' aspirations and demonstrates how this would be achieved through the siting of a new primary school in this area. Use of the Ladysmith Road, N18 site, which is owned by the Council, was identified as an option for the location of a primary school in the neighbourhood within the Council's Meridian Water Masterplan.
- 4.1.5 The councils school services department are aware that, under regulation any open spaces (such as Ladysmith Road, N18) disposed of must be reprovided for within the Borough and as such an alternative site must be identified. Work is currently underway to transform a derelict site at Rays Road that sits between Montagu Industrial Estate and a residential section of North Edmonton into a new Public Open Space to be known as Angel Gardens. This £1.6m scheme is funded by both the Council and the GLA through its Pocket Parks Programme. Approval for this scheme was granted on 25th February 2014.

Greater London Authority

- 4.1.6 The GLA have confirmed that the proposed scheme is not referable to the Mayor of London.

Environment Agency

- 4.1.7 The Environment Agency raises no objections subject to conditions to deal with contamination issues on the site.

Health and Safety Executive

- 4.1.8 The Health and Safety Executive (HSE) raise objections to the application as there are controlled contamination zones based on the Hazardous Substances Consent (HSC) for the former holder station nearby. This is a planning authorisation, administered by the Council, and remains in place until the consent is revoked by Council. The reason for this is that while the HSC (which like planning permission runs with the land) continues, the current or any future controller of the holder station land could reintroduce the hazardous substances (and, therefore, recreate the risk to the public) without the need for further approval. It is the HSE's understanding that the physical existence of the gasholders does not affect the status of the consent. However the HSE have advised that they would be prepared to withdraw this objection if a Grampian-style planning condition were to be imposed which effectively prevented the occupation of the school until after the hazardous substances consent has been revoked by the council.

4.2 Public

4.2.1 Consultation letters were sent to 147 neighbouring properties and 10 site notices were displayed in the vicinity of the site.

Petition

4.2.2 A petition containing the signatures of 215 local residents has been received objecting to the proposal. There has also been a list of names provided as REACT Members (Local Community Association) which amounts to 165 members. The objections raised can be summarised as follows:

- The proposal is contrary and a departure to Enfield's own development plan policies.
- It is inappropriate that the land should change use from a well-developed and maintained park to a built area which the public will be excluded from. This will deprive people of the area of all ages and backgrounds to the park which has been enjoyed as a public amenity by the locals in the area for 23 years.
- The loss of exercise and playspace which is proposed in this application can only make the current obesity problem with the children in this area of the borough worse.
- This development would result in children in the area having to play on the streets increasing the likelihood of accidents and reducing road safety.
- The proposal is contrary to Enfield's State of the Environment 2012 report which outlines a number of wards in the borough including the Upper Edmonton ward that is already deficient in public open space.
- This planning application is against the guidance of Enfield's Biodiversity Action Plan.
- The design of the proposed building is out of character with the surrounding area and if approved will create an unwelcome precedent.
- The land of the proposed school is contaminated below the surface. The Contamination report submitted on the application itself states that the risks are high as a result of the use as a school and further work is required to ensure that the site is made safe from the perspective of contamination. This should be carried out first prior to this application being allowed.
- In addition what will happen when large scale intrusive decontamination activity begins on this adjacent land as part of the Meridian Water development.
- The park is used as a public right of way to shorten the walk between the neighbourhood and the Angel Shopping area which includes Tesco's and Ikea. There is no indication on the application that this will remain open to the public or that an alternative will be provided.

Support

4.2.3 Two letters of support have been received that stating the following:

- The school will be a valuable asset to the area, it is much needed within the area and will help to alleviate overcrowding problems in local schools.
- It will not significantly traffic and parking problems in the area, this school is already in the area at St Johns Church on Dyson Road. In any event problems with parking are literally only for ten minutes in the morning and evening. There is more of an issue with flytipping, dumping rubbish and people abandoning old cars as opposed to school drop offs and pick-ups.

- The park is undesirable and in a terrible state, there's always empty alcohol bottles, the children's swings and slides were always damaged or set fire to and were just a hangout for undesirables.

4.2.4 Reconsultation has been carried out following the amendments to the application to provide for the retention of an area of open space. Any further comments received will be reported at the meeting.

5. Planning Policy

5.1 The London Plan

Policy 2.13	Opportunity Areas and intensification areas
Policy 2.14	Areas for regeneration
Policy 3.5	Quality and design of housing developments
Policy 3.6	Children and young people's play and informal recreation facilities
Policy 3.9	Mixed and balanced communities
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 5.5	Decentralised energy networks
Policy 5.6	Decentralised energy in development proposals
Policy 5.7	Renewable energy
Policy 5.8	Innovative energy technologies
Policy 5.9	Overheating and cooling
Policy 5.10	Urban greening
Policy 5.11	Green roofs and development site environs
Policy 5.13	Sustainable drainage
Policy 5.14	Water quality and wastewater infrastructure
Policy 6.3	Assessing the effects of development on transport capacity
Policy 6.9	Cycling
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 7.3	Designing out crime
Policy 7.4	Local character
Policy 7.6	Architecture
Policy 7.14	Improving air quality
Policy 7.15	Reducing noise and enhancing soundscapes
Policy 7.18	Protecting Local Open Space and addressing local deficiency
Policy 7.19	Biodiversity and access to nature
Policy 7.21	Trees and Woodland
Policy 8.2	Planning Obligations

5.2 Core Strategy

CP8:	Education
CP9:	Supporting Community Cohesion
CP20:	Sustainable energy use and energy infrastructure
CP21:	Delivering sustainable water supply, drainage and sewerage infrastructure

CP22: Delivering sustainable waste management
CP24: The Road Network
CP25 Pedestrians and cyclists
CP26: Public transport
CP30: Maintaining and improving the quality of the built and open environment
CP32: Pollution
CP34: Parks, Playing Fields and other open spaces
CP36: Biodiversity
CP37: Central Leaside
CP38: Meridian Water
CP46: Infrastructure Contributions
CP44: North Circular Road

5.3 Development Management Document

DMD16	Provision of New Community facilities
DMD17	Protection of Community Facilities
DMD18	Early Years Provision
DMD37	Achieving High Quality and Design-Led Development
DMD38	Design Process
DMD49	Sustainable Design and Construction Statements
DMD59	Avoiding and Reducing Flood Risk
DMD60	Assessing Flood Risk
DMD61	Managing Surface Water
DMD62	Flood Control and Mitigation Measures
DMD63	Protection and Improvement and Flood Defences
DMD65	Air Quality
DMD66	Land Contamination and Instability
DMD67	Hazardous Installations
DMD68	Noise
DMD69	Light Pollution
DMD70	Water Quality
DMD71	Protection and Enhancement of Open Spaces
DMD72	Open Space Provision
DMD73	Children's Play Space
DMD78	Nature Conservation
DMD79	Ecological Enhancements
DMD80	Trees on development sites
DMD81	Landscaping

5.4 Other Material Considerations

National Planning Policy Framework
National Planning Practise Guidance
Central Leaside Area Action Place
Meridian Water Masterplan
Enfield Parks and Open Space Strategy
S106 SPD

6. **Analysis**

6.1 The key considerations to assess with regards to this application are as follows:

- Principle of the Development/Loss of Open Space.
- Site Layout, Design and Impact on the Character of the Area
- Neighbouring Amenity
- Highways and Access Issues
- Trees and Ecology
- Air Quality and Noise
- Environmental Issues- Flooding and Contamination
- Sustainability Issues
- S106 Obligations.

6.2 Principle of the Development/ Loss of Open Space

6.2.1 The primary issue for determination with this application is the principle of the development, the need for the school in this location and the subsequent loss of part of the open space. It is considered there are three main criteria to assess the application against:

1. Need for School in this area.
2. Site Selection- Why this is the most suitable site?
3. Acceptability of the Loss of the Open Space and the need for re-provision elsewhere.

The need for a school

6.2.2 Policy CP8 of the Local Plan states that the Council will contribute to improving the health, 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 the Borough. 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. This policy identifies the need for two new 2 form entry primary schools, including two 60 part time nursery places in Meridian Water. This is reinforced within policy 3.18 of the London Plan which supports and promotes the needs for additional school places in London to correlate with both housing and population growth. The provision of school and early year's provision is also encouraged in the Development Management Document with DMD16 and 18.

6.2.3 There is an identified need for school places in the borough as outlined in Policy CP8 and 3.18 of the London Plan. In addition the adopted Meridian Water Masterplan identifies this area, including Ladysmith Park , for major re-development to form a new community to be known as Meridian Angel for potentially up to 1000 homes for which this new primary school with shared facilities will form a focal point of community cohesion.

6.2.4 In addition, the proposal will facilitate the relocation of the existing local school at St Johns Church on Dyson Road which is at capacity. Additional information has also been submitted that shows that a large majority of children attending the current school already live within a close catchment area of Dyson's Road which is a short walking distance from this proposed site. The applicant has also provided additional

information of the prospective future catchment area which includes the existing outlying area and the future first phase of the Meridian Angel which is considered logical considering the large scale residential scheme proposed for the immediate area.

Site selection

- 6.2.5 It is recognised that a petition in excess of 300 signatures has been received objecting to the loss of the park which essentially questions why the park has been chosen as the best location for the school. In response to this query there has been additional information submitted by the applicant which refers to three potential other sites in the adjoining area, at 173-175 Willoughby Lane, 64 Willoughby Lane and 150 Bridport Road. These have been deemed unacceptable due to the constraints of the sites and the lack of outside space required for primary school.
- 6.2.6 It is recognised that the school had originally been anticipated to be provided on the Willoughby Lane gasworks site, south of the application site. However, this site would not be available within the timeframe needed to provide the new school. It is currently not available or deliverable. The site requires significant remediation and this is not scheduled until 2016, meaning the site will not be available for redevelopment until 2017-18 at the earliest.
- 6.2.7 Given the immediate requirements to re-locate the school to a more suitable site, the immediate demand for school places, the short timescales to deliver a school by September 2015, and the availability of funding for the proposed school to secure funding from the Education Funding Authority, it is considered this site is the most viable option to locate the school. As referred to earlier due regard should also be given to the fact that this school forms a focal point for the future Meridian Angel community proposed in the immediate locality. This school facility would be located at the heart of this new community.

Loss of open space

- 6.2.8 Policy 7.18 of the London Plan states that boroughs should ensure satisfactory levels of local open space provision to address areas of deficiency. In addition it states that the loss of protected open space must be resisted unless equivalent or better quality provision is made within the local catchment area. CP34 of the Local Plan seeks to protect and enhance existing open space and seek opportunities to improve the provision of good quality and accessible open space in the Borough. It promotes improvements to open space provision through increasing the access to, quantity and quality of publicly accessible open spaces and supporting the community use of non-public open spaces. Priority will be given to addressing areas of deficiency identified in the Enfield Open Space Study, particularly in the south and east of the Borough. It also promotes new and improved play spaces to address existing deficiencies and to meet future needs, with priority given to those areas where the deficiency of play space is considered most significant as identified in the Enfield Open Space Study.
- 6.2.9 In addition to this Policy DMD71 of the Development Management Document states that development involving the loss of other open space will be resisted unless:

a. Replacement open space can be re-provided in the same locality and of better quality to support the delivery of the Council's adopted Parks and Open Spaces Strategy; or

b. It has been demonstrated through the submission of an assessment that the open space in question is surplus to requirements.

6.2.10 The Meridian Water Masterplan (MWM) is now a formally adopted supplementary planning document. This site falls within the MWM area, which is designated as a strategic growth area, as also recognised within the London Plan policies 2.13 and 2.14. The application site forms part of the first phase of the Meridian Water development that has been referred to as the Meridian Angel. The proposals within the master plan earmark this area for major development to introduce a new community to the area for potentially 1000 homes and associated facilities such as schools, community facilities and new open spaces to encourage community interaction in the area. In addition section 5.2.3 of the MWM outlines proposals for a new primary school with shared facilities that will form a community focus for the area, bringing local residents together and supporting community cohesion. The proposals map of the MWM identifies development on Ladysmith Park with the retention of an element of green space on the Kimberley Road frontage, but with the subsequent re-provision of new open space on Rays Road, a short walking distance north of the North Circular Road, and eventually a new neighbourhood park within the heart of the new Meridian Angel community. This approach is acknowledged in the emerging Central Leaside AAP, which identifies the existing open space as land for future development as part of the comprehensive approach to Meridian Water.

6.2.11 Due regard should also be given to the requirements of policy 7.18 of the London Plan and DMD71 of the Development Management document that state that where a local open space is lost it must be re-provided within the local catchment area.

6.2.12 The application involves the loss of 0.932ha of open space. At the western end of the park, bordering Kimberley Road, 0.156ha of publically accessible park area is being retained with the re-provision of a children's play area. It is also proposed that there will be community access to the Multi-Use Games Area (MUGA) on the school site for members of the local community out of school hours until 22.00 on Mondays to Fridays, 18.00 on Saturdays and 16.00 on Sundays and Bank Holidays.

6.2.12 The Meridian Water Masterplan (2013) and the Proposed Submission Central Leaside Area Action Plan both include provision for the new open space at Rays Road/ Angel Gardens of 1.5ha in size, which is now in the process of being implemented following consent under P13-03340LBE. Whilst it is recognised that access to this park from the Kimberley Road area would be via a heavily trafficked area under the North Circular flyover and the Montague Road junction, it is considered to be within reasonable walking distance of Kimberly Road and Ladysmith Road. Consequently it is within an acceptable catchment area. Due regard should also be given to the fact that the existing Kenninghall Open Space is also within close proximity to this area. It is considered that the provision of new open space at Rays Road along with the other available opens spaces in the area renders the proposed scheme compliant with 7.18 of the London Plan and DMD71 of the DMD.

6.2.13 It is also considered that the retention of the 0.15ha pocket park on the Kimberly Road frontage would retain an appropriate facility for immediate residents of the

area, especially young children. In addition it is considered the proposal has the benefit of relocating the child play area to a safer location with more passive surveillance from the immediate adjoining houses overlooking the site. This play space would be secured by a planning condition.

- 6.2.14 Whilst it is considered to have limited weight in the short term, due regard should also be given to the proposal to provide a new neighbourhood open space approximately 1ha as part of the proposed Meridian Angel community. Based on the current proposals map within the Meridian Water Masterplan this proposed open space would be readily accessible from Kimberly Road area along the existing access route to the north of number 33 Kimberly Road. This is compliant with the aforementioned open space policies and the objectives of the Enfield Open Space Strategy.
- 6.2.15 The objections in relation to loss of access through the park to Albany Road have been noted. The applicant has advised that an access through the school site cannot be provided on grounds of design, safety and safeguarding of children and maintenance. The loss of the access through the park will require residents to take an alternative route through Culpepper Close, which may not be as direct, but nevertheless would still enable access to Albany Road and the outlying Angel retail area (Tesco's and Ikea). Pedestrian permeability would also be a key objective of the future development of the current gasometer land. Taking into account the strategic importance of and need for the school in the area it is not considered the loss of this more direct route warrants refusing the application. Due regard must also be given to the future proposal to open up the existing access road from Kimberly Road to the designated Meridian Angel community.

Conclusions on the principle of development

- 6.2.16 In conclusion, balancing all material factors set out above, it is considered that the principle of the development is acceptable. The application is compliant with the proposals of the Meridian Water Masterplan. There is an established and identified need for the school in this area and it is considered that satisfactory information has been provided to illustrate that the park is the most appropriate site to locate the school taking into account its accessibility, the lack of other alternative sites at present, and the existing and future demand for school places within the existing catchment area. In addition through the combination of the retained pocket park on the Kimberley Road frontage, the re-provision of new park a relatively short walking distance from the site off Rays Road, and the longer term proposals to provide new neighbourhood open space as part of the proposed Meridian Angel community, the proposal is also considered to be compliant with the relevant policies 7.18 of the London Plan, CP34 of the Local Plan and DMD71 of the Development Management Document.

6.3 Site Layout, Design and Impact on the Character of the Area

- 6.3.1 DMD 37 aims to ensure that high standards of design are taken into consideration in all developments and that local distinctiveness and historic patterns of development are reinforced. This is supported within policy CP30 of the Local Plan which seeks to maintain and improve the quality of the built and open environment. Policy 7.4 of the London Plan states that development should have regard to the form, function and structure of an area, place or street and the scale, mass and orientation of surrounding buildings.

- 6.3.2 The application proposes the school building as part single, part two storey in scale approximately 28m deep and 40 metres wide of a predominantly square shape with the exception of a two storey projection coming forward towards Ladysmith Road. This section of the building would be set approximately 7.5m from the end of Ladysmith Road. It would have a recessed first floor level on the Kimberley Road elevation where the first floor level is reduced in depth to approximately 18m deep.
- 6.3.3 The proposed building is to be finished in a mixture of materials including part timber cladded, part white rendered walls and a mixture and arrangement of windows, doors and glazed balconies and walkways.
- 6.3.4 Overall, the design, scale and appearance of the proposed building is considered acceptable. It is a relatively large building in terms of its footprint. However, given its height, it is appropriate to its context. In addition it is to be sited towards the centre of the site, well removed from any other adjoining properties.
- 6.3.5 The building is a relatively simple prefabricated form with a flat roof design and whilst the materials are not the same as those used with the traditional neighbouring residential houses, it is considered due to the extent of the separation from the adjoining properties that the proposed design and materials are acceptable. Moreover, given the function of the building, a more modern approach and contemporary design is to be encouraged.
- 6.3.6 The proposed site layout and the associated appearance from the adjoining street scene is also considered to be acceptable. In relation to the Kimberley Road/Ladysmith Road frontages, with the exception of two car parking spaces off Ladysmith Road, the immediate street environment would remain predominantly unaltered. In addition it is proposed to relocate the original children's play area to the immediate Kimberly Road frontage which will introduce an additional element of social activity to Kimberly Road and overall is considered to be better and safer location for the play equipment as opposed to the current location in the middle of the park.
- 6.3.7 The remainder of the site layout is considered acceptable, which is predominantly made up of the MUGA area and a mixture of grassed and hard surfaced areas. The proposal to retain the existing trees and vegetation around the perimeter of the site is welcomed. In addition it is considered the proposed parking area to the rear of the site, off Albany Road, is acceptable from a design perspective and overall is the most logical position for the staff car parking as it has minimal impact upon the green appearance of the site and its surroundings.
- 6.3.8 In conclusion it is considered that from the perspective of design, appearance and the character of the surrounding area the proposal is acceptable having regard to DMD37 of the DMD, CP30 of the Local Plan and 7.4 of the London Plan.

6.4 Neighbouring Amenity

- 6.4.1 The proposed scheme is considered acceptable from the perspective of neighbouring amenity. As referred to earlier it is proposed to position the school relatively centrally on the existing site. It would be located approximately 20m from the north boundary of the site and a further 12 metres from the rear of the adjacent block of flats addressed at 26-48 Leopold Road. Therefore this separation distance is acceptable having regard to DMD10.

- 6.4.2 In addition the proposed building would be set approximately 85m from the properties on Leopold Road which is acceptable.
- 6.4.3 In relation to the properties on Ladysmith Road and principally Number 40 it is recognised that the building and particularly the two storey front projection would be a noticeable feature within the streetscene. However it is considered that the building is far enough removed from the boundary set in approximately at 7.5 to 8 metres to not appear overly bulky or create a sense of enclosure or loss of outlook. In addition the application proposes to retain the existing boundary trees and vegetation which would help to screen the relationship between the school building and the adjoining houses on Ladysmith Road.
- 6.4.4 The change in use of the park to a school would obviously increase the level of activity on the site, noise from children playing outside and the general vehicular activity associated with such primary schools. However, it is considered that activity associated with the school will be restricted to a limited period of the day and would not extend in to the late evening or at weekends. Whilst community use is proposed beyond the school day, this would not be as intensive as the day time use itself, would be controlled and would cease by 22.00 on Mondays to Fridays, 18.00 on Saturdays and 16.00 on Sundays and Bank Holidays. Given the relationship of the site to residential properties, it is considered that overall the use would not unduly harm the amenities of the occupiers of nearby residential properties.
- 6.4.5 In conclusion it is considered that the proposed application is acceptable from the perspective of neighbouring amenity.

6.5 Highways and Access Issues

Trip Generation

- 6.5.1 The existing school has a priority admission zone policy that gives preference to children within 800m of the school. This has resulted in a low pupil car mode split of 12%. The Transport Assessment (TA) supporting the application applies that mode split to the proposed school of 420 pupils. Although the same priority admission zone is proposed as part of this application it is inevitable that pupils will be drawn from a larger catchment as the school roll expands and therefore a higher car mode split should be assumed. A review of other local schools found a slightly higher level of car use. Taken as an average of the three local schools (Brettenham, Fleecefield, St Johns and St James CoE) and including 'park and stride' car trips this gives an average car mode split of 18%.
- 6.5.2 The existing school operates breakfast and after school clubs that help to stagger the impact of the school run by more widely distributing trips temporally. The same is proposed for the new school. The Transport Assessment reviewed the trip distribution profile of arrivals and departures at the existing school and found that 75% of pupils arriving by car were dropped off in the AM peak hour between 8-9am and 50% were picked up in the PM peak hour between 3- 4pm. It is reasonable to assume that this trip distribution will continue with the new school.
- 6.5.3 Assuming an 18% mode split and the trip distribution above, 57 pupils will be dropped off by car at the new school in the AM peak and 38 will be picked up in the PM peak. The actual number of vehicles is likely to be slightly less than this once siblings and other car sharing is taken into account.

- 6.5.4 The remainder of pupils will arrive by foot (73% assumed or 307 pupils), cycle (3% assumed or 13) or public transport (6% assumed or 25). These modes split assumptions are reasonable, being based on the existing site and consistent with the travel patterns at the other local schools. They reflect the relatively poor level of public transport accessibility in the area and the local catchment of the school.
- 6.5.5 It is assumed that 65% of staff will travel by car, with a further 14% car sharing. This is based on the mode split at the existing school where only 32% of staff travel in the AM peak and 16% in the PM school peak. This represents 16 and 8 trips respectively. This level of traffic generation will not have any impact on the local road network and because the staff car park is accessed from Albany Road, there is no overlap between these trips and those generated by pupil drop off.
- 6.5.6 In order to encourage sustainable and active travel, minimise car trips and maintain the positive travel habits that exist at the current school, a condition should be added ensuring adherence to the principles set out in the Travel Plan submitted as part of the application, including the requirement for monitoring and review set out within it. The Travel Plan also includes the commitment to the priority admissions zone and breakfast and after school clubs.

Managing vehicle trips

- 6.5.7 The overall level of car trips generated by the proposals will not have any significant impact on the road network away from the site. However, in order to minimise impact on Ladysmith Road and Kimberley Road active management of car trips to the site will be required. In order to minimise trips a Travel Plan must be secured and actively promoted, as set out above.
- 6.5.8 To manage the potential 57 vehicles accessing the site in the AM peak the school must adopt additional active management measures within their Access Management Plan. These include:
- The provision of an area of single yellow line of around 25m at the northern end of Kimberly Road to allow a 'kiss and drop' area. This area must be supervised by teachers who will collect pupils, allowing their parents to quickly drop off their children, thereby minimising dwell time and congestion. No stopping should be permitted in Ladysmith Road east of Kimberly Road. The changes on-street will need to be funded by the school.
 - An agreement to promote and actively manage an advisory one-way route via Dyson Road, Ladysmith Road and southbound only on Kimberley Road for parents dropping off children. This will minimise congestion on Kimberly Road and will ensure that should the 'kiss and drop' area become full parents can continue down Kimberly Road and 'park and stride' to the school gates from a different location.
- 6.5.9 As part of the TA a parking occupancy survey was undertaken of the surrounding streets within a four minute walk of the site (300m). This found that there is sufficient kerb side space for 457 vehicles to be parked legally. The peak occupancy recorded between 8.00-8.15am was 271 vehicles and therefore maximum occupancy was 59% with 186 spare spaces. This demonstrates that there is sufficient spare parking capacity in the area to accommodate the demand created by the new school. It should be noted that this survey will include the parking demand of around 14

vehicles being generated by the existing school and therefore the net additional demand is in the order of 43 over the peak hour.

- 6.5.10 Staff and servicing access to the site is from Albany Road, to the east of the school, and will not conflict with pupil related traffic.
- 6.5.11 Subject to the measures set out above the proposed school will not have an unacceptable impact on traffic congestion and parking demand in the area and vehicular access arrangements by parents and staff is acceptable. The proposals are therefore consistent with Core Strategy Policy 24 and DMD policy 45 and 47.

Pedestrian and cycle access

- 6.5.12 The streets surrounding the site benefit from traffic calming measures such as speed humps and footway buildouts at junctions. This means that traffic speeds will be reduced, enhancing road safety, which is reflected in the fact that there have been no recorded accidents in the last three years on Kimberly Road or Ladysmith Road and very few accidents on the residential streets around the site.
- 6.5.13 There is a pedestrian crossing across Dysons Road just to the north of the junction with Ladysmith Road and pavement buildouts at the junction of Kimberley Road and Ladysmith Road. To the north there is a crossing under the North Circular, which provides ready access to the school from the adjoining residential areas. These features help ensure that pedestrians can reach the school safely. As part of the TA the applicant undertook a Pedestrian Environment Review System audit, which is a formal method of evaluating the quality of the pedestrian environment. This did not highlight any features in the streets surrounding the site that would lead to safety concerns and noted that traffic volumes and speeds were generally low.
- 6.5.14 Pedestrian access to the school is proposed via the existing gates to the Ladysmith Open Space with the main access being from Ladysmith Road. The location of the access is suitable but the footway width around it and the width of the gate will not be sufficient for the significant volume of pedestrians that will be accessing the school. In order to accommodate this demand a footway buildout will be required in Ladysmith Road to provide additional space for pedestrians accessing the school and parents waiting for their children. This will need to be funded by the school. The access gate into the site should also be widened so that more than one person can pass through at a time. The detail of the widened gate will have to be carefully considered to ensure it does not have any impact on the nearby trees.
- 6.5.15 In order to enhance safety around the school gates school keep clear markings will be required to ensure that parents do not park inappropriately. This will need to be funded by the school.
- 6.5.16 A Cycling Environment Review System audit was undertaken for cycling. In general the traffic calming features and relatively quiet residential nature of the streets surrounding the site meant that no deficiencies were identified and that cycling in the area is safe. As for pedestrians, crossing under the North Circular requires the use of the formal crossing and cyclists would need to dismount. Although this would be inconvenient for commuter cyclists it is unlikely to pose a significant barrier to cycling for parents cycling to the school with children. There are cycle lanes provided alongside the North Circular.

- 6.5.17 Subject to the amendments and contributions set out above the proposals are acceptable and consistent with Core Strategy Policy 25 and DMD policy 47.
- 6.5.18 Officers have reviewed this advice and it is considered that the matters raised can be secured by condition with the necessary funding for highways works to be secured by a Unilateral Undertaking.

Parking provision

- 6.5.19 Cycle parking is proposed to London Plan standards for both staff and pupils. This is welcome, however the parking appears to be open to the elements. To ensure it is attractive to use the parking should be enclosed.
- 6.5.20 Twenty-two car parking spaces are proposed for 50 staff. The parking is accessed off Albany Road and includes two disabled spaces. This level of parking is sufficient to provide one space for each member of teaching staff (20) but only overall provides parking for 40% of staff, if all support staff are taken into account. As set out above the TA assumes that 65% of staff will travel to the site by car and therefore there is the potential for parking demand to exceed supply by up to 13 vehicles. The parking surveys undertaken as part of the TA demonstrate that there is a very low level of parking demand during the day in Albany Road, with around 19% of legal parking spaces occupied at 8am. This is to be expected given the relatively low level of car ownership in the area and the fact that only one side of the street has residential properties. The introduction of up to 13 cars would increase parking occupancy to 42%, leaving 33 legal spaces remaining for general parking. Overall the level of on-site parking proposed is acceptable, given the ready availability of parking in the surrounding streets.
- 6.5.21 Double yellow lines are required in order to protect the proposed access to the school and ensure larger vehicles can enter and exit safely. The provision of these lines will need to be funded by the school.
- 6.5.22 Only one electric charging point is proposed within the staff car park. The London Plan standards require at least 20% of all spaces should have access to an electric charging point, with a further 10% passive provision. This means at least four electric charging points should be provided, with passive provision for a further two.
- 6.5.23 Subject to the amendments proposed above the proposals are consistent with London Plan policies 6.9 and 6.13 and DMD policy 45 and 47.

Servicing

- 6.5.24 An area for servicing the school is provided to the east of the school building, accessed from Albany Road. Swept path analysis has been undertaken and demonstrates that a large pantechnicon could enter and exit the site in a forward gear. Most of the lorries accessing the site will be significantly smaller than this and therefore access will be comfortably accommodated. There is only space on site for one vehicle to service the school at a time. Given the relatively low number of service vehicles generated by school uses the servicing area set aside is sufficient subject to proper management.

Construction traffic management

6.5.25 Given the constrained nature of the site for access by larger vehicles a Construction Traffic Management Plan that should be submitted prior to commencement.

Conclusion

6.5.26 In conclusion subject to the necessary conditions and the S106 contributions to secure the necessary highways works it is considered the application is acceptable from a highways perspective.

6.6 Trees and Ecology

6.6.1 The tree officer has raised no objections to the application. The development would be predominantly located within the centre of the site where there are no trees that would be detrimentally impacted upon by the proposal. In addition the existing trees and vegetation around the site would be retained. The tree officer has recommended conditions in relation to tree protection, tree planting and landscaping.

6.6.2 The application has also submitted an ecological assessment that concludes that the site has no ecological restraints or significant biodiversity value.

6.7 Air Quality and Noise Issues

6.7.1 The councils environmental health department and have been consulted on the application and raised no objections. The acoustic report supplied with the application adequately addresses noise concerns provided any plant installed meets the criteria put forward in the report.

6.7.2 The air quality assessment does not predict the effect of the existing pollution sources upon the school. As the school is classed as a sensitive receptor for the purposes of air quality management, the application will require an air quality assessment which examines the effect of air pollution emissions on the school and identifies any necessary mitigation measures. A condition is recommended to secure this.

6.8 Flooding and Contamination

6.8.1 There have been no objection raised to the application by the Councils Environmental Health Officers or the Environment Agency, subject to a range of conditions that are recommended at the end of the report.

6.8.2 The HSE have raised an objections to the application on the basis that there is a Hazardous Substances Consent (HSC) in place for the adjoining gas holder station, as set out in the consultation section above. However, they have advised that they would be prepared to withdraw this objection if a Grampian-style planning condition were to be imposed which effectively prevented the occupation of the school until after the hazardous substances consent has been revoked by the council.

6.8.3 Legal advice has been sought on this issue. It is considered that the HSC has already been automatically revoked under the legislation having regard to the following:

- Under s.17 of the Planning (Hazardous Substances) Act 1990 a consent is revoked if there is a change in the person in control of part of the land to which [the consent]

relates unless an application for the continuation of the consent has previously been made. In 2001 an application was made for such a continuation. This was not determined. Due to the failure to determine the application for a continuation of consent made in 2001, arguably the continuation was deemed to be granted by virtue of the provisions of section 18 (7) of the Planning (Hazardous Substances) Act 1990 (PHSA). It is noted that the application is said to have been withdrawn in 2007 but the PHSA and the regulations make no reference to the ability to withdraw an application and therefore despite the application for a continuation of consent being withdrawn in 2007, the consent could be said to have been in place and therefore the withdrawal had no effect.

- The Council, in its capacity as Hazardous Substances Authority (HSA), may revoke consents at any time under section 14 of the PHSA. In particular the Act states that the HSA may, by order, revoke a consent as they consider expedient 'having regard to material consideration' that it is expedient to revoke the consent. Subsection 2 also provides the HSA with the power to make an order to revoke consent where it appears that:
 - There has been a material change in the use of the land
 - That planning permission has been granted for development the carrying out of which would involve a material change of use of such land and the development has commenced
 - in the case of a hazardous substances consent which relates only to one substance, that that substance has not for at least five years been present on, over or under the land to which the consent relates in a quantity equal to or exceeding the controlled quantity; or
 - in the case of a hazardous substances consent which relates to a number of substances, that none of those substances has for at least five years been so present.

Assuming that the consent relates to both the land on which the school is proposed and the wider Meridian Way Storage Tanks area, it would seem that the land has either been the subject of a material change of use or falls within subsections b-d. Therefore an Order could be made to revoke the consent.

- The procedure for revocation is similar to that for the revocation of a planning permission. For revocation to take effect, the HSA must make an Order, and it must be confirmed by the Secretary of State; the procedure for this involves serving notice of all affected persons and allowing a minimum of 28 days to allow objections. This 28 day period would, of course, put the revocation past the date of the planning committee (being 27 January 2015). If this is felt to be the appropriate way forward then the committee may be minded to consider a resolution which is subject to the confirmation of the revocation by the SoS
- As indicated above, Under section 17 PHSA consent is automatically revoked upon a change of control of part of the land unless a continuation is applied for before the change of control. Notwithstanding the continuation application and the potential deemed continuation, National Grid transferred, the Ladysmith Road land to TfL and then to the Council in 2014, and part of their remaining land at the Willoughby Lane site to National Grid Twenty Seven in January 2014. Though NG Twenty Seven Ltd is clearly linked to National Grid (whom presumably have the benefit of the

Hazardous Consent), they are separate legal entities and the transfer of the Gas Holder Storage Tanks would amount to a change in control of part of the land. As no continuation was applied for before the latest transfer the consent should have been automatically revoked by virtue of s.17 PSHA. If this is correct, then my view is that the HSA should confirm with National Grid that consent has been revoked, explain the situation to the HSE

- It is understood from knowledge of the Willoughby Lane site that National Grid are likely to retain some form of pumping station on the site. National Grid's actions (i.e. failure to make an application for a continuation consent) seems to indicate that they no longer require consent for their installation on their retained land; this might be the case if they are storing less than 15 tonnes of natural gas or the gas is classed as merely being transported and not stored. It is recommended that this position is confirmed with National Grid.

6.8.4 Officers have approached National Grid for confirmation that they would not object to a revocation of the HSC should this be required. A response is awaited. Officers have also sought confirmation from National Grid that HSC is not required for the facilities that remain on site. Again a response is awaited. The above legal advice has also been forwarded to the Health and Safety Executive to seek to obtain their agreement to the fact that no revocation is in fact required in the circumstances and therefore their objection can be withdrawn. However, if they do not agree with this approach, they have advised that a Grampian condition would address their objections and therefore such a condition is at this stage recommended. An update on this matter will be provided at the meeting.

6.9 Sustainability Issues

6.9.1 The Sustainable Design Officer advises that at this stage insufficient information has been submitted to assess all aspects of sustainable design and the schemes ability to meet relevant DMD policies. However, it is considered that any outstanding issues could be resolved by appropriate planning conditions.

6.10 S106 Obligations

6.10.1 Traffic and Transportation have requested a contribution of £20,000 towards necessary highways works to install a wider footpath on Ladysmith Road and the implementation of school keep clear markings along with double yellow line markings around the access point to the parking/servicing area from Albany Road. This has been confirmed acceptable by the applicant and would be secure by a S106 Agreement.

6.10.2 Traffic and Transportation have also requested a travel plan and the associated management/monitoring fee. At the time of writing, the applicant's agreement to this is awaited and an update will be provided at the meeting.

6.11 Community Infrastructure Levy (CIL)

6.11.1 The Mayoral CIL was introduced in London to fund strategically important infrastructure, such as Crossrail. However, not all developments are CIL liable and developments used wholly or mainly for the provision of education as a school or college (as defined by the Education Act), or those developments by charities on their own land for charitable services are exempt.

6.11.2 The proposed development is not CIL liable.

7. Conclusion

- 7.1 Applications for planning permission must be determined in accordance with the development plan unless material considerations dictate otherwise. The National Planning Policy Framework has established a presumption in favour of sustainable development while paragraph (19) also advises that significant weight should be placed on the need to support economic growth through the planning system.
- 7.2 The application is consistent with the proposals of the Meridian Water Masterplan. There is an established and identified need for the school in this area and it is considered that satisfactory information has been provided to illustrate that this site is the most appropriate site to locate the school, taking into account its accessibility, deliverability and the lack of other alternative sites at present, and the existing and future demand for school places within the existing catchment area. In addition through the combination of the retained pocket park on the Kimberley Road frontage, the re-provision of new park a short walking distance from the site off Rays Road and the proposals within the MWMP for new neighbourhood open space as part of the proposed Meridian Angel community the proposal is also considered to be compliant with the relevant policies 7.18 of the London Plan, CP34 of the Local Plan and DMD71 of the Development Management Document.
- 7.3 The proposal is considered to be acceptable in terms of its scale, design and appearance and is appropriate in terms of its impact to the character Kimberley Road and Ladysmith Road street scene and the surrounding area. In addition it would not have any undue detrimental impacts in terms of neighbouring amenity.
- 7.4 Subject to relevant conditions and associated highways works the proposal is considered to have an acceptable impact in terms of highways function and safety in the area. In addition, subject to necessary environmental conditions to deal with potential contamination on the site, the proposed scheme is considered acceptable.
- 7.5 In conclusion, it is acknowledged that a number of concerns have been raised in relation to this planning application from local residents, specifically in relation to the loss of the majority of the local park. However the planning application has been thoroughly assessed and it is considered to be in accordance with adopted local planning policies and strategic London Planning policies as well as guidance outlined in the National Planning Policy Framework.

8. Recommendation

- 8.1 That subject to the completion of a S106 agreement to cover the matters set out above, the Head of Development Management/Planning Decisions Manager be authorised to GRANT planning permission subject to the following conditions:

1. Conformity with approved drawings

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. Details of External materials

The development shall not be commence until details of the external finishing materials to be used 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 a satisfactory external appearance.

3. Construction Methodology

That development shall not commence until a construction methodology has been submitted to and approved in writing by the Local Planning Authority. The construction methodology shall contain:

- (a) A photographic condition survey of the roads, footways and verges leading to the site.
- (b) Details of construction access and associated traffic management to the site.
- (c) Arrangements for the loading, unloading and turning of delivery, construction and service vehicles clear of the highway.
- (d) Arrangements for the parking of contractor's vehicles
- (e) Arrangements for wheel cleaning
- (f) Arrangement for the storage areas
- (g) Hours of work
- (h) A construction management plan written in accordance with London Best Practice Guidance: The control of dust and emission from construction demolition.
- (i) The storage and re removal of excavation material
- (j) Noise mitigation measures during construction and demolition

The development shall be carried out in accordance with the approved construction methodology 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 highway and to minimise disruption to neighbouring properties.

4. Details of Existing and Proposed Levels

The development shall not commence until plans detailing the existing and proposed ground levels of the development including levels of the buildings, gardens, access roads, footpaths, roads and hard surfaced areas have been submitted to and approved in writing by the LPA. The development shall be constructed in accordance with the approved details.

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

5. Details of design and layout of Play Areas

Prior to occupation of the school details regarding the design, layout, surfacing materials, landscaping and type of play equipment proposed for the play area adjacent Kimberley Road as well as details regarding a long term maintenance and management strategy for these facilities shall be submitted to and approved in writing

by the LPA. The Play area facilities shall be available for use by occupation of the school and thereafter retained and maintained for this use.

Reason: In order to ensure that satisfactory children's play facilities are provided.

6. Details regarding Electric Vehicular Charging Points

Details of electric vehicular charging points (EVCPs) including siting shall be provided in accordance with London Plan standards (minimum 20% of spaces to be provided with electric charging points and a further 20% passive provision for electric vehicles in the future) shall be submitted to and approved in writing by the Local Planning Authority. All electric charging points shall be installed in accordance with the approved details prior to first occupation of the development and permanently retained.

Reason: To ensure that the development complies with sustainable development Policy requirements of the London Plan.

7. C59- Cycle parking

8. C9 - Details of hard surfacing

9. Disabled Parking Spaces

The number of disabled parking/ blue badge spaces indicated on the parking layout plan as well as visitor spaces shall be provided and thereafter retained for this purposes.

Reason: To ensure the satisfactory provision and retention of blue badge spaces for as well as the provision of visitor parking spaces for the development.

10. C19- Refuse storage

11. C14- Details of Access and Junction

12. Air Quality

The development shall not commence until an air quality assessment report has been submitted to and approved by the local planning authority. The assessment shall compare the levels of nitrogen dioxide and PM10 to the objective levels set out in the Air Quality Regulations 2000 and Amendment Regulations 2002 and propose mitigation where the objective levels are exceeded for either pollutant at the façade of the development.

Reason: To avoid risk to public health and the environment.

13. 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.

A: 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 BS 3998.

B: 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 and ensure adequate landscape treatment in the interest of amenity and ensure that the retained trees, shrubs and hedgerows on the site or in adjacent sites are not adversely affected by any aspect of the development.

14. Tree Protection

No works or development shall take place until a scheme for the protection of the retained trees (BS 5837:2012, the Tree Protection Plan/Arboricultural Method Statement) has been agreed in writing with the Local Planning Authority.

Reason: To screen, preserve and enhance the development and ensure adequate landscape treatment in the interest of amenity and ensure that the retained trees, shrubs and hedgerows on the site or in adjacent sites are not adversely affected by any aspect of the development.

15. Notice of Tree Works and Major Operations

The applicant shall give written notice to the Local Planning Authority of 10 days prior to carrying out the approved tree works and any operations that present a particular risk to trees (installation/construction of 'no dig' access road/drive and fence/gates adjacent to trees protected by Tree Preservation Order).

16. Trees- Prohibited Activities

The following activities must not be carried out under any circumstances:

A: No fires shall be lit within 10 metres of the nearest point of the canopy of any retained tree.

B: No works shall proceed until the appropriate Tree Protection Barriers are in place, with the exception of initial tree works.

C: No equipment, signage, fencing, tree protection barriers, materials, components, vehicles or structures shall be attached to or supported by a retained tree.

D: No mixing of cement or use of other materials or substances shall take place within Root Protection Areas, or close enough to a Root Protection Area that seepage or displacement of those materials or substances could cause them to enter a Root Protection Area

E: No alterations or variations to the approved works or tree protection schemes shall be carried out without the prior written approval of the Local Planning Authority.

Reason: To screen, preserve and enhance the development and ensure adequate landscape treatment in the interest of amenity and ensure that the retained trees, shrubs and hedgerows on the site or in adjacent sites are not adversely affected by any aspect of the development.

17. Trees- Site Supervision

No works or development shall take place until a scheme of supervision for the arboricultural protection measures has been approved in writing by the Local

Planning Authority. The scheme will be administered by an Arboriculturalist (as defined in BS 5837). Furthermore the scheme will be appropriate to the scale and duration of the works and include the following details:

- A: induction and personnel awareness of arboricultural matters.
- B: identification of individual responsibilities and key personnel.
- C: statement of delegated powers.
- D: timing and methods of site visiting and record keeping, including updates.
- E: procedures for reporting and dealing with variations and incidents.

18. Grampian Condition- Contamination (HSE)

No part of the development hereby allowed shall be occupied until the hazardous substances consent ref. HAZ/92/0007 for the Willoughby Lane/ Tottenham Gasholder Station, to the south of the site has been revoked in its entirety in accordance with the Planning (Hazardous Substances) Act 1990 as amended and written confirmation of the revocation has been issued by the Hazardous Substances Authority.

19 Contamination

No development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), shall take place until a scheme that includes the following components to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:

- 1) A preliminary risk assessment which has identified: · all previous uses, · potential contaminants associated with those uses, · a conceptual model of the site indicating sources, pathways and receptors, · potentially unacceptable risks arising from contamination at the site.
- 2) A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site
- 3) The results of the site investigation and detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
- 4) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express written consent of the local planning authority. The scheme shall be implemented as approved.

Reason: To protect the water environment, including groundwater. The desk study indicates the presence of polluting substances from the previous uses. The site is located within Source Protection Zone 2 protecting an abstraction used for public water supplies.

20. No occupation shall take place until a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the

verification plan. The long-term monitoring and maintenance plan shall be implemented as approved.

Reason: To protect the water environment, including groundwater.

21. No development should take place until a long-term monitoring and maintenance plan in respect of contamination including a timetable of monitoring and submission of reports to the Local Planning Authority, shall be submitted to and approved in writing by the Local Planning Authority. Reports as specified in the approved plan, including details of any necessary contingency action arising from the monitoring, shall be submitted to and approved in writing by the Local Planning Authority. Any necessary contingency measures shall be carried out in accordance with the details in the approved reports. On completion of the monitoring specified in the plan a final report demonstrating that all long-term remediation works have been carried out and confirming that remedial targets have been achieved shall be submitted to and approved in writing by the Local Planning Authority.

Reasons: To protect the water environment, including groundwater, from pollution and/or further deterioration.

22. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. The remediation strategy shall be implemented as approved.

Reasons: To protect the water environment, including groundwater.

23. No infiltration of surface water drainage into the ground at this site is permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approval details.

Reason: To protect the water environment, including groundwater.

24. Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason: To protect the water environment, including groundwater.

25. Water Efficiency

Prior to occupation details of the internal consumption of potable water shall be submitted to and approved in writing by the Local Planning Authority. Submitted details will demonstrate reduced water consumption through the use of water efficient fittings, appliances and recycling systems to show consumption equal to or less than 12.5% improvement water efficiency over a BREEAM notional baseline.

The development shall be carried out strictly in accordance with the details so approved and maintained as such thereafter.

Reason: To promote water conservation and efficiency measures in all new developments and where possible in the retrofitting of existing stock in accordance with Policy CP21 of the Core Strategy, DMD58 of the Development Management Document and Policy 5.15 of the London Plan.

26. Rainwater Harvesting

The development shall not commence until details of a rainwater recycling system have been submitted to and approved in writing by the Local Planning Authority. The details submitted shall also demonstrate the maximum level of recycled water that can feasibly be provided to the development.

The development shall be carried out strictly in accordance with the details so approved and maintained as such thereafter.

Reason: To promote water conservation and efficiency measures in all new developments and where possible in the retrofitting of existing stock in accordance with Policy CP21 of the Core Strategy, Policies DMD58 and DMD61 of the Development Management Document and Policy 5.15 of the London Plan.

27. Sustainable Urban Drainage System

The development shall not commence until details of surface drainage works have been submitted and approved in writing by the Local Planning Authority. The details shall be based on an assessment of the potential for disposing of surface water by means of a sustainable drainage system in accordance with the principles as set out in the Technical Guidance to the National Planning Policy Framework and shall be designed to a 1 in 1 and 1 in 100 year storm event allowing for climate change. The drainage system shall be installed/operational prior to the first occupation and a continuing management and maintenance plan put in place to ensure its continued function over the lifetime of the development.

The development shall be carried out strictly in accordance with the details so approved and maintained as such thereafter.

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 Policy CP28 of the Core Strategy, DMD61 of the Development Management Document, Policies 5.12 & 5.13 of the London Plan and the NPPF.

28. Nesting Boxes

The development shall not commence until details of bird and bat nesting boxes/bricks have been submitted to and approved in writing by the Local Planning Authority.

No less than 8 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.

29. Green Roof

The development shall not commence until a feasibility study outlining the details of the biodiversity (green/brown) roof(s) have been submitted to and approved in writing by the Local Planning Authority. The biodiversity (green/brown) roof(s) shall be:

- a. Biodiversity based with extensive substrate base (depth 80-150mm);
- b. Planted/seeded with an agreed mix of species within the first planting season following practical completion of the building works.

The biodiversity (green/brown) roof shall not be used for any recreational purpose and access shall only be for the purposes of the maintenance and repair or means of emergency escape. Details shall include full ongoing management plan and maintenance strategy/schedule for the green/brown roof to be approved in writing by the Local Planning Authority.

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 Policies 5.11 & 7.19 of the London Plan.

30. Energy Performance Certificate

Following practical completion of works a final Energy Performance Certificate with accompanying Building Regulations compliance report shall be submitted to and approved in writing by the Local Planning Authority and shall reflect the carbon reduction targets agreed. Where applicable, a Display Energy Certificate shall be submitted within 18 months following first occupation.

Reason: In the interest of sustainable development and to ensure that the Local Planning Authority may be satisfied that CO2 emission reduction targets are met in accordance with Policy CP20 of the Core Strategy, DMD51 of the Development Management Document, Policies 5.2, 5.3, 5.7 & 5.9 of the London Plan 2011 and the NPPF.

31. Energy Efficiency

The development shall not commence until an 'Energy Statement' has been submitted and approved in writing by the Local Planning Authority. Submitted details will demonstrate the energy efficiency of the development and shall provide for no

less than a 35% improvement in total CO2 emissions arising from the operation of a development and its services over Part L of Building Regs 2013 utilising gas as the primary heating fuel. Should Low or Zero Carbon Technologies be specified as part of the build the location of the plant along with the maintenance and management strategy for their continued operation shall also be submitted. The Energy Statement should outline how the reductions are achieved through the use of Fabric Energy Efficiency performance, energy efficient fittings, and the use of renewable technologies.

The development shall be carried out strictly in accordance with the details so approved and maintained as such thereafter.

Reason: In the interest of sustainable development and to ensure that the Local Planning Authority may be satisfied that CO2 emission reduction targets are met in accordance with Policy CP20 of the Core Strategy, DMD51 of the Development Management Document, Policies 5.2, 5.3, 5.7 & 5.9 of the London Plan 2011 and the NPPF.

32. Considerate Constructors

The development shall not commence until an undertaking to meet with best practice under the Considerate Constructors Scheme and achieve formal certification has been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the implementation of the development does not adversely impact on the surrounding area and to minimise disruption to neighbouring properties.

33. Construction Site Waste Management

The development shall not commence until a Site Waste Management Plan has been submitted to and approved in writing by the Local Planning Authority. The plan should include as a minimum:

- i. Target benchmarks for resource efficiency set in accordance with best practice
- ii. Procedures and commitments to minimize non-hazardous construction waste at design stage. Specify waste minimisation actions relating to at least 3 waste groups and support them by appropriate monitoring of waste.
- iii. Procedures for minimising hazardous waste
- iv. Monitoring, measuring and reporting of hazardous and non-hazardous site waste production according to the defined waste groups (according to the waste streams generated by the scope of the works)
- v. Procedures and commitments to sort and divert waste from landfill in accordance with the waste hierarchy (reduce; reuse; recycle; recover) according to the defined waste groups

In addition no less than 85% by weight or by volume of non-hazardous construction, excavation and demolition waste generated by the development has been diverted from landfill

Reason: To maximise the amount of waste diverted from landfill consistent with the waste hierarchy and strategic targets set by Policy DMD57 of the Development Management Document and Policies 5.17, 5.18, 5.19, 5.20 of the London Plan.

34. BREEAM

Prior to commencement of works a BREEAM 2014 pre-assessment (or relevant equivalent if this is replaced or superseded) establishing the feasibility of achieving a rating of no less than 'Excellent' shall be submitted to and approved in writing by the Local planning Authority. If this target (or an agreed lesser target) is deemed feasible further evidence shall be required to be provided in the following formats and at the following times:

- a. a design stage assessment, conducted by an accredited BREEAM Assessor and supported by relevant BRE interim certificates for each of the units, shall be submitted at pre-construction stage prior to the commencement of superstructure works on site; and,
- b. a post construction assessment, conducted by and accredited BREEAM Assessor and supported by relevant BRE accreditation certificates for each of the units, shall be submitted following the practical completion of the development and within 3 months of first occupation.

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

Reason: In the interests of addressing climate change and to secure sustainable development in accordance with the strategic objectives of the Council, DMD49 & 50 of the Development Management Document and Policies 3.5, 5.2, 5.3, 5.7, 5.9, 5.12, 5.13, 5.15, 5.16, 5.18, 5.20 & 6.9 of the London Plan 2011 as well as the NPPF.

35. Heating and Cooling

The development shall not commence until details of how the development and associated infrastructure shall be designed to allow for future connection to any neighbouring heating and cooling network have been submitted and approved in writing by the Local Planning Authority. The agreed scheme shall be installed prior to the first occupation of the development hereby approved.

The development shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.

Reason: To ensure the facility is appropriate and designed in a manner which allows for future connection to a district system in accordance with Policy CP20 of the Core Strategy, Policies 5.2, 5.3, 5.7 & 5.9 of the London Plan and the NPPF.

36. Green Procurement Plan

The development shall not commence until a Green Procurement Plan has been submitted to and approved in writing by the Local Planning Authority. The Green Procurement Plan shall demonstrate how the procurement of materials for the development will promote sustainability, including by use of low impact, locally and/or sustainably sourced, reused and recycled materials through compliance with the requirements of MAT1, MAT2 and MAT3 of the Code for Sustainable Homes and/or relevant BREEAM standard. The Plan must also include strategies to secure local procurement and employment opportunities. Wherever possible, this should include

targets and a process for the implementation of this plan through the development process.

The development shall be constructed and procurement plan implemented strictly in accordance with the Green Procurement Plan so approved.

REASON: To ensure sustainable procurement of materials which minimises the negative environmental impacts of construction in accordance with Policy CP22 and CP23 of the Core Strategy and Policy 5.3 of the London Plan.

37. Boundary Treatment

Prior to the occupation of the development details of the proposed site boundary/fencing treatment shall be submitted to an approved in writing by the local Planning authority. The site shall be enclosed in accordance with the approved details prior to occupation.

Reasons: In the interest of visual amenity of the site and the surrounding area.

38. External Lighting

The development shall not commence until details of any external lighting proposed around the school site including the MUGA have been submitted to and approved in writing by the Local Planning Authority. The approved external lighting shall be provided before the development is occupied.

Reason: To ensure that the development does not prejudice the amenities of adjoining occupiers and / or the visual amenities of the surrounding area.

39. MUGA- Hours Of Use

The proposed MUGA shall not be only be open for use beyond the hours of 22.00 on Mondays to Fridays, 18.00 on Saturdays and 16.00 on Sundays and Bank Holidays.

Reason: To safeguard the amenities of the occupiers of nearby residential properties.

40. MUGA- Community Use Scheme

Prior to the development being brought into use, a Community Use Scheme in relation to the proposed MUGA shall be submitted to and approved in writing by the Local Planning Authority. The Scheme shall include details of hours of use, access by non-school users/non-members, management responsibilities and include a mechanism for review. The approved Scheme shall be implemented upon commencement of use of the development.

Reason: To secure well managed and safe community access to the sports facility and to ensure sufficient benefit to the development of sport.

41. C51 Time Limited Permission.

notes

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PLANNING

C 28.10.14 SK
 S 22.10.14 SK
 D 22.10.14 SK
 R 22.10.14 SK
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 C 22.10.14 SK

project: Meridian Angel
 drawing: Proposed Ground Floor
 drawing number: P01455 - F101
 revision: C
 date: October 2014
 scale: 1:100 @ A1
 drawn by: SK
 checked by: SK
 approved by: SK
 BIM reference: BIM-P1455

bluesky
 architects
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 T 0161 4256229
 F 0161 4256230
 W www.blueskyarchitects.co.uk



○ FFL Ground Floor
 1:100

notes

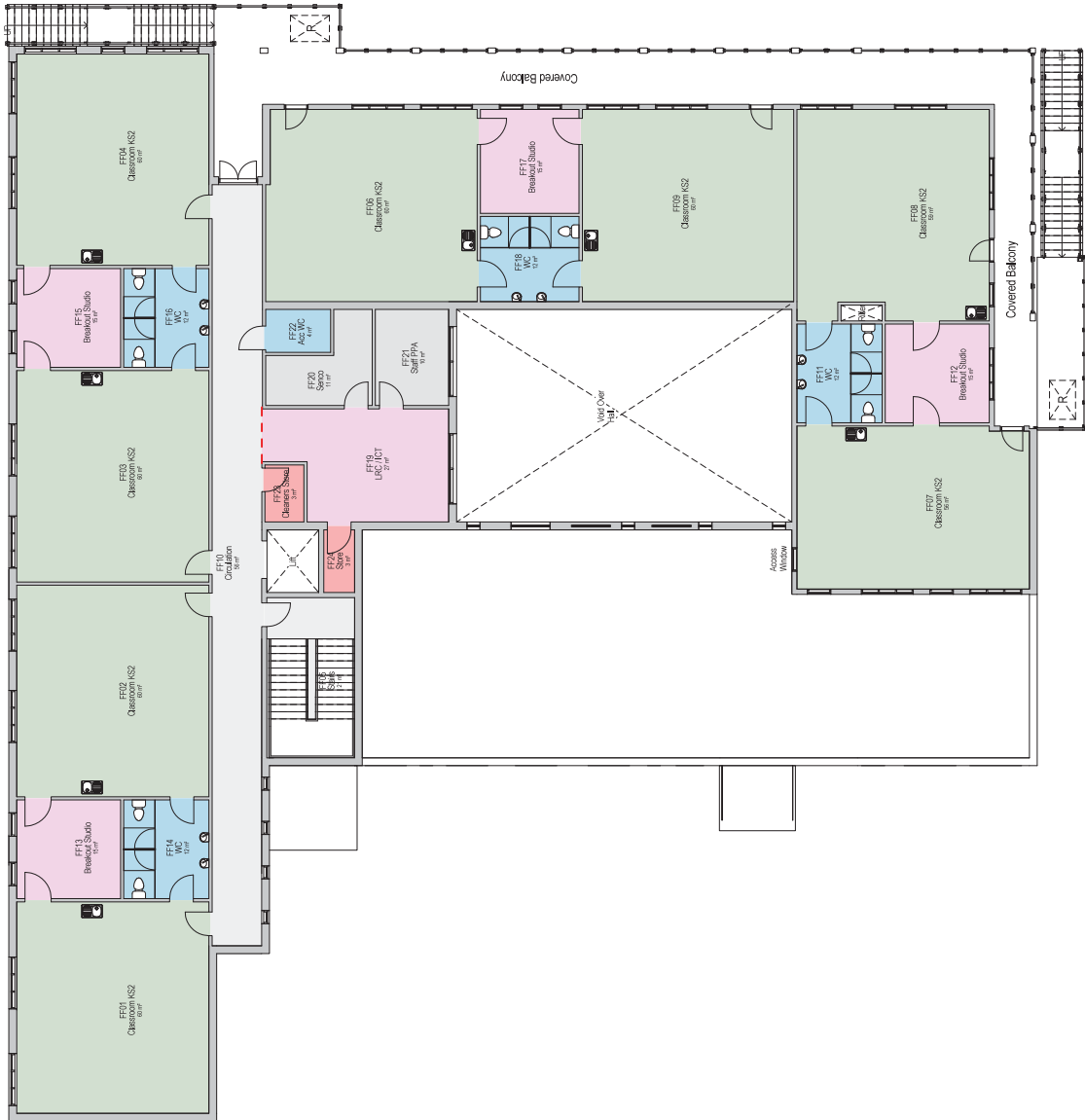
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All dimensions are to be rounded up to the nearest millimetre unless otherwise stated. All dimensions are to be rounded up to the nearest millimetre unless otherwise stated.

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Any dimensions are to be rounded up to the nearest millimetre unless otherwise stated. All dimensions are to be rounded up to the nearest millimetre unless otherwise stated.

Structural and other details to be in accordance with the current British Standards and codes of practice.



FFL First Floor
1:100

PLANNING

C 28.10.14 SK
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Scale for sheets to be fixed
Drawing in accordance with comments.
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Drawing in accordance with comments.

drawn by
checked by
approved by

Project
Medican Angel

Project
Medican Angel

Drawing
Proposed First Floor

Drawing number
P01455 - F102

Revision
C

Date
October 2014

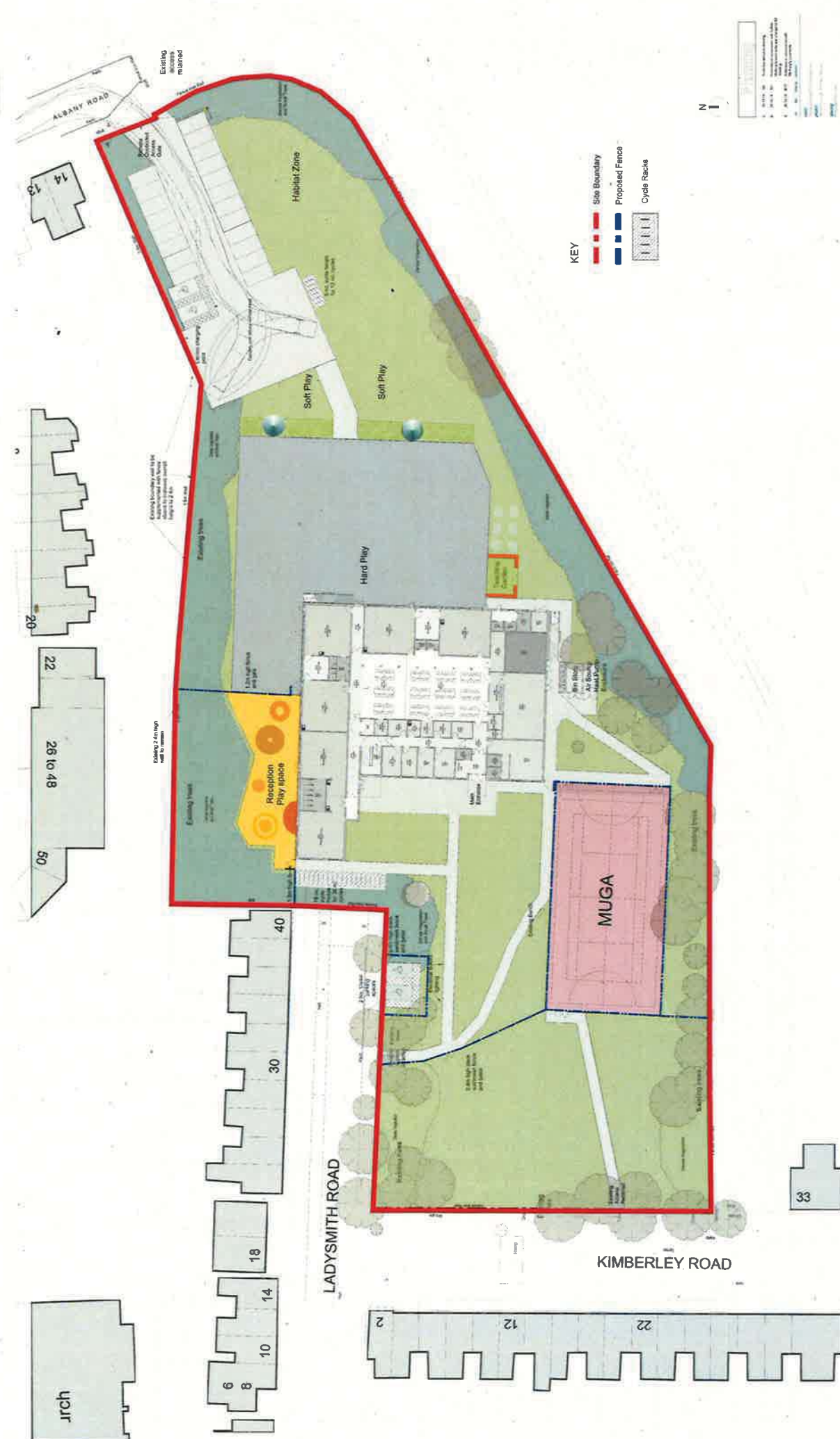
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Drawn by
SK

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KEY

- Site Boundary
- Proposed Fence
- Cycle Rack

N





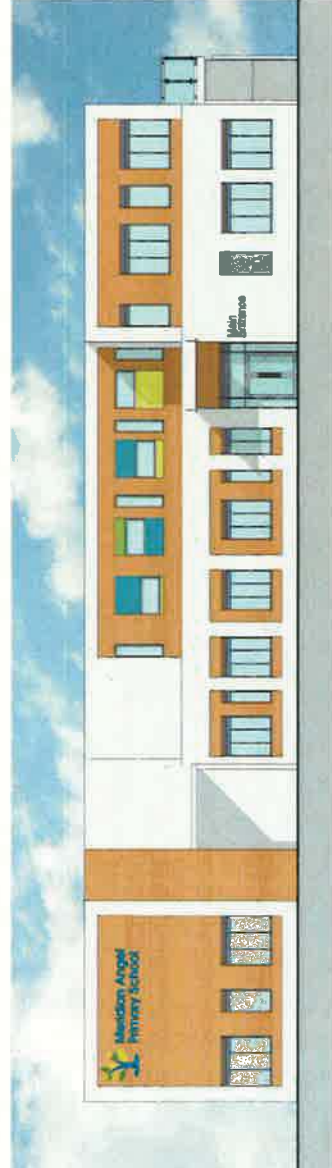
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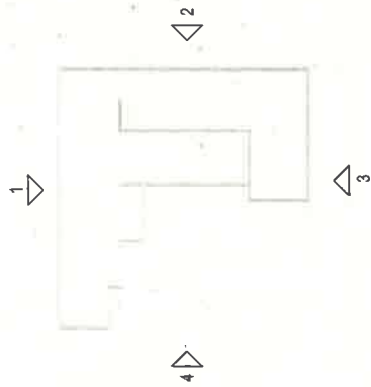
3 South
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4 West
1:100

Notes

1. All elevations are shown in perspective.
2. All elevations are shown in perspective.
3. All elevations are shown in perspective.
4. All elevations are shown in perspective.



PLANNING

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Notes:

The survey has been effected by the Ordnance Survey National Grid and level datum using Leica GPS SmartWay data.

Tree heights and spreads are estimated and specific identification cannot be assured.

Only features that are accessible at the time of survey can be detailed.

There are no guarantees offered on the drainage information supplied.

Before commencing works please check proposed drainage flow over.

Should there be any discrepancies, inconsistencies or omissions, please contact Quickdraw Surveys Ltd as soon as possible by a resolution.

Abbreviations:

Topographical Surveys

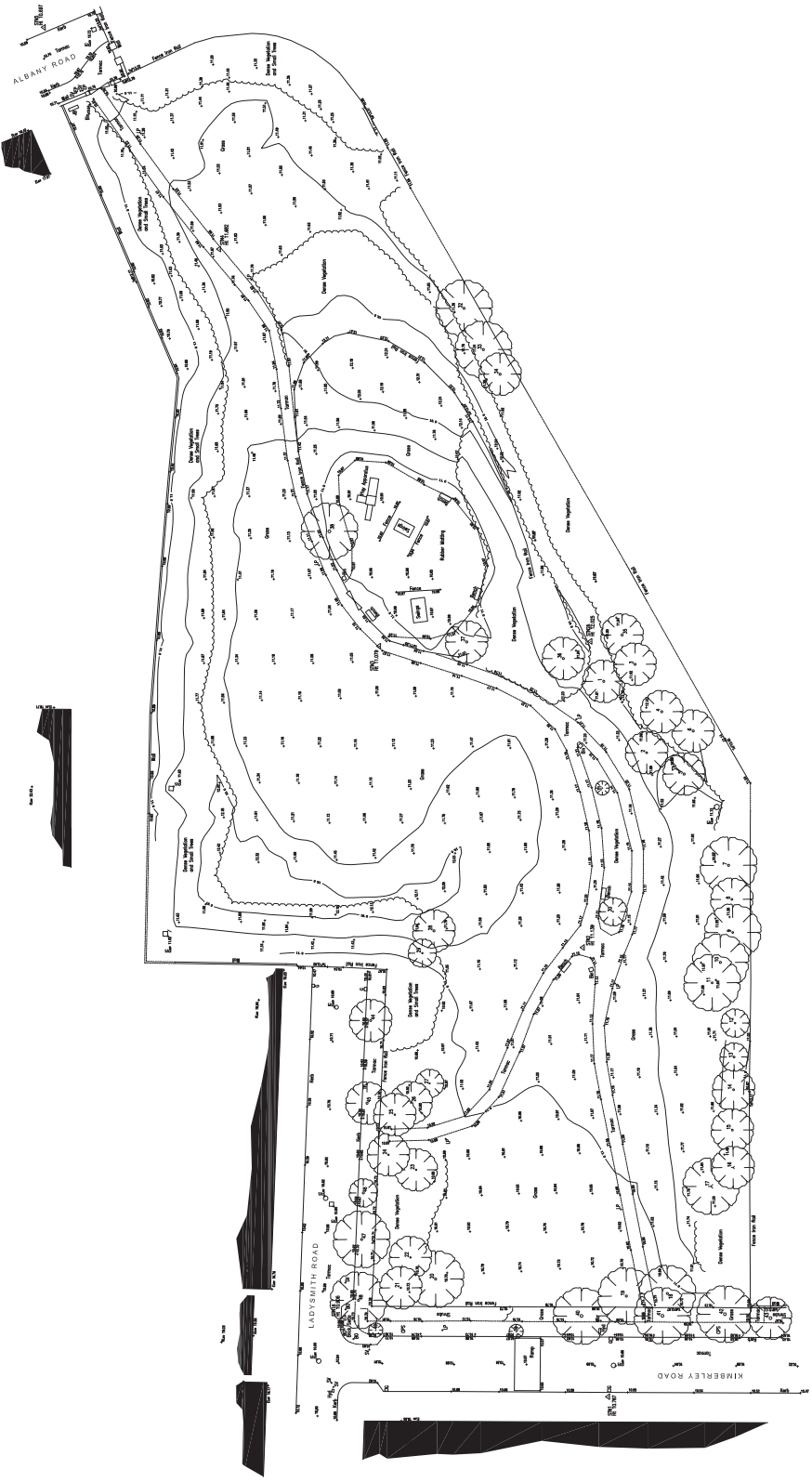
BM	Bench Mark	CP	Control Point	DB	Down Slope	EM	Electric Meter	EP	Electric Pole	FP	Foot Path	GP	Ground Profile	HP	High Water	IP	Iron Pipe	JP	Joint	LP	Level	MP	Manhole	NP	Natural	OP	Open	PP	Pipe	RP	Road	SP	Slope	TP	Top	UP	Upper	VP	Vertical	WP	Water	XP	Extra	YP	Yard	ZP	Zone
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Tree Schedule:

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Station Co-ordinates:

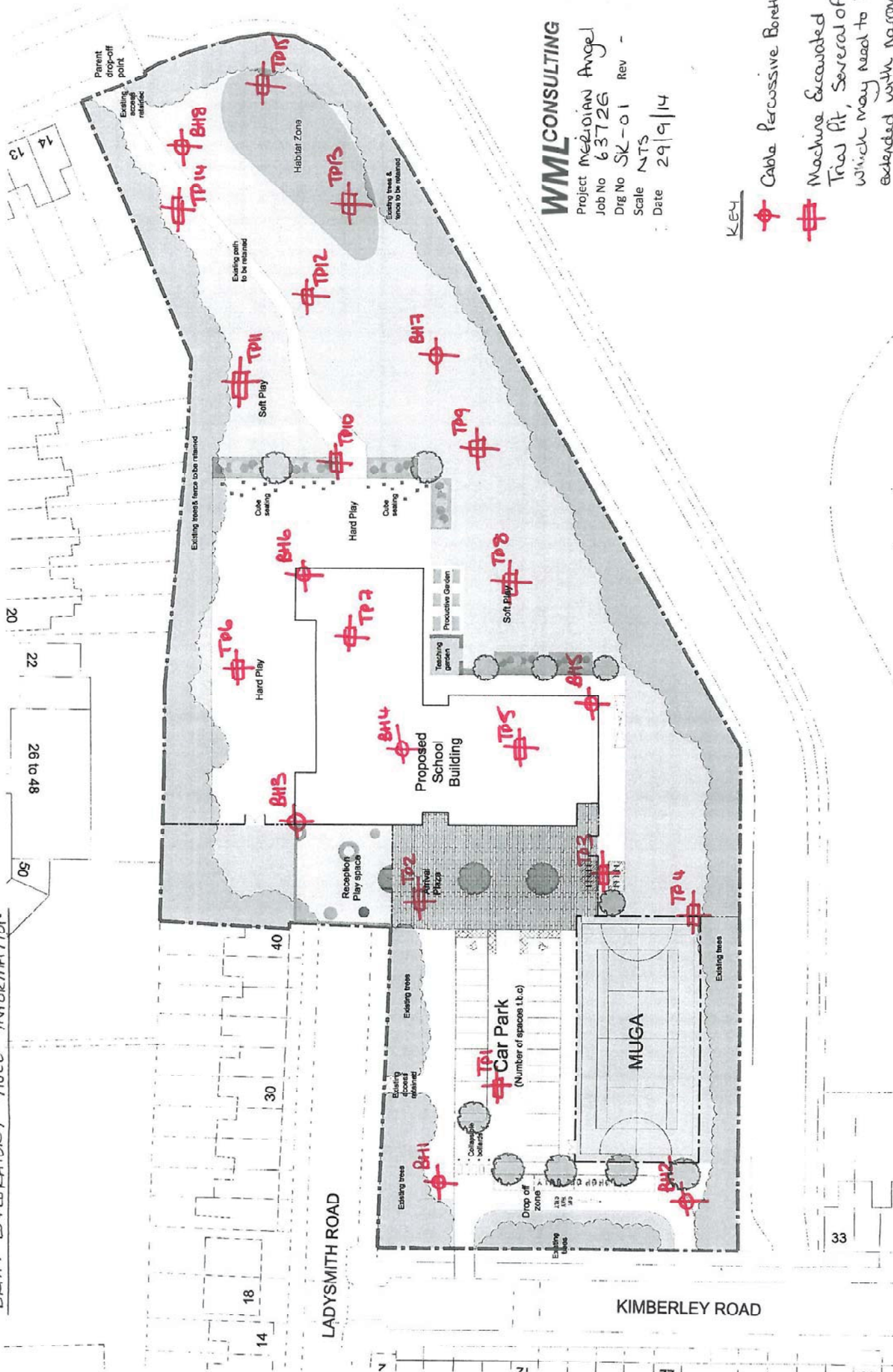
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A0 Plot @ 1:250



Client	Bluesky
Date	September 2014
Project	Topographical Survey Meridian Angel Free School Site, Ladysmith Road, Edmonton, N18 2DR
Scale	1:200
Drawing Number	QDS/ 350/560/TOP
Revision	0

DRAFT EXPLORATORY HOLE INFORMATION



WMLCONSULTING
 Project Meridian Angel
 Job No 63726
 Drg No SK-01 Rev -
 Scale NTS
 Date 29/9/14

KEY

-  Cable Percussive Borehole
 -  Machine Excavated Trial Pit, Several of which may need to be extended with narrow diameter probes.
- The membrane will then be plugged with a bentonite Seal.



Meridian Angel
 Primary School

Proposed Siteplan
 1:250 @ A1



Department for
Education

bluesky
 architects

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All dimensions are to be checked on site prior to construction, manufacture of any components and ordering of materials and equipment.

Any discrepancies are to be reported to the architect for clarification.

All materials and workmanship to be in accordance with the current British Standards and codes of practice.



RED LINE BOUNDARY
PROPOSED SCHOOL
BLUE LINE BOUNDARY
PUBLICALLY ACCESSIBLE AREA



B 16.01.15 BTC Red line boundary amended
A 26.10.14 SK Scale bar added to drawing

Planning

rev date drawn by comments

client: Wesleyan Angell Primary School
project: Meridian Angell Primary School
drawing: Site Location Plan

drawing number: P01455 - P651 scale: 1:1250 @ A3
revision: SK drawn by: SK
date: October 2014 cad reference: BIM - P01455

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